REGULAR MEETING OF TOWNSHIP COUNCIL AGENDA

Monday, September 15, 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 – September 15, 2025

That Council adopt the agenda and receive all agenda items of the Regular Council meeting held September 15, 2025.

B. ADOPTION OF MINUTES

1. Regular Council Meeting – July 21, 2025

That Council adopt the Minutes of the Regular Council meeting held July 21, 2025.

C. DELEGATIONS

1. Van Trieu
File 0550-07

Request by Van Trieu, on behalf of Quang Hua, to appear before Council to discuss reconsideration of a tree penalty issued.

2. Adebola Ige
Yoruba Social and Cultural Association of BC &
Metro Vancouver Black Business Expo
File 0550-07

Request by Adebola Ige, Yoruba Social and Cultural Association of BC & Metro Vancouver Black Business Expo, to appear before Council to present a summary of the Metro Vancouver Black Business Expo from 2022 to 2024, highlighting its impact, growth and success stories.

C. DELEGATIONS

3. Marcel Horn
Langley United Soccer Association
File 0550-07

Request by Marcel Horn, Langley United Soccer Association, to appear before Council to provide an update on the successful completion of their inaugural year in the semi-professional league.

D. PRESENTATIONS

E. REPORTS TO COUNCIL

The following item was deferred at the July 21, 2025 Regular Council Meeting:

1. Infrastructure Renewal Program and Policy
Report 25-113
File PW 1030-01

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council approve the Infrastructure Asset Replacement Policy – General Revenue and the Infrastructure Asset Replacement Policy – Utility User Rates included as Attachment A and Attachment B respectively.

DEFERRAL
Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That consideration of the Infrastructure Renewal Program and Policy be deferred until the September 15, 2025 Regular Council Meeting.
CARRIED

2. Proposed 2026 Council Calendar
Report 25-136
File LS 0550-06

That Council approve the proposed 2026 Council Calendar, presented as Attachment A to this report.

E. REPORTS TO COUNCIL

3. World Cup 2026 Viewing Events
Report 25-141
File CP 0810-30

That Council direct staff to continue to work co-operatively with local soccer clubs, community partners, and the various organizing committees of the FIFA World Cup 2026 in an attempt to secure public viewing rights for public events to be hosted at Langley Events Centre in the Township of Langley.

4. Smithview Park at Jericho Reservoir
Report 25-145
File CP 0810-30

That Council endorse the preliminary concept plan, features and intended use for Smithview Park at Jericho Reservoir.

That Council direct staff to proceed with completing detailed design for Smithview Park at Jericho Reservoir located at the 20400 block of 73A Avenue, utilizing up to $125,000 of the funding previously approved in the 2025-2029 Capital Budget.

5. Ponder Park Improvements
Report 25-144
File CP 0810-30

That Council endorse the preliminary concept plan, features and intended use for Ponder Park, as outlined in this report.

That Council refer the funding request of $200,000 for technical site analysis, detailed trail design, and design of other related park improvements as described in this report, to the 2026 - 2030 Capital Budget process.

6. 16 Avenue Corridor and Intersection Update
Report 25-135
File EN 5260-26-010

That Council direct staff to include $200,000 in the draft 2026–2030 Financial Plan for an updated 16 Avenue Corridor and Intersections Study, for Council’s consideration.

7. Noel Booth Parking, Fieldhouse and Recreation Improvements
Report 25-143
File CP 0810-30

That Council endorse the concept plan for parking, fieldhouse and recreation improvements to Noel Booth Community Park, as outlined in this report.

E. REPORTS TO COUNCIL

That Council refer the funding request of $250,000 for technical site analysis and detailed design of the proposed parking, fieldhouse and recreation improvements at Noel Booth Community Park to the 2026 – 2030 Capital Budget process.

8. Aldergrove Athletic Park Sport Improvements
Report 25-142
File CP 0810-30

That Council endorse the concept plan for sports improvements to Aldergrove Athletic Park, as outlined in this report.

That Council refer the funding request of $250,000 for technical site analysis and detailed design of the proposed sports improvements at Aldergrove Athletic Park to the 2026 – 2030 Capital Budget process.

9. Urban Road Upgrades – 228 Street and 48 Avenue
Report 25-130
File EN 8330-01

That Council endorse the conceptual design of 228 Street from 48 Avenue to Fraser Highway, as shown in Attachment A, which includes two travel lanes, parking lanes, sidewalks, and street lighting; and the conceptual design of the south side of 48 Avenue from the 22600 Block to 228 Street, as shown in Attachment B, which includes two travel lanes, a multi-use pathway, and street lighting.

That Council direct staff to include $375,000 in the draft 2026–2030 Financial Plan for the detailed design of 228 Street and 48 Avenue, for Council's consideration.

10. 2025 ICBC Road Improvement Grants
Report 25-129
File EN 1855-50

That Council direct staff to apply for additional funding from the Insurance Corporation of British Columbia's Road Improvement Grant Program and apply to projects listed in report 25-129, totalling $311,000.

11. Pre-zoning Options Along 200 Street Corridor
Report 25-133
File CPP LRP00028

That Council direct staff to advance community engagement consistent with the Official Community Plan and Willoughby Community Plan updates, including the pre-zoning options along the 200 Street corridor, as described in this report.

E. REPORTS TO COUNCIL

That Council direct staff to prepare necessary amendments to the Subdivision and Development Servicing Bylaw No. 5382 to assist in the implementation of Council-initiated rezoning (pre-zoning) by regulating and requiring the provision of works and services in respect to the development of land.

12. Official Community Plan Update – Status and Timeline
Report 25-131
File CPP LRP00026

That Council endorse the timeline for completion of the 2025 Official Community Plan update for the remainder of 2025 and the anticipated next steps in 2026.

13. Building Permit Conditions for 21020 76 Avenue
(The Board of Education of School District No. 35)
Report 25-140
File EN 5260-26-026

That Council require the following conditions be added to and be satisfied by the owner of 21020 - 76 Avenue, prior to the issuance of a building permit for any building or structure on the property:

a. That access to the upper parking lot, which is to remain separated from the lower parking lot, from 76 Avenue be limited to right-in/left-out movements only, with physical traffic control devices installed to restrict turning movements; and

b. That the owner secure access rights for the southwest vehicular access point and complete all associated intersection works at the 21000 Block of the 212 Street Connector, including the construction of a signalized intersection at 210 Street.

14. Development Variance Permit Application No. 100197 and
Development Permit Application No. 101469
(Blaschek / 3685 - 207 Street)
Report 25-138
File CD 07-26-0168

That Council authorize issuance of Development Variance Permit No. 100197 for property located at 3685 - 207 Street subject to the following:

a. Section 402.4 1) - Siting of Buildings and Structures of the Township of Langley Zoning Bylaw 1987 No. 2500 to increase the principal building maximum setback from the front lot line from 7.5 m (24.6 ft) to 23.2 m (76.1 ft) on proposed Lot 1 to accommodate the existing single family dwelling as shown in Schedule “A” and facilitate a subdivision to create a 1,206 m^2 (12,978 ft^2) lot fronting 207 Street and a 961 m^2 (10,347 ft^2) lot

E. REPORTS TO COUNCIL

fronting 206A Street. All new buildings and structures are subject to compliance with all of the Bylaws of the Municipality of Langley.

That Council authorize issuance of Development Permit No. 101469 for Neighbourhood Forest Fire Hazard Reduction for property located at 3685 – 207 Street subject to the following:

a. Neighbourhood Forest Fire Hazard Reduction Development Permit Areas design consistent with Schedule "A" and Section 10.5.4 of the Brookswood-Fernridge Community Plan as amended including registration of an exterior design control agreement at time of subdivision consistent with Section 10.5.4.1.2 - Buildings of the Brookswood-Fernridge Community Plan.

15. Development Variance Permit Application No. 100192 and Development Permit Application No. 101508 (Jassar / 3650 – 203a Street)
Report 25-137
File CD 07-26-0169

That Council authorize Development Variance Permit No. 100192 for property located at 3650 – 203A 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 area requirement of Residential Zone R-1E from 930 m^2 (10,010 ft^2) to 894.1 m^2 (9,624 ft^2) for proposed Lot 2 of a two-lot subdivision as indicated in Schedule "A".
b. Registration of an exterior design control agreement guided by a Neighbourhood Character Study.

That Council authorize Development Permit No. 101508 for Neighbourhood Forest Fire Hazard Reduction for property located at 3650 – 203A Street subject to the following:

a. Neighbourhood Forest Fire Hazard Reduction Development Permit Areas design consistent with Schedule "A" and Section 10.5.4 of the Brookswood-Fernridge Community Plan as amended including registration of an exterior design control agreement at time of subdivision consistent with Section 10.5.4.1.2 – Buildings of the Brookswood-Fernridge Community Plan.

16. Development Permit Application No. 101443 (Marinelli Investments Ltd. / 9494 – 200 Street)
Report 25-127
File CD 08-35-0273

That Council authorize issuance of Development Permit No. 101443 to Marinelli Investments Ltd. for property located at 9494 – 200 Street subject to the following conditions:

E. REPORTS TO COUNCIL

a. Building plans being in substantial compliance with Schedule “A”.
b. Landscaping plans being in substantial compliance with Schedule “B” and in compliance with Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) and the Township’s Street Trees and Boulevard Plantings Policy.
c. Provision of a final tree management plan incorporating tree retention, replacement and protection details in compliance with the Township’s Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection).
d. All signage being in substantial compliance with Schedule “A” and with the Township’s Sign Bylaw.
e. Section 701.6 – Siting of Buildings and Structures of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to decrease the minimum rear (east) lot line setback abutting a Residential zone from 10 m (32.8 ft) to 0 m (0 ft) as indicated in Schedule “A”.
f. Section 111.4 – Parking Lot Landscaping of the Township of Langley Zoning Bylaw 1987 No. 2500 being varied to decrease the required parking lot landscaping on the north side of the site from one tree per six stalls to zero trees per six stalls as indicated in Schedule “A”.
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 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. Road and utility upgrades and extensions in accordance with the Township’s Subdivision and Development Servicing Bylaw.
b. Off-site and on-site landscaping being secured by a letter of credit and landscaping plans finalized at the Building Permit stage.
c. Tree retention, replacement and protection in compliance with the Township’s Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) being secured by letter of credit including payment of associated administration fees.
d. Completion of a site specific on-site servicing and stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw.
e. Completion of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
f. 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.
g. Payment of Development Cost Charges, supplemental development permit application fees and building permit administration fees.

E. REPORTS TO COUNCIL

17. Telecommunication Tower Application No. 000015 (Telus / Cypress Land Services / 5701– 232 Street) Report 25-126
File CD 11-08-0025

That Council consider Cypress Land Services' application to Innovation, Science and Economic Development Canada regarding a proposed 27.38 m (89.8 ft) high telecommunication tower and accessory compound at 5701 – 232 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 27.38 m (89.8 ft) high telecommunication tower and accessory compound at 5701 – 232 Street.

or

b) That Council advise Innovation, Science and Economic Development Canada that it objects to Cypress Land Services' application to construct a 27.38 m (89.8 ft) high telecommunication tower and accessory compound at 5701 – 232 Street.

18. Official Community Plan Amendment and Rezoning Application No.100239 (Carvolth 86th Ave Lands Ltd. / 20120 – 86 Avenue) Report 25-132
File CD 08-26-0229

That Council consider the information provided in this report and adopt one of the following resolutions:

1. Defer consideration of the application until Council consideration of an updated Willoughby Community Plan and refer the applicant to staff to work to address the items outlined in this report.

   or

2. Direct staff to advance the bylaws associated with the application.

F. BYLAWS FOR FIRST AND SECOND READING

1. Township of Langley Regional Context Statement Update
Bylaw No. 6163
Report 25-134
File CPP LRP00008

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Regional Context Statement Update) Bylaw No. 6163.

That Council authorize staff to schedule the required Public Hearing for Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Regional Context Statement Update) Bylaw No. 6163.

That Council endorse the proposed boundaries of the Major Transit Growth Corridor (Figure 1) for submission to Metro Vancouver.

That Council endorse the proposed boundaries and name change of the Willowbrook Regional Centre (Figure 2) for submission to Metro Vancouver.

Explanation – Bylaw No. 6163

Bylaw No. 6163 amends the Official Community Plan by:

- replacing all mentions of Metro 2040 with Metro 2050
- updating Schedule A – Regional Context Statement
- updating Map 4 – Willowbrook Regional Centre

2. Official Community Plan Amendment and Rezoning Application No. 100302 (1219893 BC Ltd./ Cre8 Architecture Ltd. / 7100 and 7126 - 206 Street and 7119 and 7143 – 207 Street)
Bylaw No. 6154
Bylaw No. 6155
Report 25-146
File CD 08-14-0232

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Northeast Gordon Estate Neighbourhood Plan) Bylaw 2005 No. 4475 Amendment (1219893 BC Ltd.) Bylaw No. 6154 and Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1219893 BC Ltd.) Bylaw No. 6155 rezoning a portion of a 1.5 ha (3.8 ac) land assembly located at 7100 and 7126 - 206 Street and 7119 and 7143 - 207 Street to Comprehensive Development Zone CD- 215 to facilitate development of approximately 83 townhouses, subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

F. BYLAWS FOR FIRST AND SECOND 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, widening and necessary traffic improvements for 206 and 207 Street in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Northeast Gordon Estate Neighbourhood Plan.
3. Provision of a final tree management plan incorporating tree retention, replacement, protection details demonstrating retention of 27 trees and security in compliance with Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection).
4. Dedication and construction of an approximately 0.18 ha (0.45 ac) environmental protection and public amenity lot including detailed design to confirm retention of 15 trees in relation to streamside requirements, open space design details and security in coordination with the project to the south, as preliminarily shown on the tree management plan prepared by Klimo & Associates dated June 18, 2025 and engineering drawings prepared by Coastland Engineering & Surveying dated August 2023.
5. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
6. Registration of restrictive covenants acceptable to the Township:
    a. restricting development until a Development Permit is issued for the site and requiring the units fronting 206 Street to be a two-storey duplex form
    b. prohibiting clearing of the site (with the exception of servicing access areas) until such time as a final tree management plan incorporating tree retention replacement, protection details, and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) is accepted by the Township
    c. prohibiting direct vehicular access from 206 Street
    d. identifying the units (5% of townhouse units) required in accordance with the Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan
    e. prohibiting parking on internal strata roadways (other than in clearly identified parking spaces).
7. Water Sustainability Act (WSA) Change Approval from the BC Ministry of Water, Land and Resource Stewardship.
8. Compliance with Township of Langley Official Community Plan Schedule 3 including acceptance of the streamside enhancement plans, fencing, signage and security.
9. Compliance with the Willoughby Greenway Amenity Policy and the 5% Neighbourhood Park Land Acquisition Policy.
10. As per the applicant's proposal in support of the proposed community plan amendment and rezoning application, provision of $2,415,200 as a voluntary amenity contribution.

F. BYLAWS FOR FIRST AND SECOND READING

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 1998 No. 3800 Amendment (Northeast Gordon Estate Neighbourhood Plan) Bylaw 2005 No. 4475 Amendment (1219893 BC Ltd.) Bylaw No. 6154 is consistent with the Township's Five Year Financial Plan as updated annually and with Metro Vancouver's Integrated Liquid Waste Resource Management Plan and Integrated Solid Waste Resource Management Plan, Housing Needs Report and with the consultation requirement of Official Community Plan Consultation Policy (07-160).

That Council authorize staff to schedule the required Public Hearing for Bylaws No. 6154 and 6155.

Explanation – Bylaw No. 6154

Bylaw No. 6154 amends the Willoughby Community Plan by redesignating the properties located at 7100 and 7126 - 206 Street and 7119 and 7143 - 207 Street from Residential to Multi Family and removing the lands from the Residential Density Bonus 2 area. Bylaw No. 6154 also amends the Northeast Gordon Estate Neighbourhood Plan on a site specific basis to allow a density of 22 UPA. The amendments will facilitate development of an 83-unit townhouse development.

Explanation – Bylaw No. 6155

Bylaw No. 6155 rezones a portion of 1.5 ha (3.8 ac) of land located at 7100 and 7126 - 206 Street and 7119 and 7143 - 207 Street to Comprehensive Development Zone CD-215 to facilitate development of approximately 83 townhouses.

3. Official Community Plan Amendment and Rezoning Application No. 100291 (BMG Projects (Heath South) Inc. / 6982 – 206 Street) Bylaw No. 6090 Bylaw No. 6091 Report 25-128
File CD 08-14-0187

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 (Northeast Gordon Estate Neighbourhood Plan) Bylaw 2005 No. 4475 Amendment (BMG Projects (Heath South) Inc.) Bylaw No. 6090 and Township of Langley Zoning Bylaw 1987 No. 2500 Amendment Bylaw (BMG Projects (Heath South) Inc.) No. 6091 rezoning 2.0

F. BYLAWS FOR FIRST AND SECOND READING

ha (5.0 ac) of land located at 6982 - 206 Street to Comprehensive Development Zone CD-215 to facilitate development of approximately 83 townhouses subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. A Servicing Agreement being entered into with the Township to secure required road and utility upgrades and extensions in accordance with the Township's Subdivision and Development Servicing Bylaw.
2. Provision of road dedications, widening and necessary traffic improvements for 206 and 207 Street in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Northeast Gordon Estate Neighbourhood Plan.
3. 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).
4. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
5. Registration of restrictive covenants acceptable to the Township:
    a. restricting development until a Development Permit is issued for the site and requiring the units fronting 206 Street to be a two-storey duplex form.
    b. prohibiting clearing of the site (with the exception of servicing access areas) until such time as a final tree management plan incorporating tree retention replacement, protection details, and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) is accepted by the Township.
    c. identifying the units (5% of townhouse units) required in accordance with the Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan.
    d. prohibiting parking on internal strata roadways (other than in clearly identified parking spaces).
6. Compliance with the Willoughby Greenway Amenity Policy and the 5% Neighbourhood Park Land Acquisition Policy.
7. As per the applicant's proposal in support of the proposed community plan amendment and rezoning application, provision of $2,095,200 as a voluntary amenity contribution.
8. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, Development Works Agreement (DWA) and Latecomer charges.

That Council consider that Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw No. 1998 No. 3800 Amendment (Northeast Gordon Estate Neighbourhood Plan) Bylaw 2005 No. 4475 Amendment (BMG Projects (Heath South Inc.)) Bylaw No. 6090 is consistent with the Township's Five Year Financial

F. BYLAWS FOR FIRST AND SECOND READING

Plan as updated annually and with Metro Vancouver's Integrated Liquid Waste Resource Management Plan and Integrated Solid Waste Resource Management Plan, Housing Needs Report and with the consultation requirement of Official Community Plan Consultation Policy (07-160).

That Council authorize staff to schedule the required Public Hearing for Bylaws No. 6090 and 6091.

That Council abandon Township of Langley Bylaw 1987 No. 2500 Amendment (Hauser) Bylaw No. 5785.

Explanation – Bylaw No. 6090

Bylaw No. 6090 amends the Willoughby Community Plan by redesignating the property located at 6982 - 206 Street from Residential to Multi Family. Bylaw No. 6090 also amends the Northeast Gordon Estate Neighbourhood Plan by redesignating the property located at 6982 – 206 Street from Single Family (6 UPA) to Townhouse (22 UPA).

Explanation – Bylaw No. 6091

Bylaw No. 6091 rezones property located at 6982 - 206 Street from Suburban Residential Zone SR-2 to Comprehensive Development Zone CD-215 to accommodate 83 townhouse units.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

1. Tax Sale Redemption Date Extension
Bylaw No. 6164
Report 25-139
File FN 1970-07

That Council give first, second and third readings to Tax Sale Redemption Date Extension Bylaw No. 6164.

Explanation – Bylaw No. 6164

Bylaw No. 6164 to extend the tax sale redemption period to October 7, 2026.

H. BYLAWS FOR CONSIDERATION AT THIRD READING

I. BYLAWS FOR FINAL ADOPTION

J. MAYOR AND COUNCIL REPORT

K. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

L. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM CLOSED MEETINGS

M. FOR INFORMATION

1. **2025 Council By-Election**
   Memorandum – Municipal Administration Division
   File 4200-28-001

2. **Official Community Plan Update Upcoming Public Engagement**
   Memorandum – Community and Policy Planning Division
   File LRP00026

3. **Financial Report Update – June 30, 2025**
   Memorandum – Finance Division
   File 1830-02

4. **Transportation and Mobility Strategy Update**
   Memorandum – Engineering Division
   File 8330-20-003

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

5. **Rail Safety Week**
   File 0630-01

   Correspondence from Janet Drysdale, CN Interim Chief Commercial Officer, and Shawn Will, CN Chief of Police and Chief Security Officer, requesting the week of September 15 - 21, 2025 be proclaimed as Rail Safety Week.

   Clerk's Note: Policy No. 01-021 approved by Council, September 18, 2000: No vote or action to be taken on proclamation requests.

N. MOTIONS ARISING FROM INFORMATION

O. OTHER BUSINESS

Councillor Richter provided the following Notice of Motion at the July 21, 2025 Regular Council Meeting:

1. Council Attendance at Conferences

That all interested members of Council regardless of gender or political affiliation be permitted to attend the annual LMLGA, FCM, UBCM, AGM conferences.

Councillor Baillie provided the following Notice of Motion within the deadlines according to Council's Policy:

2. Rainbow Crosswalk Maintenance Funding and Commitments

Whereas the Township of Langley is committed to fostering an inclusive, welcoming, and safe community for all residents and visitors, regardless of sexual orientation, gender identity, or gender expression

Whereas the rainbow crosswalk in Fort Langley serves residents and visitors alike as a visible and enduring symbol of the Township of Langley's support for the LGBTQIA2S+ community since it's installation in 2015, and reflects the Township of Langley's commitment to diversity, equity, and inclusion

Whereas the rainbow crosswalk has become an important landmark of community pride and acceptance, widely valued by residents, businesses, and visitors alike, and

Whereas a new, updated and funded Council commitment to regular maintenance is necessary to ensure that the crosswalk remains vibrant, intact, and a source of pride for the community
Therefore be it resolved that Council hereby unequivocally affirms its support for the rainbow crosswalk in Fort Langley as a visible demonstration of inclusion, safety and acceptance for the LGBTQIA2S+ community

That Council further confirms that both Township of Langley rainbow crosswalks are to be restored to a fully pristine, undamaged state a minimum of four times per year, or more frequently as may be needed, and that annual funding of $25,000 per year be included within 2026 Budget Five-Year Financial Plan to support this maintenance program, and

That Council consult with the Langley Pride Society and other stakeholders, such as the Langley School District, on the preferred design and configuration of the crosswalk(s), as may evolve from time to time.

O. OTHER BUSINESS

Mayor Woodward provided the following Notices of Motion within the deadlines according to Council's Policy:

3. Zosia Ettenberg and Renovated Fraser River Presentation Theatre

Whereas:

1. Zosia Ettenberg was a longtime well-respected Langley resident, disability advocate, and founder of the Langley Pos-Abilities Society

2. Ms. Ettenberg served as a member of the Township of Langley Accessibility Committee and frequently provided valuable guidance to Council and staff on accessibility in our facilities and community for many years, and

3. Through her tireless advocacy, Ms. Ettenberg encouraged Council members to experience accessibility barriers firsthand, and her delegations to Council brought forward practical improvements, including long-needed accessibility upgrades at the Fraser River Presentation Theatre and Council delegation area

Therefore be it resolved that Council direct staff to install a plaque within the new accessible Council Delegation area within the Fraser River Presentation Theatre in recognition of Zosia Ettenberg's lasting contributions to accessibility in the Township of Langley.

4. Tennis Court Capacity within the Township of Langley

That Council directs staff to Report to Council with an assessment of tennis court utilization and capacity within the Township of Langley, with potential recommendations for Council to consider.

Councillor Pratt provided the following Notice of Motion within the deadlines according to Council's Policy:

5. A Plan for Aldergrove's Kinsmen Heritage Park

Be it resolved that Council direct staff to undertake public consultation regarding potential improvements to Kinsmen Heritage Park, focusing on the following themes:

1. Cleaning up the riparian area and installing a new path and/or retaining wall

2. Relocating the Shortreed Cabin to the Park as an extension of the museum, and

3. Exploring the possible electrification of the gazebo.

O. OTHER BUSINESS

Be it further resolved that this consultation include stakeholder engagement, inclusive but not limited to the following organizations:

- The Aldergrove Heritage Society
- The Langley Kinsmen Society, and
- The Aldergrove Legion.

Be it further resolved that staff report back to Council with the results of the consultation and potential next steps, including any required studies, concept planning, or cost implications.

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) (c) Labour Relations Section 90(1) (k) Negotiations
Item E.2	-	Section 90(1) (e) Property
Item E.3	-	Section 90(2) (b) Intergovernmental
Item F.1	-	Section 90(1) (e) Property Section 90(1) (k) Negotiations
Item G.1	-	Section 90(1) (g) Legal Section 90(1) (k) Negotiations
Item I.1	-	Section 90(1) (e) Property
Item I.2	-	Section 90(1) (e) Property Section 90(1) (g) Legal

Q. TERMINATE

REGULAR MEETING OF TOWNSHIP COUNCIL MINUTES

Monday, July 21, 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, and R. Rindt

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

W. Bauer, J. Chu, A. Jensen, and C. Longhi

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES.

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

A. ADOPTION AND RECEIPT OF AGENDA ITEMS

1. Regular Council Meeting – July 21, 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 July 21, 2025.
CARRIED

Clerk's Note: Items C.1, P.7 and P.10 were removed from the agenda.

B. ADOPTION OF MINUTES

1. Regular Council Meeting – July 7, 2025

Moved by Councillor Rindt,
Seconded by Councillor Baillie,
That Council adopt the Minutes of the Regular Council meeting held July 7, 2025.
CARRIED

B. ADOPTION OF MINUTES

2. Public Hearing Meeting – July 7, 2025

Moved by Councillor Ferguson,
Seconded by Councillor Pratt,
That Council adopt the Minutes of the Public Hearing meeting held July 7, 2025.
CARRIED

C. DELEGATIONS

1. Van Trieu
File 0550-07

Delegation withdrawn.

2. Marvin/Carolyn JansenVanDoorn
File 0550-07

Marvin and Carolyn JansenVanDoorn appeared before Council to discuss Temporary Use Permit (TUP) Application No. 000015 at 23305 Old Yale Road.

They stated that they live adjacent to the application site, and they oppose the application to park 84 trucks on this property. They stated that that the TUP does not align with the area's light industrial vision or current RU1 zoning. They also expressed concerns about dust, noise, environmental risk, and the potential for the use to become permanent. They requested that Council deny the TUP application.

They also commented that their property had been removed from the Fraser Highway Employment Lands draft plan and requested it be reintroduced to the plan.

D. PRESENTATIONS

E. REPORTS TO COUNCIL

1. Infrastructure Renewal Program and Policy Report 25-113
File PW 1030-01

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council approve the Infrastructure Asset Replacement Policy – General Revenue and the Infrastructure Asset

E. REPORTS TO COUNCIL

Replacement Policy – Utility User Rates included as Attachment A and Attachment B respectively.

DEFERRAL
Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That consideration of the Infrastructure Renewal Program and Policy be deferred until the September 15, 2025 Regular Council Meeting.
CARRIED

2. Status of Official Community Plan Update
Report 25-124
File CPP LRP00026

MOTION 1
Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council endorse the draft vision and guiding principles for an updated Willoughby Community Plan including the consolidation of five neighbourhood plans in the western portion of Willoughby into one transit-oriented development corridor while maintaining the integrity of three neighbourhood plans in the eastern portion of Willoughby and consolidating Central Gordon and Northeast Gordon Estate into one neighbourhood plan.
CARRIED

MOTION 2
Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That as part of the current Official Community Plan update, Council direct staff to:

1. Examine the potential for townhouse development as an alternative to small-scale multi-unit housing in some low-density residential areas.
2. Use the Province's (Category 2 – Tiers 4 and 5) Transit Oriented Area definitions for land use planning around future bus rapid transit stations in the 200 Street corridor.
3. Establish the southern boundary of the Willoughby Community Plan at 68 Avenue (west of 200 Street), as shown in Figure 2, making the plan area more consistent with 200 Street 2040 and considering the excluded area as part of the future Willowbrook Community Plan update.

AMENDMENT TO MOTION 2
Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That the second paragraph be amended as follows:

2. Consider the Province's (Category 2 – Tiers 4 and 5) Transit Oriented Area definitions for land use planning around future bus

E. REPORTS TO COUNCIL

rapid transit stations in the 200 Street corridor, with support for a wider range of potential housing options and lower minimum densities.

CARRIED

AMENDMENT TO MOTION 2
Moved by Councillor Pratt,
Seconded by Councillor Baillie,
That the following be added:

4. That within the areas considered for Transit-Oriented Development, Staff identify and designate specific locations for schools, parks and other community amenities that may be required.

CARRIED

AMENDMENT TO MOTION 2
Moved by Councillor Pratt,
Seconded by Councillor Rindt,
That the following be added:

5. That the intensification and diversification of employment lands currently designated along 200 Street be considered for a mix of uses that includes housing and other non-industrial uses.

CARRIED

Councillor Richter opposed

AMENDMENT TO MOTION 2
Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That the following be added:

6. That the balance of the Report to Council is received by Council for future consideration.

CARRIED

MOTION 2, AS AMENDED
The question was called on Motion 2, as amended, and it was
CARRIED

3. 200A Street and 80A Avenue Roadworks
Report 25-115
File ENG 5330-01

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council direct staff to include $310,000 in the draft 2026–2030 Financial Plan for consideration of the 200A Street and 80A Avenue Roadworks design.
CARRIED

Councillor Richter opposed

E. REPORTS TO COUNCIL

4. Fort Langley Cenotaph Restoration
Report 25-114
File PW 4100-01

Moved by Mayor Woodward,
Seconded by Councillor Baillie,
That Council direct staff to install an interim decorative barrier around the Fort Langley Cenotaph as soon as practically possible, and to proceed with restoration efforts following November 11, 2025, at an estimated cost of $19,500 to be funded from the Fort Langley Cemetery Improvements (CEM1008) Capital Project.

MOTION FOR DIVISION
Moved by Mayor Woodward,
Seconded by Councillor Martens,
That the motion be divided.
CARRIED

MOTION 1
That Council direct staff to install an interim decorative barrier around the Fort Langley Cenotaph as soon as practically possible.

AMENDMENT
Moved by Mayor Woodward,
Seconded by Councillor Baillie,
The $2,000 cost of the interim barrier be funded from the Fort Langley Cemetery Improvements (CEM1008) Capital Project.
CARRIED

MOTION 1, AS AMENDED
The question was called on the Motion 1, as amended, and it was
CARRIED

MOTION 2
To proceed with restoration efforts following November 11, 2025, at an estimated cost of $19,500 to be funded from the Fort Langley Cemetery Improvements (CEM1008) Capital Project., following consultation with the Heritage Advisory Committee.

AMENDMENT
Moved by Councillor Martens,
Seconded by Mayor Woodward,
That the estimated cost be adjusted to $17,500 as the interim barrier is funded previously, and “following consultation with the Heritage Advisory Committee” be appended to the end of the motion.
CARRIED

MOTION 2, AS AMENDED
The question was called on the Motion 2, as amended, and it was
CARRIED

E. REPORTS TO COUNCIL

5. Portable Event Seating - Tariffs
Report 25-120
File CP 0810-30

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council approve additional funding for the Portable Event Seating procurement in the amount of $63,000 from the Capital Projects Reserve for payment of Canadian Government counter-tariffs on the purchase.

That Council direct staff to investigate potential remedies or reimbursement options from the Federal Government to re-coup amounts being charged to the contractor and suppliers of the Township of Langley by the Canadian Government's counter-tariffs initiatives.
CARRIED

Councillor Richter opposed

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 2:37pm.

Councillor Pratt assumed the position of Chair.

6. Fort Langley Community Park Improvements
Report 25-109
File CP 6125-20-FLAN1

Moved by Councillor Pratt,
Seconded by Councillor Baillie,
That Council direct staff to proceed with completing detailed design for Fort Langley Community Park Improvements and authorize the use of up to $74,250 from Park DCC and $75,750 from the Capital Projects Reserve toward this detailed design and to be procurement ready.

That Council refer the preliminary estimated funding request of $3.35M for construction of Fort Langley Community Park improvements to the 2026-2030 Capital Budget process.
CARRIED

Mayor Woodward re-entered the meeting at 2:43pm and resumed the position of Chair.

E. REPORTS TO COUNCIL

7. Willoughby Community Park Funding Re-Establishment
Report 25-121
File CP 6125-20-WCOM1

Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That Council re-establish funding for the Willoughby Community Park Bocce Court Covers project in the amount of $22,462 and the Willoughby Community Park Site Improvements project in the amount of $221,084 from the Capital Projects Reserve.
CARRIED

8. Yorkson Community Park South Improvements
Report 25-122
File CP 6125-20-WILL2

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council direct staff to proceed with completing detailed design for Yorkson Community Park South improvements as outlined in this report and authorize the use of $250,000 towards this detailed design and preparation to be procurement ready, funded with $160,000 from Parks Development DCCs and $90,000 from the Capital Projects Reserve.

That Council authorize the use of up to $180,000 with $178,000 from Parks Development DCC and $2,000 from the Capital Projects Reserve to proceed with the site preparation and removal of the Yorkson Community Park Caretaker's house as soon as vacant.

That Council refer the estimated funding request of $6.7M for construction of the Yorkson Community Park South Improvements contained within this report to the 2026-2030 Capital Budget process.

That Council direct staff to undertake a new public consultation and Township Committee feedback process based on the revised Plan, during a process to be held in the fall of 2025 before the end of September 2025, and that it include draft concept(s) for a new Willoughby Community Centre.
CARRIED

E. REPORTS TO COUNCIL

9. Noel Booth Community Park Improvements
Report 25-119
File CP 6125-20-NBOO1

MAIN MOTION
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council direct staff to allocate the remainder of the approved funding for the Noel Booth Community Park improvement project for further enhancements to the park, including installation of ball diamond scoreboards, pathway and fieldhouse area surface and landscaping improvements, the improvement of the picnic and pond passive area, and a review of the spectator seating areas.

That Council approve $1.0M for playground improvements at Noel Booth Community Park including accessible surfacing, select play equipment replacement, and additional new play equipment to be funded from the Brookswood-Fernridge Community Plan Community Amenity Contribution (BFCAC) fund.

SECONDARY MOTION
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That staff Report to Council on the potential additional works of:

1. completing the gravel-based area as a finished parking area with applicable landscaping, accessibility, and other improvements as it may be appropriate for Council to consider;
2. replacement and expansion of the current field house and washrooms;
3. a warm-up area for the Existing Synthetic Field, potentially located in the area labelled Landscaped Septic Field, or an alternative, adjacent location.

CARRIED

Councillor Richter opposed

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

E. REPORTS TO COUNCIL

10. Temporary Use Permit Application No. 000015 (1339750 BC Ltd. / Architecture Panel Inc. / 23305 Old Yale Road) Report 25-111

File CD 10-33-0112

Moved by Councillor Pratt,
Seconded by Councillor Baillie,
That Council authorize issuance of Temporary Use Permit No. 000015 for property located at 23305 Old Yale Road for the following uses:

a. Parking of commercial vehicles and accessory office use as indicated in Schedule “A”.

The temporary uses shall be carried out according to the following conditions to the acceptance of the Township of Langley’s Director of Community Development Division:

a. Landscape area and screening provided in substantial compliance with Schedule “B”.
b. Finalization of landscape plan and on-site landscaping being secured by a letter of credit.
c. Provision of a final tree management plan incorporating tree retention, replacement and protection details in compliance with the Township’s Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection).
d. Issuance of required Building Permits for the parking lot and any upgrades to the existing residential dwelling for office use.
e. All outdoor storage areas being covered by a dust free surface.
f. The parking area and drive aisles shall be designed to support anticipated vehicle load in order to prevent dirt or other debris onto a highway.
g. Confirmation of sightlines, driveway access and stormwater management (including drainage and grading), and identification and securing of any works required to ensure compliance with the Subdivision and Development Servicing Bylaw 2019 No. 5382.
h. Access shall be limited to right-in/right-out from Fraser Highway only, with no access permitted from Old Yale Road. Provision of a raised planted median consistent with Subdivision and Development Servicing Bylaw 2019 No. 5382 along the site's frontage on Fraser Highway to physically restrict turning movements to right-in/right-out access only is required.
i. Submission of an exterior lighting plan prepared by an electrical engineer in compliance with the provisions of the Township’s Exterior Lighting Impact Policy.
j. Provision of security to ensure that the temporary use is carried out in accordance with the terms and conditions of the Temporary Use Permit and that the temporary use is eliminated upon expiry of the permit and the use and occupancy of the

E. REPORTS TO COUNCIL

Land is brought into compliance with Township of Langley Zoning Bylaw 1987 No. 2500, as amended.

k. Obtainment of relevant senior government environmental regulatory agency approvals and/or submissions of notifications and provision of copies of approvals/submissions to the Township as applicable.

REFERRAL
Moved by Councillor Richter,
Seconded by Councillor Kunst,
That Council refer this motion to a subsequent meeting of Council in September or October 2025 for staff to provide Council with answers to their questions on how to better protect the area residents.
DEFEATED

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

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

Councillor Kunst, Martens, and Richter opposed

11. Telecommunication Tower Application No. 000018 (Telus / Cypress Land Services / 1585 – 256 Street) Report 25-117
File CD 10-12-0018

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council advise Innovation, Science and Economic Development Canada that it does not object to Cypress Land Services' application to construct a 47.0 m (154.2 ft) high telecommunication tower and accessory compound at 1585 – 256 Street.
CARRIED

Councillor Richter opposed

MEETING RECESSED
The meeting recessed at 3:28pm.

MEETING RECONVENED
The meeting reconvened at 3:35pm.

E. REPORTS TO COUNCIL

12. Development Variance Permit Application No. 100195 (The Board of Education of School District No. 35 (Langley) / 21020 – 76 Avenue)
Report 25-116
File CD 08-24-0102

MAIN MOTION
Moved by Mayor Woodward,
Seconded by Councillor Ferguson,

1. That Council authorize issuance of Development Variance Permit No. 100195 for property located at 21020 – 76 Avenue subject to the following:
    a. Section 107.3(b)(iii) – Required Off-Street Parking Requirements of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to reduce the number of required parking spaces on an overall site basis for a combined secondary school, middle school and associated group children's daycare from 624 parking spaces to 470 parking spaces.
    b. Finalization of the site plan (Schedule A) to align with the 212 Street Connector final design.

SECONDARY MOTION
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
Subject to the following conditions being satisfied by the owner of the property (by construction or security) prior to issuance of a building permit for any building or structure on the property, given that these conditions are required, as described in a Report to Mayor and Council, to address the reduction of the number of parking spaces on the property:

a. That the proponent limit the upper lot access from 76 Avenue for only right-in/left-out with physical traffic devices to restrict turning; and
b. That the proponent secure the access rights for the southwest vehicular access point and provision of 21000 block intersection works to ensure intersection functionality.

CARRIED

Councillors Kunst, Martens, and Richter opposed

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

Councillors Richter opposed

F. BYLAWS FOR FIRST READING

1. Amenity Cost Charges Bylaw
Bylaw No. 6115
Report 25-123
File CPP LSP00007

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council give first reading to Langley Amenity Cost Charges Bylaw No. 6115.

That Council authorize staff to conduct a public information session.

AMENDMENT
Moved by Councillor Martens,
Seconded by Councillor Richter,
That the motion be amended to include stakeholder consultation.
DEFEATED

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

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

G. BYLAWS FOR FIRST AND SECOND READING

H. BYLAWS FOR FIRST, SECOND AND THIRD READING

1. Suites in Multi-Family Dwellings
Bylaw No. 6147
Report 25-112
File CPP LSP00014

Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council give first, second, and third reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Suites in Multi-Family Dwellings) Bylaw No. 6147.
CARRIED

Councillor Richter opposed

I. BYLAWS FOR CONSIDERATION AT THIRD READING

J. BYLAWS FOR FINAL ADOPTION

1. Housing Agreement (Township of Langley / 7883 - 199 Street)
Bylaw No. 6148
Report 25-103
File 08-22-0116

Moved by Mayor Woodward,
Seconded by Councillor Baillie,
That Council give final reading to Township of Langley Housing Agreement (Township of Langley Housing Trust Society – 199 Street Site) Bylaw No. 6148.
CARRIED

Councillor Richter opposed

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 4:05pm.

Councillor Pratt assumed the position of Chair.

2. Rezoning Application No. 100786 (Fort Langley Properties Ltd. / 9140, 9148 And 9166 Glover Road and 9100 Block of Church Street)
Bylaw No. 6134
Report 25-90
File 11-33-0137

Moved by Councillor Rindt,
Seconded by Councillor Ferguson,
That Council give final reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Fort Langley Properties Ltd.) Bylaw No. 6134, and

That Council authorize a 2-year extension of Heritage Alteration Permit No. 101218.

MOTION FOR DIVISON
Moved by Councillor Martens,
Seconded by Councillor Richter,
That the motion be divided.
DEFEATED

Councillors Baillie, Ferguson, Pratt, and Rindt opposed.

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

Councillors Kunst, Martens, and Richter opposed

J. BYLAWS FOR FINAL ADOPTION

Mayor Woodward re-entered the meeting at 4:13pm and resumed the position of Chair.

3. Suites in Multi-Family Dwellings
Bylaw No. 6147
Report 25-112
File LSP00014

Moved by Councillor Pratt,
Seconded by Councillor Rindt,
That Council give final reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Suites in Multi-Family Dwellings) Bylaw No. 6147.
CARRIED

Councillor Richter opposed

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

Moved by Councillor Rindt,
Seconded by Councillor Baillie,
That Council give final reading to Facilities Renewal Loan Authorization Bylaw No. 6127.
CARRIED

Councillor Richter opposed

5. Rezoning Application No. 100770
(Lanstone Holdings (North Latimer) Ltd. / 19752 – 80 Avenue)
Bylaw No. 6005
Report 24-70
File CD 08-22-0114

Moved by Councillor Pratt,
Seconded by Councillor Rindt,
That Council give final reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Lanstone Holdings (North Latimer) Ltd.) Bylaw No. 6005.
CARRIED

Councillor Richter opposed

K. MAYOR AND COUNCIL REPORT

Councillor Kunst advised that Council had received information that Councillors Kunst, Martens and Richter would not be funded to attend this year's UBCM conference.

MOTION
Moved by Councillor Richter,
That the women on Council who are interested be allowed to attend the UBCM conference without paying their own expenses.

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, Martens and Richter opposed

Councillor Martens advised that she attended the Aldergrove Fair and it was an excellent event.

Councillor Ferguson advised due to policy, he was not approved to go to LMLGA this year, so he chose to attend on his own expense.

Mayor Woodward advised he will respond to the UBCM matter at a later date.

L. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

Councillor Ferguson advised on various Metro Vancouver Regional District events and opportunities.

M. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM CLOSED MEETINGS

N. FOR INFORMATION

1. **Agricultural Land Commission Decisions Second Quarter 2025 (April – June)**
   Memorandum – Community Development Division
   File 6635-01

N. FOR INFORMATION

2. **88 Avenue and Glover Road Intersection and Multi-Use Pathway Improvement – Public Engagement Survey Results**
   Memorandum – Engineering Division
   File 5330-23-167

3. **Walnut Grove Drive Review**
   Memorandum – Engineering Division
   File 5460-04-001

4. **Strawberry Hill Reservoir Replacement – Project Update**
   Memorandum – Engineering Division
   File 5330-27-108

5. **Commercial Truck On-Street Parking Pilot Phase 1 Update**
   Memorandum – Engineering Division
   File 5480-01

6. **Emergency Weather Shelter Update**
   Memorandum – Community and Policy Planning Division
   File LSP00022

7. **Fraser Highway Employment Lands**
   Memorandum – Community and Policy Planning Division
   File LRP00023

8. **Agricultural Advisory Committee**
   Minutes – June 25, 2025
   File 0540-20

O. MOTIONS ARISING FROM INFORMATION

P. OTHER BUSINESS

1. **16 Avenue Corridor Safety Improvements**

   Moved by Mayor Woodward,
   Seconded by Councillor Rindt,
   Whereas the 16 Avenue Corridor Study dated February 2016 identified a series of potential improvements for the Medium Term projected to be from 2022 to 2032 and many of these identified improvements are not yet completed;

   Therefore be it resolved that Council directs staff to Report to Council with consideration of the merits, or lack thereof, of capital requests and potential timelines for a multi-year implementation prior to 2026 budget process to:

P. OTHER BUSINESS

1. implement the recommended Medium-Term Improvements for the referenced intersections;
2. compete full signalization and east-west and north-south turning lanes at all major intersections, ranked in terms of achieving the maximum safety improvements, potentially prioritizing 224th Street, 196th Street and other intersections not yet signalized;
3. consider the implementation of widening with access and turning lanes for high-traffic tourist, regional park, or agricultural destinations along the corridor; and
4. other safety improvements it may be appropriate for Council to consider.

CARRIED

2. Additional Major Road Projects

Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council directs staff to Report to Council with capital requests for detailed design and cost projections for additional road projects for Council to consider within the 2026 Budget process:

1. 80 Avenue from 197 Street to 200 Street;
2. 76 Avenue from 200 Street to 202A Street;
3. The west side of 202A Street from 74 Avenue to 76 Avenue;
4. 203 Street from 62 Avenue to 64 Avenue;
5. The north side of 72 Avenue from 208 Street to 210 Street; and
6. The north side of 72 Avenue from 202A Street to 208 Street.

And for widened roadways, capital requests for detailed design and cost projections for finished medians and active transportation:

1. The west side of 202A Street from 74 Avenue to 80 Avenue; and
2. 204 Street from 62 Avenue to 64 Avenue;

AMENDEDMENT
Moved by Councillor Pratt,
Seconded by Councillor Rindt,
That the motion be amended to include 64 Avenue from 196 Street to the Willowbrook Connector.
CARRIED

Councillor Richter opposed

AMENDEDMENT
Moved by Councillor Pratt,
Seconded by Councillor Baillie,
That the motion be amended to include the south side of 80 Avenue from 200 Street to 202 Street.
CARRIED

Councillor Richter opposed

P. OTHER BUSINESS

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

Councillor Richter opposed

3. Walnut Grove Community Park Tennis Courts

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council authorizes the resurfacing and other improvements to the Walnut Grove Community Park Tennis Courts funded with up to $110,000 from the Capital Projects Reserve
CARRIED

4. 2026 World Cup Township of Langley Community Watch Events

Moved by Mayor Woodward,
Seconded by Councillor Baillie,
That Council directs staff to Report to Council with options to provide for 2026 World Cup watch events for Team Canada (and potentially additional matches) for Council to consider prior to the 2026 Budget process or any other material deadlines to provide for applicable options.
CARRIED

5. SASSY Awards

Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That Council hereby endorses adding a Reception Sponsorship for annual SASSY Awards to the Scholarship Grants portion of the Community Grant Program, starting in 2026.
CARRIED

Councillor Richter opposed

6. Ponder Park

Moved by Councillor Rindt,
Seconded by Mayor Woodward,
That Council directs staff to Report to Council on a new Ponder Park plan with potential equestrian-related trail and other related upgrades, with a potential timeline for its implementation, prior to the 2026 budget process.
CARRIED

Councillor Richter opposed

P. OTHER BUSINESS

7. Crosswalks in Fort Langley

Item withdrawn.

8. Township of Langley Spirit Stage

Moved by Councillor Baillie,
Seconded by Mayor Woodward,
Whereas Council previously approved partial funding of the fees associated with renting the Spirit Stage for an event that provides significant community benefit,

Therefore be it resolved that Council direct staff to review the Fees and Charges Bylaw – Schedule 1, along with the circumstances surrounding recent requests for discretionary fee reductions, and report back to Council with options for an appropriate and equitable method(s) to support events or organizations that significantly benefit the Township.

AMENDMENT
Moved by Councillor Baillie,
Seconded by Mayor Woodward,
That the motion be amended to include that the fees be cut by up to 50% and funded by the Council Contingency Fund.
CARRIED

Councillor Richter opposed

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

Councillor Richter opposed

9. Traffic Calming at 213 Street and 91 Avenue (James Kennedy Trail)

Moved by Councillor Pratt,
Seconded by Councillor Rindt,
Whereas the corner of 213 Street and 91 Avenue has been identified by residents as a priority area for traffic calming measures to increase the safety for children and families using James Kennedy Trail to access the School and Park site:

Therefore be it resolved that:

1. Council direct staff to forgo the ballot process and proceed with the installation of speed cushions in time for the beginning of the 2025-2026 school year to slow traffic around the corner of 213 Street and 91 Avenue in proximity to the entrance to James Kennedy Trail,

P. OTHER BUSINESS

to be funded with up to $20,000 from the Capital Projects Reserve, and

2. Staff also provide a report detailing the following items:
   a. The feasibility of applying a 30km/hour speed limit in proximity to the trail entrances,
   b. Cost estimates for potential sidewalk improvements along 213 Street, and
   c. Cost estimates for a possible raised crosswalk to connect to the entrance of the James Kennedy Trail.

CARRIED

Councillor Richter opposed

10. Christmas at the Langley Events Centre

Item withdrawn.

11. Time-Limited Parking Along Willoughby Town Centre Drive

Moved by Councillor Pratt,
Seconded by Mayor Woodward,
Be it resolved that Council direct staff to implement 3-hour time-limited parking, effective 9am to 9pm, for on-street public parking provided within the Willoughby Town Centre along Willoughby Town Centre Drive and 206A Street, and

That Council hereby rescinds Council Policy 05-117 Time Restricted Parking, effective immediately.

MOTION FOR DIVISION
Moved by Councillor Martens,
Seconded by Councillor Richter,
That the motion be divided,
DEFEATED

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

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

12. School and Park Sites in Brookswood-Fernridge

Moved by Councillor Pratt,
Seconded by Mayor Woodward,
Be it resolved that Council hereby confirms that the open designation of the School and Park sites in the Neighborhood Plans constitutes the securing of these sites for the purposes of development, and

P. OTHER BUSINESS

That staff report to Council with potential amendments to the applicable bylaws and/or Council Policies that outline that the open designation of the School and Park sites do in fact constitute securing said sites.

REFERRAL
Moved by Councillor Richter,
Seconded by Councilor Martens,
That the motion be referred to the School Board for their input prior to disposing of it.
DEFEATED

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

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

Councillor Richter opposed

Councillor Rindt left the meeting at 5:03pm.

13. Council Attendance at Conferences

Councillor Richter provided the following Notice of Motion for the September 15, 2025 Regular Meeting.

That all interested members of Council regardless of gender or political affiliation be permitted to attend the annual LMLGA, FCM, UBCM, AGM conferences.

14. Trinity Western University Correspondence

Moved by Councillor Martens,
Seconded by Councillor Kunst,
That Council refer letter from Todd Martin, Trinity Western University, included in the Council Distribution List of July 17, 2025 to staff for a memo.
DEFEATED

Mayor Woodward, Councillors Baillie, Ferguson, and Pratt opposed

Q. MOTION TO RESOLVE INTO CLOSED MEETING

Moved by Councillor Pratt,
Seconded by Mayor Woodward,
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) (k) Negotiations
Item E.2	-	Section 90(1) (e) Property
Item E.3	-	Section 90(1) (e) Property Section 90(1) (k) Negotiations
Item E.4	-	Section 90(1) (c) Labour Relations Section 90(1) (k) Negotiations
Item I.1	-	Section 90(1) (g) Legal
Item I.2	-	Section 90(1) (g) Legal

CARRIED

R. TERMINATE

Moved by Councillor Baillie,
Seconded by Mayor Woodward,
That the meeting terminate at 5:12pm
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

Van Trieu (on behalf of her father, Quang Hua, due to his limited English Skills)

2 Council Meeting Information

Council meeting date

July 21, 2025 or September 15, 2025 **at 1:30pm**

3 Topic

I am writing to respectfully request for reconsideration of the tree penalty issued (TP001882) to my father. I appreciate your understanding and would like to share some important points for your review

1. The trees were dead for a long time before its removal and was posing safety risk at the time of removal. In particular, 1 tree was leaning at a dangerous angle and the roots was coming up from the ground.
2. We did not receive any official bylaw notice prior to the penalty, which made it difficult for us to understand the situation or respond appropriately.
3. The penalty letter did not include instructions or guidance on how to dispute/appeal
4. Our information about the no permit for dead trees came from a licensed business
5. Only my father was fined for what was an unintentional violation, while the business faced no repercussions. We are seeking clarification on whether all responsible parties are being fairly addressed.
6. We have found out that, in a similar case, a sick tree was cut by a tenant without penalty and we would like some clarification about this as well.

4 Additional Information

Purpose of presentation ❑ Information only ❑ Request letter of support ❑ Request funds
☑ Other Application for reconsideration

Desired resolution

We kindly ask that the township review the points provided and consider rescinding or reevaluating the penalty.

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

6 Contact Information

Name			
Van Trieu			
Address		City	Postal code
18075 58 ave		Surrey	V3S 1M2
Primary phone	Secondary phone	Email	
604-617-1948		vandiatrieu@gmail.com	

7 Appearing Before Council as a Delegation

1. Persons or organizations wishing to appear before Council as a delegation must submit a written request using any of the following methods:
   - email: legservicesinfo@tol.ca
   - fax: 604-533-6054
   - mail or hand deliver:
     Legislative Services
     20338 – 65 Avenue
     Langley, BC V2Y 3J1
2. Requests to be a delegation for subjects that are NOT related to items on the Council meeting agenda must be received in the Legislative Services Department before noon on the fifth (5th) day prior to the meeting date (ordinarily Wednesday of the week preceding the Council meeting). Requests for subjects that are related to items on the Council meeting agenda must be received in the Legislative Services Department before 10am on the day of the meeting.
3. If you are using an electronic presentation, you must provide the Legislative Services Department with the file via email or on a flash drive/memory stick prior to noon on the Friday of the week preceding the Council meeting.
4. Include any pertinent background and related documents with your Delegation Request form so all necessary details may be considered.
5. Documents you wish distributed to Council that are supplied at the time of your delegation will not be provided to Council members until after your delegation. Please provide one copy to the Township Clerk.
6. A maximum of **five (5) minutes** is given per delegation to make their presentation restricted to the topic noted on the Delegation Request form.
7. A maximum of **five (5) delegations** may be permitted at the beginning of the meeting. Council may approve additional delegations.
8. Staff is not in a position to waive Council guidelines. However, the guidelines may be waived by Council.

Note: The Delegation Request form and related documents become part of the public record and will be released/published in the agenda and minutes that are available to the public in a variety of methods.

The Township only collects personal information when there is clear authority to do so or when collecting the information is related directly to and is necessary for an operating program.

Township Clerk
Legislative Sevices Department
604-533-6101

Information read

Initials

Any personal information collected on this form will be managed in accordance with the Freedom of Information and Protection of Privacy Act. Direct enquiries, questions, or concerns regarding the collection, use, disclosure, or safeguarding of personal information associated with this form to: Supervisor, Information, Privacy, and Records Management, Township of Langley, 20338 – 65 Avenue, Langley, BC V2Y 3J1 foi@tol.ca 604.532.7396

From: do_not_reply@notifications.tol.ca
Sent: Monday, July 28, 2025 5:02 PM
To: legservicesinfo
Subject: Delegation Requests by Adebola Ige
Attachments: Attending MVBBE EXPO 2025.jpeg

Follow Up Flag: Follow up
Flag Status: Flagged

Please note the following response to Delegation Requests has been submitted at Monday July 28th 2025 4:58 PM.

- **I/we would like to appear as a delegation at the Council meeting on (at the 1:30pm Regular Meeting)**
  9/15/2025
- **Name of delegate or organization wishing to appear**
  Adebola Ige (Yoruba Social and Cultural Association of BC & Metro Vancouver Black Business EXPO)
- **Topic**
  Metro Vancouver Black Business Expo 2025
- **Purpose of presentation**
  Information only, Other
- **for other, describe here:**
  We will present a summary of the Metro Vancouver Black Business Expo from 2022 to 2024, highlighting its impact, growth, and success stories. The presentation will thank the Township of Langley for past support and showcase how the Expo has promoted entrepreneurship, economic development, and community engagement. We will also share future plans to collaborate more actively in expanding reach, innovation, and inclusive opportunity.
- **Desired resolution**
  We hope to strengthen our partnership with the Township of Langley by demonstrating the value and community impact of the Metro Vancouver Black Business Expo. Our goal is to secure continued and increased support from the Township of Langley Community for future expos, encourage collaborative initiatives, and foster inclusive economic opportunities that benefit Black entrepreneurs and the broader Township of Langley community.

- **Full name**
  Adebola Ige
- **Email address**
  President@yorubabc.ca
- **Address**
  14439 104 Ave Unit 101, Surrey, BC V3R 1M1
- **Primary Phone**
  604-767-6752
- **I would like to attach a presentation or additional information for Council**
  Yes
- **File upload**
  1. Attending MVBBE EXPO 2025.jpeg [386.0 KB]

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


EGBE OMO YORÙBÁ TI BC
YORUBA SOCIAL AND CULTURAL ASSOCIATION OF BRITISH COLUMBIA
SBOT
SURREY BOARD OF TRADE
METRO VANCOUVER BLACK BUSINESS
EXPO
2025
EMPOWERING ENTREPRENEURS
SATURDAY
OCTOBER 18, 2025
Surrey City Hall
13450 104 Avenue
Surrey, BC
SCAN TO REGISTER
FREE
Lots of Gifts Available
metrovancouverblackbizexpo.ca
REGISTER NOW!

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

Langley United Soccer Association (LUSA)

2 Council Meeting Information

Council meeting date

September 15th **at 1:30pm**

3 Topic

To provide council with an update on the successful completion of our inaugural year in the semi? professional league (LG1), present our championship trophy, and express our association ' s gratitude for the Township of Langley ' s continued support of safe sport and soccer. We wish to highlight this achievement as a testament to the value of hard work, community partnership, and access to safe, well? maintained facilities

4 Additional Information

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

Desired resolution

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

6 Contact Information

Name			
Marcel Horn			
Address		City	Postal code
22661BFraser Highway		Langley	V2Z2T5
Primary phone	Secondary phone	Email	
604-816-3715	604-881-2177	mhorn@lusa.ca	

7 Appearing Before Council as a Delegation

1. Persons or organizations wishing to appear before Council as a delegation must submit a written request using any of the following methods:
   - email: legservicesinfo@tol.ca
   - fax: 604-533-6054
   - mail or hand deliver:
     Legislative Services
     20338 – 65 Avenue
     Langley, BC V2Y 3J1
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Township Clerk
Legislative Sevices Department
604-533-6101

Information read

Initials

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Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JULY 21, 2025 - REGULAR MEETING	**REPORT:**	25-113
FROM:	PUBLIC WORKS DIVISION	**FILE:**	1030-01
SUBJECT:	INFRASTRUCTURE RENEWAL PROGRAM AND POLICY		

RECOMMENDATION:

That Council approve the Infrastructure Asset Replacement Policy – General Revenue and the Infrastructure Asset Replacement Policy – Utility User Rates included as Attachment A and Attachment B respectively.

EXECUTIVE SUMMARY:

At the Regular Meeting on December 2, 2024, Council directed staff to develop a comprehensive policy framework to address the Township of Langley's infrastructure renewal and replacement needs. In response, staff have prepared and are recommending the adoption of two Infrastructure Asset Replacement Policies that establish dedicated statutory reserves to support the renewal of existing capital assets and ensure long-term financial sustainability and reliable service delivery.

The proposed policies are structured around two funding sources. General Revenue will support the renewal of parks, stormwater and transportation infrastructure, while Utility User Rates will support the renewal of water, sanitary sewer infrastructure and solid waste collection carts.

The reserves will be guided by a lifecycle investment strategy and supported by annual project prioritization schedules aligned with asset management best practices. Initial contributions will begin at $500,000, with a minimum annual increase of $250,000.

These policies complement existing strategies such as the Roads Paving Program and future Facilities Division's plans. The policies also address a significant funding gap, estimated at $51M annually, required to maintain the Township's $5.3B (replacement value) in infrastructure assets in a state of good repair.

Maintaining a healthy reserve balance is an important strategy for reducing reliance on debt for Capital Renewal Projects as well as ensuring adequate lifecycle replacement of assets.

PURPOSE:

The purpose of this report is to obtain Council's approval for the adoption of the Infrastructure Asset Renewal and Replacement Reserve Policies which establish dedicated funding mechanisms through General Revenue and Utility User Rates to support the long-term renewal and replacement of existing municipal infrastructure assets.

BACKGROUND/HISTORY:

On December 2, 2024, at the Regular Meeting, Council passed the following resolution:

> *"That Council directs staff to develop a new Council Policy for ongoing infrastructure renewal program(s) for applicable rural roads, infrastructure and facilities asset categories to maximize the return on investment from existing property taxes and minimize any increases that may be needed within the next 10 years to substantially* address *the significant deferment of infrastructure and facilities renewal and replacement liabilities that the Township of Langley has accumulated, for Council's consideration later than within Q2 of 2025."*

The Roads Paving Program, Facilities Division's assets and IT Division's assets are not included in this report and proposed policies.

DISCUSSION/ANALYSIS:

Establishing a Capital Renewal and Replacement Policy will improve the Township's ability to deliver adequate service levels for our residents now and in the future. Maintaining a healthy reserve balance is an important strategy for reducing reliance on debt for capital renewal projects as well as ensuring adequate lifecycle replacement of assets.

Ideally, the Township would be setting aside an amount equal to the calculated required replacement contribution of all assets each year towards the renewal or replacement of those assets. In 2024, the Township's assets have been estimated to have a replacement value of more than $5.3B with an annual target reinvestment of more than $67M, where target reinvestment is defined as the estimated annual rate of asset replacement cost over ten years.

The Township's infrastructure asset classes include water, sanitary sewer, stormwater, parks and transportation infrastructure. These assets are essential to meeting the community's service delivery needs and must be maintained in a condition that supports their ongoing functionality.

The allocation of funds toward capital renewal and replacement reflects a proactive approach to maintaining financial sustainability. Financial sustainability includes maintaining capital assets in a condition that supports both current and future service levels. The table below outlines the estimated condition of all assets for each major asset category. The condition ratings are identified and further broken down in their respective Asset Management Plans where applicable.

Asset Category	Good (%)	Fair (%)	Poor (%)	Very Poor (%)
Water	**89%**	**2%**	**2%**	**7%**
Sewer	**89%**	**7%**	**3%**	**1%**
Stormwater	**51%**	**29%**	**15%**	**5%**
Transportation	**45%**	**51%**	**0%**	**4%**
Parks	**80%**	**14%**	**5%**	**1%**

Capital budget development should consider and include ongoing lifecycle cost analysis. Lifecycle cost is the total cost of an asset throughout its life including costs for planning, design, construction, acquisition, operation, maintenance, rehabilitation, disposal and ultimate replacement. A Public Works Infrastructure Renewal and Replacement Statutory Reserve could be utilized based on an assessment of renewal priorities across all critical asset classifications. The renewal prioritization matrix below gives an example of the priority criteria that will be used to prioritize expenditure from the statutory reserve.

Priority Level	Criteria	Examples
High	Critical safety risk, regulatory compliance, or imminent failure	Bridges, culverts, water or sewer mains at risk of failure, and requiring regulatory upgrades
Medium	Moderate degradation, service level impacts, potential cost escalation	Lifecycle, aging assets
Low	Minor wear and tear, non-critical assets	Minor repairs

The Township has other Reserves for capital projects, which can be used to fund new capital assets as well as renewal or replacement. These reserves are replenished from operating funds, which in some cases are not enough to fund any major capital asset replacements.

Related Policies and Documents:

The Corporate Asset Management Policy 03-838 was adopted by Council on March 5, 2018. The purpose of the policy is to communicate Council's commitment to asset management and to guide the development and implementation of asset management systems, strategies and plans for the Township of Langley. This policy establishes a framework to ensure that Township assets are managed in a sustainable, cost-effective manner to support the delivery of services to the community now and into the future.

Community Implications:

Prioritizing adequate capital replacement ensures that residents have the services they need when they need them. Proactive replacement drastically reduces emergency replacement or repair costs, as well as ensures minimal service disruption impacts to our residents. Prioritized and planned capital replacement greatly improves the opportunity for communications, allowing adequate notification to residents regarding potential service impacts.

Financial Implications:

The Township of Langley does not currently maintain a dedicated asset replacement funding for existing infrastructure. This is due to competing priorities within our growing community for available funding sources. Establishing dedicated renewal funding will reduce reliance on debt and reactive spending, supporting a more proactive approach to major capital needs. Establishing reserves provides:

- a sustainable funding mechanism for lifecycle investments
- reduced reliance on external borrowing
- improved asset reliability and lower long-term liabilities
- provides for a minimum balance to fund emergency infrastructure replacements.

The table below presents the additional investment required in all infrastructure asset categories to an average investment target.

Category	Asset Value	Average Annual Target Investment	Asset Replacement Available Capital	Annual Funding Gap
Water	$1.5B	$22.3M	$8.3M	$14M
Sewer	$2.2B	$17M	$8.3M	$8.7M
Stormwater	$859M	$5.7M	$0	$5.7M
Transportation[1]	$650M	$17M	$0	$17M
Parks[2]	$122.5M	$5.6M	$0	$5.6M
TOTALS	$5.3B	$67.6M	$16.6M	$51M

[1] The transportation asset values and investment targets presented herein do not include pavement replacement costs. Pavement renewal is managed separately under the Roads Paving Program, which operates under its own replacement strategy and funding framework.

[2] Asset values for parks are based on Tangible Capital Asset (TCA) values and do not reflect current replacement costs. An Asset Management Plan for Parks has not yet been completed. Once finalized, asset values will be updated accordingly to better reflect actual renewal and replacement needs.

The figures in the table above are high level and meant for long-term planning.

The Township has recently completed four updated Asset Management Plans including Water, Sewer, Stormwater and most recently Transportation. These Asset Management Plans identify specific annual reinvestment targets for each major asset category. These reinvestment rates are calculated based on a ten-year needs assessment for replacement of major assets and do not correlate directly with specific replacement projects that typically exceed the annual reinvestment rate. Therefore, it is intended that the annual reinvestment target amounts be directed to the Capital Infrastructure Renewal and Replacement Statutory Reserve.

Funding Strategy:

To address the funding gap, a phased strategy is proposed for the Capital Infrastructure Renewal and Replacement Reserve as presented in the attached proposed policies for Council's consideration.

While the Utility User Rates policy includes solid waste collection carts, staff are not recommending any increase to the reserve contribution for solid waste at this time.

Optional Recommendations/Alternatives:

- Approve as recommended – establish the Reserve and adopt the contribution schedule.
- Defer implementation – pending update of additional Asset Management Plans.
- Modify the contribution levels, funding sources, or minimum reserve balance.

Respectfully submitted,

Hakim Bismel
INFRASTRUCTURE ASSETS MANAGER
for
PUBLIC WORKS DIVISION

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

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

ATTACHMENT A Council Policy Infrastructure Asset Replacement - General Revenue
ATTACHMENT B Council Policy Infrastructure Asset Replacement - Utility User Rates

Township of Langley
Est. 1873

COUNCIL POLICY

INFRASTRUCTURE ASSET REPLACEMENT - GENERAL REVENUE

POLICY NUMBER:
EFFECTIVE DATE:

1. Purpose

1.1 To provide guidelines for the contributions and use of funds from general revenue to support the renewal or replacement of parks, stormwater and transportation capital assets.

2. Background

2.1 Historically, the Township's capital reserves have not been sufficient to address the long-term capital asset renewal and replacement needs.

2.2 Capital asset renewal cost refers to expenditures on existing assets aimed at restoring their service potential or extending their life expectancy to original levels prior to usage.

2.3 Establishing a reserve will improve the Township's ability to deliver adequate service levels for our residents now and in the future. Maintaining a healthy reserve balance is an important strategy for reducing reliance on debt for capital renewal projects as well as ensuring adequate lifecycle replacement of assets.

2.4 Township's infrastructure for parks, Stormwater and Transportation assets includes:

- Parks and open space capital infrastructure.
- Stormwater infrastructure, including culverts, pipes, ponds, outfalls and other capital infrastructure.
- Transportation infrastructure, such as roads, sidewalks, bridges, and streetlights and other capital infrastructure.
    - Note – the existing dedicated paving program is separate from this Policy.

3. Related Policy

3.1 Township of Langley Sustainability Charter

3.2 Corporate Asset Management Policy No: 03-839

4. Policy

4.1 The Township shall establish an Infrastructure Renewal and Replacement Statutory Reserve funded through general revenue for the purpose of providing funding for capital asset renewal and replacement of parks, stormwater and transportation assets.

4.2 Funding from these reserves shall be restricted to the renewal or replacement of existing infrastructure assets of parks, stormwater, and transportation. Renewal expenditures must restore the asset's original service potential or useful life.

4.3 A companion to the program for infrastructure asset renewal and replacement reserve are prudent operation and maintenance program.

4.4 It is prudent that the Township strive to ensure that regular contributions for capital maintenance and capital renewal be maintained at adequate levels over the long term.

4.5 Capital budget development should consider and include lifecycle cost analysis. Lifecycle cost is the total cost of an asset throughout its life including costs for planning, design, construction, acquisition, operation, maintenance, rehabilitation and disposal and ultimate replacement.

4.6 Capital assets renewal/replacement expenditures are approved by Council through the annual budget process.

4.7 The Township shall strive to contribute to this reserve on a best-efforts basis as follows:

- An initial contribution of $500,000 in the 2026 – 2030 Financial Plan, increasing by a minimum of $250,000 each year.

Approval History

Approved
Revised

Township of Langley
Est. 1873

COUNCIL POLICY

INFRASTRUCTURE ASSET REPLACEMENT - UTILITY USER RATES

POLICY NUMBER:
EFFECTIVE DATE:

1. Purpose

1.1 To provide guidelines for the contributions and use of fund from utility user rates to support the renewal and replacement of water and sanitary sewer and solid waste capital assets.

2. Background

2.1 Historically, the Township's capital reserves for water and sanitary sewer have not been sufficient to address the long-term capital asset renewal and replacement needs.

2.2 Capital asset renewal cost refers to expenditures on existing assets aimed at restoring their service potential or extending their life expectancy to original levels prior to usage.

2.3 Maintaining reserves improves the Township's ability to deliver adequate service levels for our residents now and in the future. Maintaining a healthy reserve balance is an important strategy for reducing reliance on debt for capital renewal projects as well as ensuring adequate lifecycle replacement of assets.

2.4 The Township's utilities infrastructure assets include:

- Water infrastructure, such as watermains, reservoirs, hydrants, pump stations, and other capital infrastructure.
- Sanitary sewer infrastructure, including mains, lift stations, and other capital infrastructure.
- Solid waste assets primarily include collection carts.

3. Related Policy

3.1 Township of Langley Sustainability Charter

3.2 Corporate Asset Management Policy No: 03-839

4. Policy

4.1 The Township shall maintain the Water Capital Works Reserve for the purpose of providing funding for capital asset renewal and replacement for water assets, funded through water utility user rates.

4.2 The Township shall maintain the Sewer Capital Works Reserve for the purpose of providing funding for capital asset renewal and replacement for sanitary

sewer assets, funded through sewer utility user rates.

4.3 The Township shall maintain the Solid Waste Equipment Reserve for the purpose of providing funding for capital asset renewal and replacement for solid waste assets, funded through solid waste utility user rates.

4.4 Funding from these reserves shall be restricted to the renewal or replacement of existing infrastructure assets of water, sanitary sewer, and solid waste respectively. Renewal expenditures must restore the asset's original service potential or useful life.

4.5 A companion to the program for infrastructure asset renewal and replacement reserve are prudent operation and maintenance program.

4.6 It is prudent that the Township strive to ensure that regular contributions for capital maintenance and capital renewal be maintained at adequate levels over the long term.

4.7 Capital budget development should consider and include lifecycle cost analysis. Lifecycle cost is the total cost of an asset throughout its life including costs for planning, design, construction, acquisition, operation, maintenance, rehabilitation and disposal and ultimate replacement

4.8 Capital assets renewal/replacement expenditures are approved by Council through the annual budget process.

4.9 The Township shall strive to contribute to each reserve on a best-efforts basis through the following methods:

- An additional contribution of $500,000 to water capital works reserve in the 2026 – 2030 Financial Plan, increasing by $250,000 each year.
- An additional contribution of $500,000 to sanitary sewer capital works reserve in the 2026 – 2030 Financial Plan, increasing by $250,000 each year.
- The Solid Waste Equipment Reserve does not currently require additional contributions beyond the existing contributions.

Approval History

Approved
Revised

Township of Langley
Est. 1873

REPORT TO
MAYOR AND COUNCIL

PRESENTED:	SEPTEMBER 15, 2025 - REGULAR MEETING	**REPORT:**	25-136
FROM:	LEGISLATIVE SERVICES DIVISION	**FILE:**	0550-06
SUBJECT:	PROPOSED 2026 COUNCIL CALENDAR		

RECOMMENDATION:

That Council approve the proposed 2026 Council Calendar, presented as Attachment A to this report.

EXECUTIVE SUMMARY:

Council is required to adopt a schedule of Regular Council Meetings in accordance with the requirements of the *Community Charter*.

PURPOSE:

Approval of the Council Calendar for 2026 is being requested to meet the requirements of the *Community Charter* and provide staff with the information necessary to prepare related statutory notices and complete room bookings. Additional meetings, not included in the calendar, can be accommodated using Special meetings as permitted by the *Community Charter*.

Council annually approves a Council Calendar with scheduled Council meetings. Attached is the proposed 2026 Council Calendar providing the proposed dates of regular meetings of Council.

Respectfully submitted,

Kim Stepto
DEPUTY TOWNSHIP CLERK
for
LEGISLATIVE SERVICES

ATTACHMENT A 2026 Council Calendar

January 2026

Acting Mayor: Cllr. Martens

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
				New Year's Day		
4	5	6	7	8	9	10
11	12	13	14	15	16	17
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
18	19	20	21	22	23	24
25	26	27	28	29	30	31
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					

DRAFT

4th Floor, 20338 – 65 Avenue, Langley, BC
FRPT = Fraser River Presentation Theatre
SRCR = Salmon River Committee Room

February 2026

Acting Mayor: Cllr. Martens

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	7
8	9	10	11	12	13	14
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
15	16	17	18	19	20	21
	Family Day					
22	23	24	25	26	27	28
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					

DRAFT

4th Floor, 20338 – 65 Avenue, Langley, BC
FRPT = Fraser River Presentation Theatre
SRCR = Salmon River Committee Room

March 2026

Acting Mayor: Cllr. Martens

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	7
8	9	10	11	12	13	14
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
15	Spring Break 16	Spring Break 17	Spring Break 18	Spring Break 19	Spring Break 20	21
22	Spring Break 23	Spring Break 24	Spring Break 25	Spring Break 26	Spring Break 27	28
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
29	30	31				

DRAFT

4th Floor, 20338 – 65 Avenue, Langley, BC
FRPT = Fraser River Presentation Theatre
SRCR = Salmon River Committee Room

April 2026

Acting Mayor: Cllr. Martens

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
					Good Friday	
5	6	7	8	9	10	11
	Easter Monday					
12	13	14	15	16	17	18
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
19	20	21	22	23	24	25
26	27	28	29	30		
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*		**LMLGA Conference & AGM** *Whistler, BC*	**LMLGA Conference & AGM** *Whistler, BC*		

DRAFT

4th Floor, 20338 – 65 Avenue, Langley, BC
FRPT = Fraser River Presentation Theatre
SRCR = Salmon River Committee Room

May 2026

Acting Mayor: Cllr. Ferguson

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
					LMLGA Conference & AGM *Whistler, BC*	
3	4	5	6	7	8	9
10	11	12	13	14	15	16
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
17	18	19	20	21	22	23
	Victoria Day					
24	25	26	27	28	29	30
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
31						

DRAFT

4th Floor, 20338 – 65 Avenue, Langley, BC
FRPT = Fraser River Presentation Theatre
SRCR = Salmon River Committee Room

June 2026

Acting Mayor: Cllr. Ferguson

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	**2**	**3**	**4**	**5**	**6**
				FCM Conference *Edmonton, AB*	**FCM Conference** *Edmonton, AB*	**FCM Conference** *Edmonton, AB*
7	**8**	**9**	**10**	**11**	**12**	**13**
FCM Conference *Edmonton, AB*						
14	**15**	**16**	**17**	**18**	**19**	**20**
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
21	**22**	**23**	**24**	**25**	**26**	**27**
28	**29**	**30**				
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					

DRAFT

4th Floor, 20338 – 65 Avenue, Langley, BC
FRPT = Fraser River Presentation Theatre
SRCR = Salmon River Committee Room

July 2026

Acting Mayor: Cllr. Ferguson

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
			Canada Day			
5	6	7	8	9	10	11
12	13	14	15	16	17	18
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
19	20	21	22	23	24	25
26	27	28	29	30	31	
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					

DRAFT

4th Floor, 20338 – 65 Avenue, Langley, BC
FRPT = Fraser River Presentation Theatre
SRCR = Salmon River Committee Room

August 2026

Acting Mayor: Cllr. Ferguson

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3	4	5	6	7	8
	BC Day					
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

DRAFT

4th Floor, 20338 – 65 Avenue, Langley, BC
FRPT = Fraser River Presentation Theatre
SRCR = Salmon River Committee Room

September 2026

Acting Mayor: Cllr. Ferguson

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4	5
6	7	8	9	10	11	12
	Labour Day					
13	14	15	16	17	18	19
	UBCM Convention *Vancouver, BC*	**UBCM Convention** *Vancouver, BC*	**UBCM Convention** *Vancouver, BC*	**UBCM Convention** *Vancouver, BC*	**UBCM Convention** *Vancouver, BC*	
20	21	22	23	24	25	26
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
27	28	29	30			
			National Truth and Reconciliation Day			

DRAFT

4th Floor, 20338 – 65 Avenue, Langley, BC
FRPT = Fraser River Presentation Theatre
SRCR = Salmon River Committee Room

October 2026

Acting Mayor: Cllr. Ferguson

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
4	5	6	7	8	9	10
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
11	12	13	14	15	16	17
	Thanksgiving Day					**Municipal Election**
18	19	20	21	22	23	24
25	26	27	28	29	30	31

DRAFT

4th Floor, 20338 – 65 Avenue, Langley, BC
FRPT = Fraser River Presentation Theatre
SRCR = Salmon River Committee Room

November 2026

Acting Mayor: TBD

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	7
	7:00pm **Inaugural Council Meeting** *FRPT*					
8	9	10	11	12	13	14
			Remembrance Day			
15	16	17	18	19	20	21
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
22	23	24	25	26	27	28
29	30					
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					

DRAFT

4th Floor, 20338 – 65 Avenue, Langley, BC
FRPT = Fraser River Presentation Theatre
SRCR = Salmon River Committee Room

December 2026

Acting Mayor: TBD

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
20	21	22	23	24	25	26
					Christmas Day	**Boxing Day**
27	28	29	30	31		
	Municipal Offices Closed (Stat holiday for Boxing Day)	**Municipal Offices Closed**	**Municipal Offices Closed**	**Municipal Offices Closed**	**New Year's Day**	

DRAFT

4th Floor, 20338 – 65 Avenue, Langley, BC
FRPT = Fraser River Presentation Theatre
SRCR = Salmon River Committee Room

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	SEPTEMBER 15, 2025 – REGULAR MEETING	**REPORT:**	25-141
FROM:	EVENT FACILITIES DIVISION	**FILE:**	0810-30
SUBJECT:	WORLD CUP 2026 VIEWING EVENTS		

RECOMMENDATION:

That Council direct staff to continue to work co-operatively with local soccer clubs, community partners, and the various organizing committees of the FIFA World Cup 2026 in an attempt to secure public viewing rights for public events to be hosted at Langley Events Centre in the Township of Langley.

EXECUTIVE SUMMARY:

At it's meeting of July 21, 2025, Council directed staff to report to Council with options to provide for 2026 World Cup watch events for Team Canada (and potentially additional matches) for Council to consider prior to the 2026 Budget process or any other material deadlines to provide for applicable options.

Initial discussions between Township staff and representatives of Vancouver FC, Langley United Soccer Association, and other community partners have resulted in a shared vision and all agree that working together, the Township could offer something great that will be of benefit for the community, youth soccer clubs and the sport in general. If Council directs staff to continue discussions, other organizations such as the Aldergrove Youth Soccer Club, School District, and other community partners will be engaged in further discussions.

The organizational structure of the 2026 FIFA World Cup event is detailed and complex, with involvement from representatives of the local Vancouver Organizing body, the Canada host committee, the Canada/Mexico/USA North American Organizers, BC Soccer, Soccer Canada and FIFA. So far, limited information is formally available as to the ability of local municipalities and the possibility of hosting community viewing events. Although informal, there is some indication that further information may be available in the coming months.

Event Schedule

Staff have begun to plan for the event in anticipation of the Township being involved and included in Vancouver's hosting of the event. The 2026 World Cup runs Thursday, June 11 to Sunday July 19, 2026.

Games in Vancouver at BC Place are on the following 2026 dates:

- June 13
- June 18 *Canada
- June 21
- June 24 *Canada
- June 26
- July 2 *round of 32

- July 7 *round of 16

Group Stage games featuring Canada are on the following dates:

- June 12 in Toronto
- June 18 in Vancouver
- June 24 in Vancouver
- Further dates for Canada would be determined based upon pool finishing and could be between June 28 and July 3 for the round of 32 fixtures.

The Semi-Finals are on July 14 and 15, the Bronze match set for July 18, culminating with the World Cup Final on Sunday, July 19, 2026.

Although Council's motion asked staff to focus on the Team Canada games (and potentially additional matches), the local group believes there will be tremendous energy and excitement around the event, and that plans should at least entertain the possibility of showing all games in some manner, or at least as many as possible that will be of interest to the local community.

Township Viewing Events

The tentative plan would be for the Township's public viewing events location to be at Langley Events Centre, and that the defined areas would include the Arena Bowl, the Park Plaza areas, and the Stadium. The Park Plaza and Park area could contain activities, music, food and beverage, team activities, and if permitted, WC merchandise, etc. The primary viewing would be scheduled for the Stadium, however for Canada games, the semis, the bronze and the World Cup final, staff would also hold the Arena Bowl in case it is desired to move inside. For smaller games or facility scheduling conflicts, scaled down viewing could be available in the Park Plaza.

Capital or Operating Considerations

Council directed staff to report back prior to the 2026 Budget process, or any other material deadlines to provide for applicable options to consider.

Although the Arena Bowl at LEC has an existing LED Video Display, and a temporary LED Video Display has been rented by teams or groups for events in the Stadium, staff would recommend that Council consider staff submissions for the 2026 budget process to review the possibility for new video displays and sound systems as material deadlines to provide the best viewing experience possible for the World Cup.

If it was desired to replace the Arena Bowl display, and/or provide for a permanent Stadium display, the timeline for such to have them in place and operational in time for the beginning of the 2026 World Cup would require beginning a Township procurement process before the end of September 2025. The screens would have to be installed during a created gap in the schedules of the respective facilities (which will be difficult but must be scheduled / blacked-out now) and be operational in time for the viewing events beginning June 11, 2026. The total eight-month window available is likely just within the various providers production-delivery-installation time frame once awarded the project following the Township's procurement process.

A summary of the Township's LED Video Displays and estimated costs for replacement/new is as follows:

- LEC Arena Bowl (installed in 2008) – replacement $2,190,000
- Stadium at LEC (new) – new including support structure $1,300,000
- McLeod Athletic Park (installed used in approx. 2011) – replacement $300,000
- Aldergrove Outdoor Experience (installed in 2018) – replacement $200,000
- The Arenas at LEC – new, range of $500,000 to $1,500,000 depending upon quality and design

Additional considerations and estimated costs for new features in the Stadium are as follows:

- Permanent Sound System – $255,000
- Synthetic Turf deck cover – many options, but long-term solution would range from $850,000 to $1.2M depending upon the desired long-term event use.

The Langley United Soccer Association and Vancouver FC team have expressed an interest in possibly cost sharing the new Stadium Sound System on a 1/3 1/3 1/3 basis with the Township if it was completed in conjunction with a video display solution.

Summary

With direction from Council, staff will continue to work with partners in an attempt to host public viewing parties in the Township for the 2026 FIFA World Cup. Staff have submitted various capital project sheets for required/desired LED Video Displays throughout the Township as part of the 2026 budget process. If Council's desire was to have a replacement display in the LEC Arena Bowl and/or a new LEC Video Display at the Stadium in time for the possible viewing parties, procurement would need to begin before the end of September to ensure their timely installation and operation.

Respectfully submitted,

Jason Winslade
GENERAL MANAGER
for
MUNICIPAL ADMINISTRATION

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

CONCURRENCES	
Division / Department	**Name**
EVENT FACILITIES DIVISION	M. Noetzel
INTERGOVERNMENTAL RELATIONS DEPARTMENT	N, Hosseinzadeh
PARKS OPERATIONS DEPARTMENT	T. Buckner
SPECIAL EVENTS DEPARTMENT	K. Muirhead

ATTACHMENT A Capital Project Sheets 2026

ATTACHMENT A

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title — **Langley Events Centre: Arena Bowl Video Display Replacement**

Work Breakdown (if it exists) — NEW — **Category** — Facility Construction

	2025 Budget	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount			2,190,000	-	-	-	-
Budget Remaining	-	-					
Total Project Cost	**-**	**-**	**2,190,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Replacement of the main LED Video Display (4 sided) in the LEC Arena Bowl with a new display.
Project Justification & Consequences of Not Proceeding *(Phased Project)	Original to the facility in 2009, the Arena Bowl Video Display receives very heavy use, and it's 16 years of service is well beyond its expected lifespan. The displays play a major role in the experience of the arena's events. Ongoing maintenance and repairs are becoming very frequent, with downtime and portions of the displays inoperable, with many parts now discontinued and support limited or no longer available.
***Project Priority Ranking**	**HIGH**

Length of Project (in Years) — **2** — **Initial Year of Approval** — **N/A**

Proposed Funding Source	2025 Budget	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-	-					
Operating Revenue	-	-					
Prior Year's Surplus	-	-					
Federal/Provincial/Other Grants	-	-					
Development Cost Charges (DCC)	-	-					
Capital Works Reserve	-	-					
Capital Projects Reserve	-	-					
RCMP Reserve	-	-					
Climate Action Reserve	-	-					
CAC Reserve	-	-					
Debt	-	-					
TransLink	-	-					
ICBC	-	-					
Other:	-	-					
Total Funded	-	-	-	-	-	-	-
UNFUNDED			2,190,000				
Total Project Funding	**-**	**-**	**2,190,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**			-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title **Willoughby Stadium: Exterior LED Video Display**

Work Breakdown (if it exists) NEW **Category** Facility Renewal/Replacement

	2025 Budget	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount			1,300,000	-	-	-	-
Budget Remaining	-	-					
Total Project Cost	**-**	**-**	**1,300,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Installation of a high-resolution exterior LED video display at Willoughby Stadium to enhance spectator experience and support event programming.
Project Justification & Consequences of Not Proceeding *(Phased Project)	LED video displays have become a standard feature in modern stadiums, significantly enhancing the spectator experience by delivering real-time information, event highlights, and community messaging.
***Project Priority Ranking**	**HIGH**

Length of Project (in Years) 1 **Initial Year of Approval** N/A

Proposed Funding Source	2025 Budget	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-	-					
Operating Revenue	-	-					
Prior Year's Surplus	-	-					
Federal/Provincial/Other Grants	-	-					
Development Cost Charges (DCC)	-	-					
Capital Works Reserve	-	-					
Capital Projects Reserve	-	-					
RCMP Reserve	-	-					
Climate Action Reserve	-	-					
CAC Reserve	-	-					
Debt	-	-					
TransLink	-	-					
ICBC	-	-					
Other:	-	-					
Total Funded	-	-	-	-	-	-	-
UNFUNDED			1,300,000				
Total Project Funding	**-**	**-**	**1,300,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**			-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title — **McLeod Athletic Park: Video Screen**

Work Breakdown (if it exists) — NEW — **Category** — Sports Fields and Courts

	2025 Budget	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount			300,000	-	-	-	-
Budget Remaining	-	-					
Total Project Cost	**-**	**-**	**300,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	New Video Screen for the McLeod Athletic Park Stadium
Project Justification & Consequences of Not Proceeding *(Phased Project)	The current screen is at the end of it's life. The screen is anaglog and cannot be repaired any longer. The current screen panels are starting to burn out leaving gaps in the display. Quotation for a new LED Display screen has been increased to account for potential tariffs.
***Project Priority Ranking**	**HIGH 16**

Length of Project (in Years) — **1** — **Initial Year of Approval** — **N/A**

Proposed Funding Source	2025 Budget	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-	-					
Operating Revenue	-	-					
Prior Year's Surplus	-	-					
Federal/Provincial/Other Grants	-	-					
Development Cost Charges (DCC)	-	-					
Capital Works Reserve	-	-					
Capital Projects Reserve	-	-					
RCMP Reserve	-	-					
Climate Action Reserve	-	-					
CAC Reserve	-	-					
Debt	-	-					
TransLink	-	-					
ICBC	-	-					
Other:	-	-					
Total Funded	-	-	-	-	-	-	-
UNFUNDED			300,000				
Total Project Funding	**-**	**-**	**300,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**				-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title — **Aldergrove Community Centre: Exterior LED Video Display Replacement**

Work Breakdown (if it exists) — NEW — **Category** — Facility Renewal/Replacement

	2025 Budget	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount			200,000	-	-	-	-
Budget Remaining	-	-					
Total Project Cost	**-**	**-**	**200,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Replacement of the exterior LED screen in the waterpark.
Project Justification & Consequences of Not Proceeding *(Phased Project)	The current LED screen has become increasingly unreliable, frequently experiencing technical glitches that compromise its visibility, functionality, and overall effectiveness. These recurring issues hinder the ability to promote programs and events, and provide timely information. Given the high profile location of the screen and its role in enhancing community engagement and outreach, it is essential to ensure that it is consistently operational.
***Project Priority Ranking**	**HIGH**

Length of Project (in Years) — 1 — **Initial Year of Approval**

Proposed Funding Source	2025 Budget	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-	-					
Operating Revenue	-	-					
Prior Year's Surplus	-	-					
Federal/Provincial/Other Grants	-	-					
Development Cost Charges (DCC)	-	-					
Capital Works Reserve	-	-					
Capital Projects Reserve	-	-					
RCMP Reserve	-	-					
Climate Action Reserve	-	-					
CAC Reserve	-	-					
Debt	-	-					
TransLink	-	-					
ICBC	-	-					
Other:	-	-					
Total Funded	-	-	-	-	-	-	-
UNFUNDED			200,000				
Total Project Funding	**-**	**-**	**200,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**			-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title — **Ice & Dry Arena Facility: LED Video Display**

Work Breakdown (if it exists) — NEW — **Category** — Facility Maintenance

	2025 Budget	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount			1,500,000	-	-	-	-
Budget Remaining	-	-					
Total Project Cost	**-**	**-**	**1,500,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Installation of a high-resolution LED video display to enhance spectator experience and support event programming.
Project Justification & Consequences of Not Proceeding *(Phased Project)	LED video displays have become a standard feature in new buildings, significantly enhancing the spectator experience by delivering real-time information, event highlights, and community messaging. Scope of project will range between $500,000 to $1,500,000
***Project Priority Ranking**	**HIGH**

Length of Project (in Years) — **1** — **Initial Year of Approval** — **N/A**

Proposed Funding Source	2025 Budget	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-	-					
Operating Revenue	-	-					
Prior Year's Surplus	-	-					
Federal/Provincial/Other Grants	-	-					
Development Cost Charges (DCC)	-	-					
Capital Works Reserve	-	-					
Capital Projects Reserve	-	-					
RCMP Reserve	-	-					
Climate Action Reserve	-	-					
CAC Reserve	-	-					
Debt	-	-					
TransLink	-	-					
ICBC	-	-					
Other:	-	-					
Total Funded	-	-	-	-	-	-	-
UNFUNDED			1,500,000				
Total Project Funding	**-**	**-**	**1,500,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**			-	-	-	-	-

Township of Langley
Est. 1873

REPORT TO
MAYOR AND COUNCIL

PRESENTED:	SEPTEMBER 15, 2025 - REGULAR MEETING	**REPORT:**	25-145
FROM:	CORPORATE PROJECTS DIVISION	**FILE:**	0810-30
SUBJECT:	SMITHVIEW PARK AT JERICHO RESERVOIR		

RECOMMENDATIONS:

That Council endorse the preliminary concept plan, features and intended use for Smithview Park at Jericho Reservoir.

That Council direct staff to proceed with completing detailed design for Smithview Park at Jericho Reservoir located at the 20400 block of 73A Avenue, utilizing up to $125,000 of the funding previously approved in the 2025-2029 Capital Budget.

EXECUTIVE SUMMARY:

Smithview Park is proposed as a recreational space integrated into the rooftop and surrounding landscape of the Jericho Reservoir, a Metro Vancouver water distribution facility located on Township owned property. Initial conceptual designs prioritized rooftop racquet courts; however, these were deemed incompatible with adjacent residential areas due to potential noise impacts.

In response, staff have developed a revised park concept focused on accommodating small to medium-sized neighbourhood events that combine food, beverage, entertainment, and social recreation opportunities. Council endorsement of the revised concept is sought to proceed with further development and detailed design, utilizing previously approved design funding.

PURPOSE:

To seek Council approval to proceed with the detailed design of the Smithview Park plan as outlined in this report.

BACKGROUND/HISTORY:

In June 2018, the Township of Langley and the Greater Vancouver Water District entered into a Permission to Enter and Construct Agreement, along with a License Agreement, for the construction of a new water reservoir that would include park amenities on the roof and surrounding landscape.

Reservoir construction was completed in 2022 and included several public-facing features: ground-level landscaping with a rain garden, a corner water feature, a pedestrian plaza, glass guard rails on the rooftop, and both stairway and ramp access to the rooftop area.

Initial conceptual designs proposed racquet sport courts on the rooftop; however, these were deemed unsuitable due to potential noise impacts on adjacent residential areas. In response, staff have developed a revised park concept that emphasizes flexible, passive recreation space and the accommodation of small too medium-sized neighbourhood social events.

As shown on the attached concept, proposed improvements include such activities as:

- Mini golf
- Lawn bowling billiards
- Music performance space
- Cornhole
- Bocce
- Seating areas
- Children's playground
- Picnic tables
- Shade areas
- Cooling station
- Public art features
- Pedestrian circulation
- Food and beverage service areas

DISCUSSION/ANALYSIS:

The rooftop portion of Smithview Park presents a unique opportunity to create a vibrant social gathering space for the surrounding community. The proposed design includes a stage area for live entertainment, provisions for food and beverage services, and a variety of social recreation games such as bocce billiards, cornhole, and mini golf, as shown in Attachment A.

This elevated setting offers a distinctive outdoor experience not available elsewhere in Langley, supporting neighbourhood-scale events and passive recreation in a visually engaging and accessible environment.

Capital Project Description						
Project Title:	Smithview Park at Jericho Reservoir					
	CFWD 2024	2025	2026	2027	2028	2029
Requested Amount			TBD			
Budget Remaining		$125,000				
Total Projected Cost		$125,000				

Project Description *(Phased Project)	Smithview Park at Jericho Reservoir
Project Justification and Consequences of Not Proceeding *(Phased Project)	As per Council Report September 15, 2025

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:	2025

Capital Project Description						
Project Title:	Smithview Park at Jericho Reservoir					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2024	2025	2026	2027	2028	2029
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges		$123,750				
Capital Projects Reserve		$1,250				
Debt						
TransLink						
ICBC						
Other:_____						
Total Currently Funded		**$125,000**				

Total Currently Unfunded						

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**
FINANCE DIVISION	S. Ruff
PUBLIC WORKS DIVISION	J. Storey

ATTACHMENT A Smithview Reservoir Park Concept

ATTACHMENT B Concept Detail



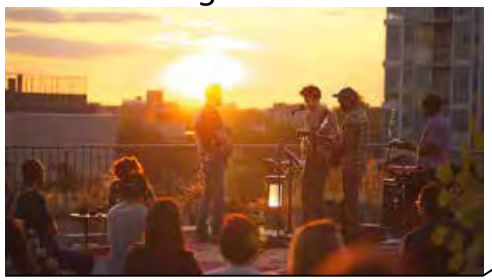
Artificial turf seats



Mini golf course



Lawn bowling billiards



Performance space



Cornhole and bocce





Sea monster playground



Picnic tables with shade



Surface graphics



Cooling station



Seacan beer garden

ATTACHMENT A
E.4

Township of Langley
Est. 1873

SMITHVIEW RESERVOIR PARK
Concept



Township of Langley Est. 1873

SMITHVIEW RESERVOIR PARK
Rooftop Concept

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	SEPTEMBER 15, 2025 - REGULAR MEETING	**REPORT:**	25-144
FROM:	CORPORATE PROJECTS DIVISION	**FILE:**	0810-30
SUBJECT:	PONDER PARK IMPROVEMENTS		

RECOMMENDATIONS:

That Council endorse the preliminary concept plan, features and intended use for Ponder Park, as outlined in this report.

That Council refer the funding request of $200,000 for technical site analysis, detailed trail design, and design of other related park improvements as described in this report, to the 2026 - 2030 Capital Budget process.

EXECUTIVE SUMMARY:

At the July 21, 2025 Regular Meeting, Council directed staff to:

> *"Report to Council on a new Ponder Park plan with potential equestrian-related trail and other related upgrades, with a potential timeline for its implementation, prior to the 2026 budget process."*

A preliminary concept plan for park trails and features that improve and support the use as a passive park with potential equestrian related trails was developed. Proposed improvements include expansion of the trail network (including equestrian and hiking options), accessible trail upgrades, bridge construction, vertical access features, parking expansion, and support features including washrooms, seating and picnic spaces. The feasibility of incorporating equestrian trails into the park design will be studied in detail during the technical site analysis and detailed trail design.

To advance further with design and cost estimating staff request funding for technical site analysis and professional consultant support. Completing the technical site analysis, detailed trail design, and design of other related park improvements as described in this report in 2026 will allow for the development of estimated budget envelopes required for construction, which can then be presented during the 2027-2031 Capital Budget process.

PURPOSE:

The purpose of this report is to present a preliminary conceptual park plan to Council and request funding to proceed with further site analysis and detailed design to produce contract documents suitable for procurement, construction, and a detailed cost estimate to be included in future budget processes.

BACKGROUND/HISTORY:

Ponder Park is an 80-acre natural passive park in northeastern Langley Township acquired in 1933. In 1975 a 50-year lease agreement was entered into with School District 35 (SD35), Boy Scouts of Canada, Girl Guides of Canada, and the Township of Langley to develop, utilize and maintain Ponder Park as a campsite for Guides and Scouts, and an outdoor classroom for SD35.

This agreement led to improvements in the park including construction of a small parking area at the end of 76 Avenue, a service road into the site, and construction of a picnic shelter. Donations from service clubs, governments, and the community funded the completion of the shelter.

In 1979 camp sites were developed by the Scouts and Guides near the shelter. Trail routes were opened through the site with log bridges built across West Creek. These trails remain unsurfaced natural hiking trails with accessibility restrictions, suitable for the Guides and Scouts programs, but not suitable for the general public.

A caretaker in a mobile home was added to the site in 1981 to deter the ongoing vandalism being experienced. A well was drilled to replace the dug well, and power and water were provided to the shelter.

SD35 cancelled its participation in Ponder Park in 1985. In 2019 SD35 returned to Ponder Park and utilized the site as a location for the Langley Forest School.

The rudimentary log and cable bridges were deemed unsafe and removed in 2021 resulting in a decrease in usage of some of the trails that have since grown over.

In 2021 the roof of the shelter was identified for replacement leading to further investigation of the shelter resulting in a determination that the shelter was structurally unsafe and unsuitable for repair. Demolition was required and completed earlier this year.

The 50-year lease agreement has expired as of May 2025.

DISCUSSION/ANALYSIS:

Population growth in the Township has increased demand for passive recreation opportunities in natural areas. Ponder Park has been identified as a suitable location for enhancements that will improve public access and recreational use in a natural setting.

A preliminary concept plan for park trails and features that improve and support the use as a passive park with potential equestrian related trails was developed. Proposed improvements include expansion of the trail network (including equestrian and hiking options), accessible trail upgrades, bridge construction, vertical access features, parking expansion, and support features including washrooms, seating and picnic spaces.

Proposed improvements include:

Improvement Area	Description
Trail Network Expansion	Develop and expand the trail system to open additional areas of the park to the public. A conceptual layout is provided in Attachment A; however, site analysis and ground proofing are required to confirm trail alignments and identify suitable locations for bridges, stairs, and switchbacks. Review options and demand for equestrian focused trails.
Accessible Trail Upgrades	Regrade and resurface existing trails to improve accessibility for users of all ages and abilities.
Bridge Construction	Construct new bridges across West Creek to restore access to the western portions of the park, which were previously served by log and cable crossings that have since been removed.
Vertical Access Features	Install staircases and/or switchback ramps to extend the trail network into previously inaccessible terrain. These features will enhance connectivity and provide opportunities for vertical fitness training.
Parking Expansion	Expand the existing parking area to accommodate increased park usage.
Support Facilities	Add amenities to support passive recreation, including washrooms, interpretive signage, trail maps, seating areas, and picnic spaces.

Additionally, due to Ponder Park's proximity to the Thunderbird Equestrian Centre, staff will assess the feasibility of incorporating equestrian trails into the park design if deemed appropriate.

Township of Langley Capital Project Description						
Project Title:	Ponder Park Improvements Design					
	CFWD 2024	2025	2026	2027	2028	2029
Requested Amount			$200,000	TBD		
Budget Remaining						
Total Projected Cost			$200,000			

Project Description *(Phased Project)	Ponder Park Improvements Design
Project Justification and Consequences of Not Proceeding *(Phased Project)	As per Council Report September 15, 2025

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:	

Township of Langley Capital Project Description						
Project Title:	Ponder Park Improvements Design					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2024	2025	2026	2027	2028	2029
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Debt						
TransLink						
ICBC						
Other:_____						
Total Currently Funded						
Total Currently Unfunded			**$200,000**			

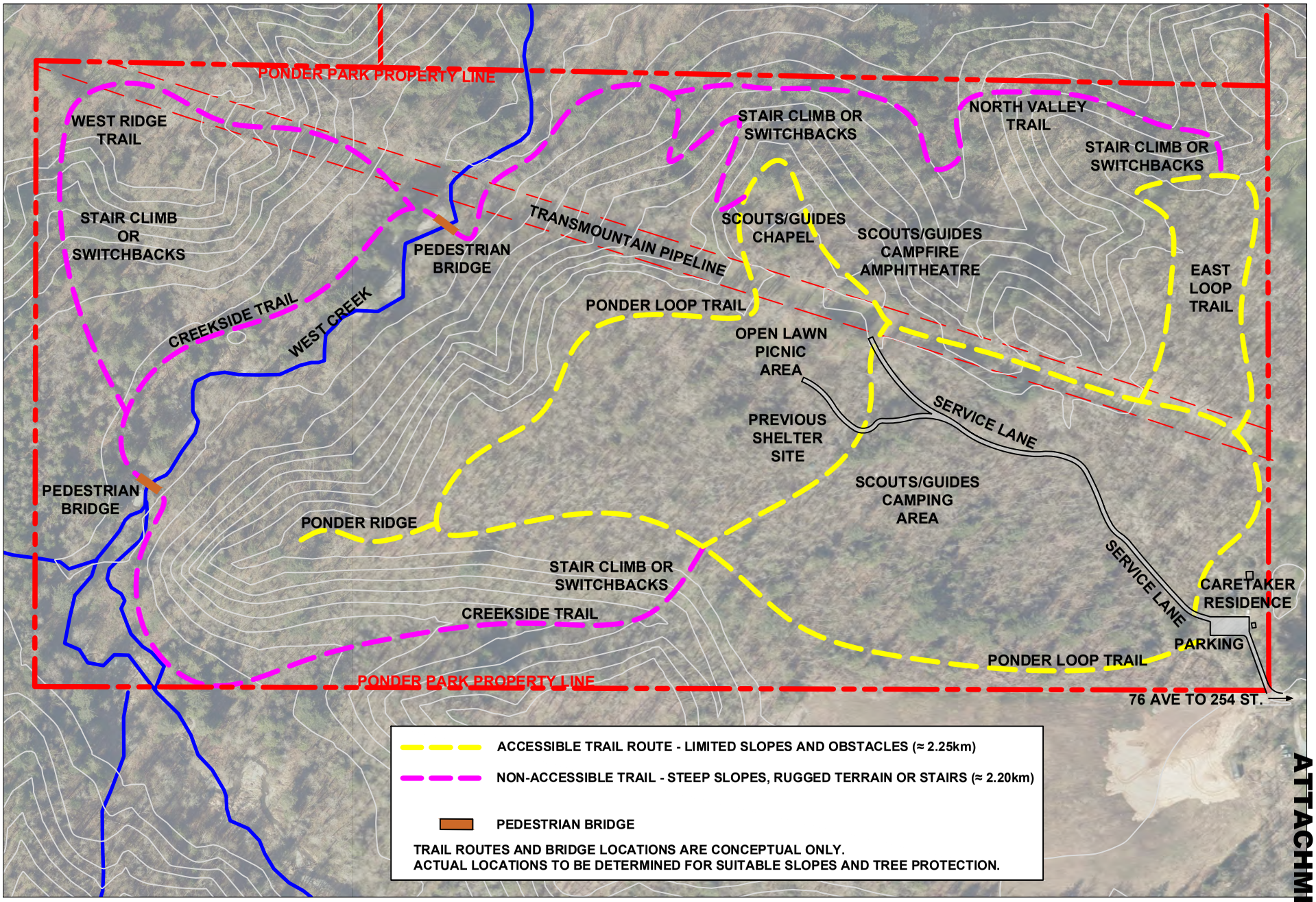
Respectfully submitted,

Scott Groves
DIRECTOR
for
CORPORATE PROJECTS DIVISION

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

CONCURRENCES	
Division / Department	**Name**
FINANCE DIVISION	S. Ruff
PUBLIC WORKS DIVISION	J. Storey

ATTACHMENT A Ponder Park Improvements Conceptual Trail Plan



Township of Langley

PONDER PARK IMPROVEMENTS
CONCEPTUAL TRAIL PLAN

ATTACHMENT A
E.5

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	SEPTEMBER 15, 2025 - REGULAR MEETING	**REPORT:**	25-135
FROM:	ENGINEERING DIVISION	**FILE:**	5260-26-010
SUBJECT:	16 AVENUE CORRIDOR AND INTERSECTION UPDATE		

RECOMMENDATION:

That Council direct staff to include $200,000 in the draft 2026–2030 Financial Plan for an updated 16 Avenue Corridor and Intersections Study, for Council's consideration.

EXECUTIVE SUMMARY:

The 16 Avenue corridor is a Major Arterial Road, a designated Truck Route, and part of the TransLink Major Road Network (MRN). It has been the subject of multiple studies and improvement projects. At the July 21, 2025, Regular Meeting, Council directed staff to report back on potential future capital requests ahead of the 2026 budget process.

In 2016, the Township participated in a TransLink-led Corridor Study, followed by an Intersections Study focused on major intersections within the Township. These studies identified short, medium, and long-term improvements. Council subsequently approved funding for several projects, including brush clearing, signage, wildlife fencing, RCMP pullouts, and traffic signals at key intersections.

Many recommendations remain outstanding. These include driveway realignment, road straightening, construction of Two-Way-Left-Turn (TWLT) lanes, additional traffic signals, and corridor widening. Many of these require further investigation and design due to constraints such as watercourses, grades, limited right-of-way, utilities, and impacts to adjacent properties.

The previous studies relied on traffic data from 2009 to 2016. Since then, traffic volumes have increased more than projected, and corridor conditions have changed. New connections, such as King Road to Highway 1, have also altered traffic patterns. An updated Corridor and Intersections Study is recommended to reassess priorities and guide future improvements. Staff recommends that Council consider allocating $200,000 in the 2026 Budget for this study, which should be completed prior to initiating any new design work.

PURPOSE:

To provide Mayor and Council with information on previous 16 Avenue studies, improvements completed, potential improvement projects, and future study.

BACKGROUND/HISTORY:

The function and role of the 16 Avenue corridor have been a focus of ongoing planning and study. As a Major Arterial Road, Designated Truck Route, and part of the TransLink Major Road Network (MRN), 16 Avenue supports significant traffic volumes and regional connectivity. Over the years, the Township has undertaken multiple studies and implemented various improvements to support its evolving transportation needs. The Township continues to explore further enhancements to ensure the corridor remains effective in serving its intended purpose.

At the July 21, 2025, Regular Meeting, Council passed the following resolution:

> *Whereas the 16 Avenue Corridor Study dated February 2016 identified a series of potential improvements for the Medium Term projected to be from 2022 to 2032 and many of these identified improvements are not yet completed.*
>
> *Therefore, be it resolved that Council directs staff to Report to Council with consideration of the merits, or lack thereof, of capital requests and potential timelines for a multi-year implementation prior to 2026 budget process to:*
>
> 1. *implement the recommended Medium-Term Improvements for the referenced intersections.*
> 2. *complete full signalization and east-west and north-south turning lanes at all major intersections, ranked in terms of achieving the maximum safety improvements, potentially prioritizing 224th Street, 196th Street and other intersections not yet signalized.*
> 3. *consider the implementation of widening with access and turning lanes for high-traffic tourist, regional park, or agricultural destinations along the corridor; and*
> 4. *other safety improvements it may be appropriate for Council to consider.*

February 2016 "16 Avenue Corridor Study" (Corridor Study):

Work on the Corridor Study began in 2014 and included stakeholder engagement, current condition assessment, future condition assessment, strategy for improvements, and public consultation. Current condition assessment included land uses, functional use of the corridor, lane configurations, intersection controls, traffic operations and a safety assessment. The future condition assessment projected future traffic volumes for a 2031 horizon year, including several growth scenarios and network connection options. Based upon the results of the assessment, short, medium, and long-term improvements were proposed as noted below.

Short Term Improvement (0-5 years (2021)):

- brush clearing, sightline improvements, additional signing and lighting at 240 Street
- construction of RCMP pullouts and the additional speed limit and warning signs
- construction of slow-moving vehicle pullouts
- establish a policy to reduce the number of driveways over time, in consultation with property owners
- additional warning signs, pavement markings and lighting at intersections
- consolidate and re-align driveways between 200 Street and 208 Street
- erect wildlife fencing in conjunction with other improvements, where feasible.

Medium Term Improvements (6-15 years):

- two-way left turn lanes (TWLTL) in sections with the most driveways:
    - 192 Street to 200 Street
    - 240 Street to 248 Street

- upgrade the following intersections with traffic signals when warranted:
    - 208 Street
    - 232 Street
    - 272 Street
- continue to erect wildlife fencing in conjunction with other improvements, where feasible.

Long Term Improvements (15+years):

- widen the entire corridor to four lanes with a combination of TWLTL and/or raised centre median at intersections or other sections
- straighten the road alignment between 200 Street and 208 Street, if feasible
- upgrade and signalize the intersections at 224 Street and 240 Street when warranted
- reconstruct RCMP pullouts with the four-lane widening
- continue with a policy to reduce the number of driveways over time, in consultation with property owners.

April 11, 2016 Council Resolutions:

Staff submitted a report to Council at the April 11, 2016, Regular Meeting with the findings of the Corridor Study and recommendations for Council's consideration. Council passed the following resolutions and amendment:

That Council direct staff to proceed with the next steps, as outlined in this report, including:

1. *Undertaking a more detailed functional design complete with cost estimates for short term improvements, utilizing existing available funding; and incorporation of related construction costs in the 2017 budget for Council consideration.*

2. *Undertaking a further detailed examination of intersections at 208, 232 and 272 Streets to determine if traffic signals are warranted; and if warranted, seek TransLink approval and include design costs in the 2017 budget for Council consideration.*

3. *Adopting an Access Management Strategy, consistent with the intent of the Township of Langley Highway and Traffic Bylaw, of:*

    a. *Prohibiting additional driveways on 16 Avenue, unless alternate access options have been explored and are considered not to be viable; and*
    b. *Reducing the number of existing driveways with the consent of property owners*

That recommendation number two be amended to include 208, 224, 232, 240, 256, and 272 Streets, and a report back to Council prior to seeking TransLink approval.

September 2016 "16 Avenue Traffic Signals Study" (Intersections Study):

In 2016, staff engaged a qualified professional to undertake a "16 Avenue Traffic Signals Study" for the intersections on the 16 Avenue corridor within the Township of Langley. The following are the recommendations of the Intersection Study.

- subject to TransLink's approval, install traffic signals, complete with left turn bays on 16 Avenue, at the 208 Street, 232 Street, and 272 Street intersections, including advanced warning flashers, related signage, and other requirements as determined during the design stage
- the intersection warning signs on 16 Avenue should be oversized signs, with the relevant side road name also displayed
- oversized stop-control advance warning signs and stop signs should be used on the side road approaches

- ensure ongoing clearing and trimming of vegetation that reduces sight lines at the intersections
- relocate the stop bar on the north leg of 256 Street 3.5 metres to 4.0 metres closer to the intersection. The stop bar on the north leg is set back 8.2 metres from the fog line on 16 Avenue, whereas the stop bar on the south leg is set back 4.2 metres
- provide pull-out bays on 16 Avenue to facilitate additional RCMP speed enforcement as recommended in the *16 Avenue Corridor Study*
- erect signs advising motorists of the presence of enforcement officers
- the Township's Corridor Signing Campaign is supported, as well as additional speed limit signs along the corridor
- following the opening of the King Road connector and the completion of the other recommended safety measures, such as the signalization of 208 Street, 232 Street, and 272 Street, the unsignalized intersections at 224 Street, 240 Street, and 256 Street will be re-examined to determine if additional measures may be beneficial.

November 7, 2016 Council Resolutions:

Staff submitted a report to Council at the November 7, 2016, Regular Meeting with the findings of the Intersections Study as well as recommendations for Council's consideration. Council passed the following resolutions and amendments:

> *That Council authorize staff to proceed with 16 Avenue improvements, including as the first step, subject to TransLink approval, installation of traffic signals at 208 Street, 232 Street and 272 Street, with the required funding for design and construction to be considered as part of the 2017 and 2018 capital budgets respectively.*
>
> *Amendments*
> *That 208 Street and 232 Street be considered as priorities for traffic signals; and*
> *That staff communicate with the City of Abbotsford to determine their future plans east of 272 Street.*
>
> *Amendment to the Amendment*
> *That a traffic signal at 240 Street also be included as a priority.*

DISCUSSION/ANALYSIS:

Completed Projects:

Following the April and November 2016 Resolutions of Council, funding was approved in 2017 and the following years for implementation of many of the short-term and medium-term recommendations of the Corridor Study, as noted in the table below.

Improvement Recommendation	Timeframe	Status
Brush clearing, sightline improvements, additional warning and wildlife signs, pavement markings, signing & lighting at intersections	0-5 years	Completed/Ongoing
Construction of RCMP & CVSE pullouts / slow-moving vehicle pullouts	0-5 years	Completed
Consolidate and re-align driveways between 200 Street and 208 Street	0-5 years	Not Completed – Requires further investigation and design

Improvement Recommendation	Timeframe	Status
Establish a policy to reduce the number of driveways over time	0-5 years	Partially Implemented / Ongoing
Wildlife fencing (where feasible)	0-5 years	Not Completed
Two-way left-turn lanes (TWLTL) at sections with many driveways (192–200 Street, 240–248 Street)	6-15 years	Not Completed
Traffic signals at 208 Street, 232 Street, and 272 Street	6-15 years	Completed
Continue wildlife fencing (where feasible)	6-15 years	Not Completed
Widen the entire corridor to four lanes with TWLTL/raised median	15+ years	Not Completed
Straighten road alignment between 200 Street and 208 Street	15+ years	Not Completed – Requires a major survey and feasibility study
Traffic signal at 224 Street	15+ years	Not Completed
Traffic signal at 240 Street	15+ years	Completed
Reconstruct RCMP pullouts with four-lane widening	15+ years	Not Completed
Continue the policy to reduce the number of driveways	15+ years	Not Completed

Summary:

Based upon the recommendations of the Corridor Study, the Intersections Study, and 2016 Council resolutions, all the medium-term recommended intersection improvements were completed by the Township with the installation of traffic signals. One of the traffic signals identified as a long-term project was also completed. East-west left turn lanes were constructed as part of these intersection improvements; however, north-south left turn lanes were not constructed due to lower traffic volumes on cross streets.

Remaining intersections along 16 Avenue that do not have traffic signals include 196 Street, 197A Street, 212 Street, 224 Street, 227 Street, 242 Street, 246 Street, 250 Street, 252 Street, 256 Street, 260 Street, 268 Street, and 276 Street. Of these intersections, only 224 Street and 256 Street have east-west left turn lanes and overhead flashing beacons. The remaining intersections are either lower traffic volume T-intersections or roads with limited local access to agricultural properties.

The intersection at 196 Street is shared between the City of Surrey and the Township and was not identified as a priority for signalization in the previous studies. The intersection of 224 Street was previously identified as a long-term priority in the studies. The installation of traffic signals on an MRN road requires the approval of TransLink, which typically requires the intersection to meet Transportation Association of Canada (TAC) warrants or otherwise be supported by a study like the 2016 Intersections Study.

Realignment of the driveways between 200 Street and 208 Street was identified as a short-term priority in the Corridor Study and is consistent with Council's recent direction for tourist and regional park access.

Due to the curves, grades, limited road right of way, and a major crossing of the Little Campbell River, this project will require significant surveying and investigation, consultation with Metro Vancouver, and design work to determine the feasibility and estimate the costs of the works.

The medium-term recommendation of constructing Two-Way-Left-Turn (TWLT) lanes has not been completed. The TWLT lanes were intended to improve traffic flow and turning efficiency for vehicles accessing driveways. It was also intended to provide a refuge area that may be used for slow-moving vehicles. Construction of TWLT lanes requires additional assessment, such as survey and detailed design due to the limited road ROW (typically 20 metres), roadside ditches (some classified as watercourses), variations in grade between the road and adjacent properties along the corridor, Hydro poles on at least one side of the corridor, and all adjacent properties being within the Agricultural Land Reserve (ALR) or within GVRD Parks.

The traffic volumes used in the 2016 Corridor Study were from 2014. At that time, the Average Daily Traffic (ADT) volume in the highest traffic area was 13,000 vehicles per day. The studies projected that these traffic volumes may increase by 60% by 2031 or approximately 3.5% per year. Traffic counts conducted in 2023 indicate the ADT in the highest traffic area was 18,000 vehicles per day. This would represent a 38.5% increase or a 4.2% increase per year. Based on 2023 traffic counts, the ADT on 16 Avenue has increased at a greater rate than projected in the Corridor Study. The Intersections Study used the traffic forecasts from the Corridor Study. This was supplemented by peak hour traffic volume counts conducted at six of the study intersections in May 2016. The collision analysis undertaken in the Intersections Study was based on ICBC claims data from 2009 to 2013. In addition, the introduction of traffic signals at study intersections may have changed the route selection by motorists, moving from an unsignalized intersection to a signalized intersection.

Traffic volumes and traffic patterns along the corridor and at intersections may have changed as compared to projections from the previous studies of 16 Avenue. Corridor and intersection conditions have evolved, reflecting changes in traffic volumes and patterns due to the measures the Township has implemented following the 2016 studies. For these reasons, the priority of the recommended short, medium, and long-term projects from the Corridor Study and Intersections Study is uncertain. There may also be other measures that were not considered in the previous studies that could be evaluated and considered in a new study. As such, staff recommend a new 16 Avenue Corridor and Intersection Study to identify and prioritize short, medium, and long-term improvements along the corridor.

Financial Implications:

Staff recommend that Council allocate $200,000 in the 2026 Capital Budget for an updated 16 Avenue Corridor and Intersections Study. The study is necessary to reassess priorities and guide future improvements based on current traffic volumes, corridor conditions, and operational priorities. It will also help identify feasible design options and inform future capital planning.

Completion of the study should occur prior to initiating any new design work, to ensure that proposed improvements are based on current data, updated traffic forecasts, and a thorough assessment of corridor constraints and opportunities.

Respectfully submitted,

Paul Cordeiro
MANAGER, TRANSPORTATION
for
ENGINEERING DIVISION

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	SEPTEMBER 15, 2025 - REGULAR MEETING	**REPORT:**	25-143
FROM:	CORPORATE PROJECTS DIVISION	**FILE:**	0810-30
SUBJECT:	NOEL BOOTH PARKING, FIELDHOUSE AND RECREATION IMPROVEMENTS		

RECOMMENDATIONS:

That Council endorse the concept plan for parking, fieldhouse and recreation improvements to Noel Booth Community Park, as outlined in this report.

That Council refer the funding request of $250,000 for technical site analysis and detailed design of the proposed parking, fieldhouse and recreation improvements at Noel Booth Community Park to the 2026 – 2030 Capital Budget process.

EXECUTIVE SUMMARY:

At it's July 21, 2025 Regular Council meeting, Council directed staff to:

"Report to Council on the potential additional works of:

1. *completing the gravel-based area as a finished parking area with applicable landscaping, accessibility, and other improvements as it may be appropriate for Council to consider;*
2. *replacement and expansion of the current field house and washrooms;*
3. *a warm-up area for the Existing Synthetic Field, potentially located in the area labelled Landscaped Septic Field, or an alternative, adjacent location."*

Population growth is anticipated through development of the Brookswood Fernridge Community Plan. Noel Booth Community Park requires improvements and expansion into undeveloped areas to meet the recreation needs of this growing community. Staff have reviewed the specific Council request, and in addition taken prior community and user group feedback to develop an overall improvement plan for the site, including all Township owned land in the immediate area.

Certain areas of the suggested improvements, primarily the two new grass softball diamonds, could be located upon lands owned by the School District 35, and would require their concurrence.

PURPOSE:

The purpose of this report is to present Council with potential parking, fieldhouse, and recreation improvements, to increase the capacity quality of amenities at Noel Booth Community Park, in anticipation of increased population and demand for recreation in the community.

DISCUSSION/ANALYSIS:

The proposed improvements and expansion, as outlined in Attachments, include:

PARKING	
Area	Description
North Parking Lot (36 Avenue) Attachment B	• Existing lot regraded for better access to and from 36 Avenue • Asphalt lot expanded from 46 stalls to 245 stalls. • Planted medians with shade trees. • Lighting
South Parking Lot (35 Avenue) Attachment C	• Asphalt lot expanded from 62 stalls to 110 stalls. • Planted medians with shade trees. • Lighting
FIELDHOUSE Attachment D	
Area	Description
Washrooms	• Existing fieldhouse to be removed and replaced with new accessible washrooms at field level (1st floor) • Additional washroom building at 35 Avenue parking lot and sport court area
Change rooms	• Existing fieldhouse to be removed and replaced with new accessible changerooms at field level (1st floor)
Indoor Training Facility	• Add new indoor training facility at street level (2nd floor) above new fieldhouse (change and washrooms)
Caretaker Residence	• Existing modular home to be removed. • Option to add 3rd floor to fieldhouse for caretaker residence
FIELDS Attachment B	
Area	Description
Warm Up areas	• Three synthetic turf warm up areas adjacent to the fields and fieldhouse
Sports Fields	• Existing grass field upgraded to synthetic turf suitable for rugby, soccer and lacrosse • softball diamonds relocated
Field Lighting	• Existing synthetic field lights upgraded to LED fixtures

	• LED field lights for new synthetic field • LED field lights for relocated softball
Softball Diamonds	• Senior sized softball diamonds with mixed use outfield relocated to underutilized Noel Booth Elementary field area (subject to agreement with School District)
SPORT COURT	
Area	Description
Pickleball Attachment B	10 new dedicated pickleball courts with: • Colour coated, nonslip surface • Sport lighting • Individual court ball control fencing • Ideal location for noise attenuation • Nearby washrooms in fieldhouse
Tennis Attachment C	Existing 1-2 tennis courts require complete resurfacing and new fencing. Staff propose relocating the courts to the west, with 5 new dedicated tennis courts with: • Colour coated, nonslip surface • Sport lighting • Individual court ball control fencing • Warmup area with practice wall • Nearby washrooms and cooling station
Basketball Attachment C	2 new basketball courts with: • Colour coated, nonslip surface • Sport lighting • Nearby washrooms and cooling station
Sportsbox Attachment C	New sportsbox for ball hockey and box lacrosse with: • Colour coated, nonslip surface • Sport lighting • Nearby washrooms and cooling station
Cooling station Attachment C	New cooling area with: • Seating • Shade • Misting features • Drinking water

GENERAL PARK	
Area	Description
Trails Attachment A	• Trail connections through undeveloped forest and open meadow passive areas • New pedestrian bridge crossing Anderson Creek for access between new parking and relocated softball diamonds • Improved trail connections to future road works (204 Street, 202 Street, 34 Avenue)
Maintenance Attachment B	• Improved maintenance and equipment storage area with controlled access and screening fences

Township of Langley Capital Project Description						
Project Title:	Noel Booth Parking, Fieldhouse and Recreation Improvements					
	CFWD 2024	2025	2026	2027	2028	2029
Requested Amount			$250,000	TBD		
Budget Remaining						
Total Projected Cost			$250,000			
Project Description *(Phased Project)	Noel Booth Parking, Fieldhouse and Recreation Improvements					
Project Justification and Consequences of Not Proceeding *(Phased Project)	As per Council Report September 15, 2025					

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:	

Township of Langley Capital Project Description						
Project Title:	Noel Booth Parking, Fieldhouse and Recreation Improvements					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2024	2025	2026	2027	2028	2029
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Debt						
TransLink						
ICBC						
Other:_____						
Total Currently Funded						
Total Currently Unfunded			**$250,000**	**TBD**		

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**
FINANCE DIVISION	S. Ruff
PUBLIC WORKS DIVISION	J. Storey

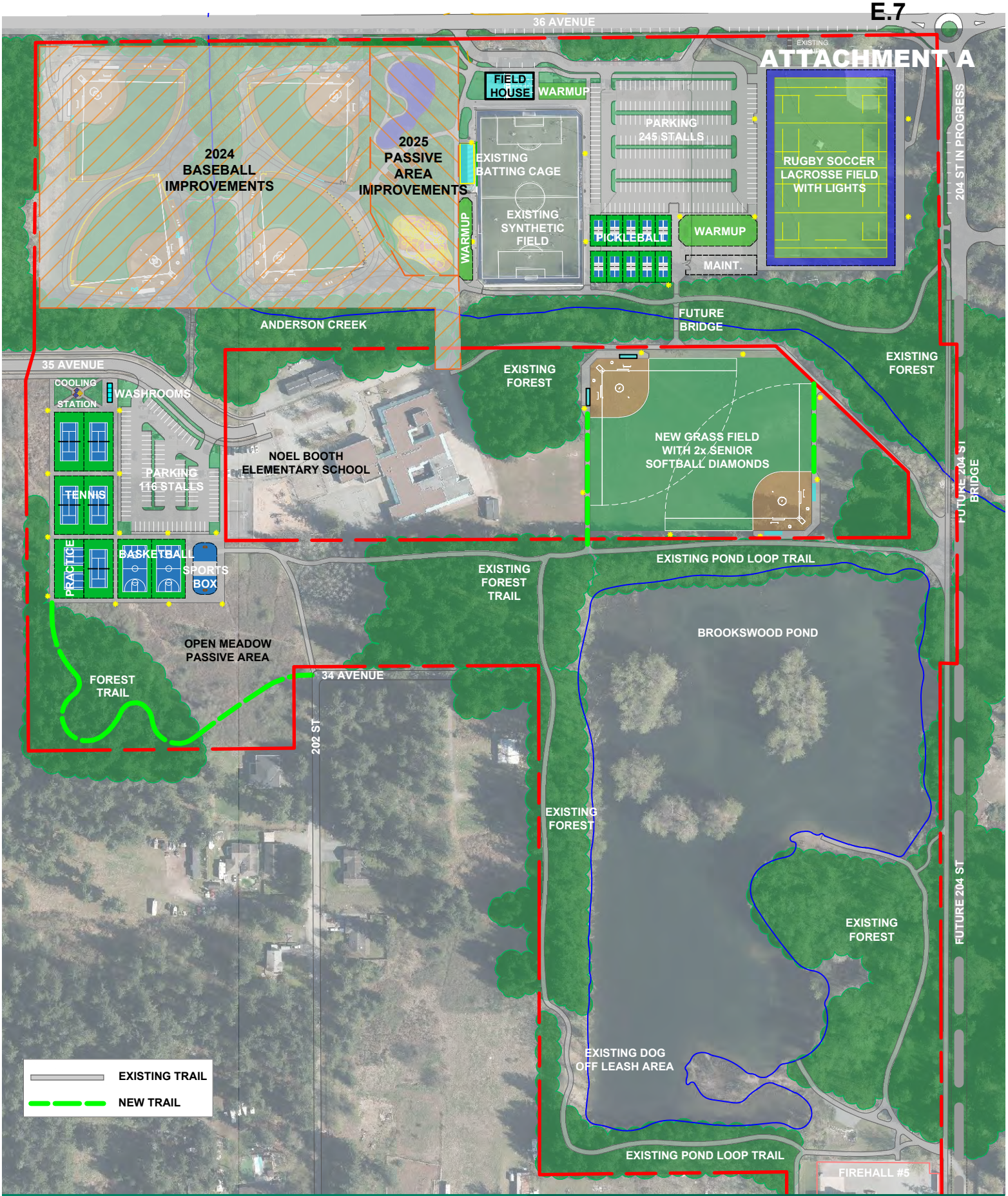
ATTACHMENT A Site Plan

ATTACHMENT B North Improvements

ATTACHMENT C West Improvements

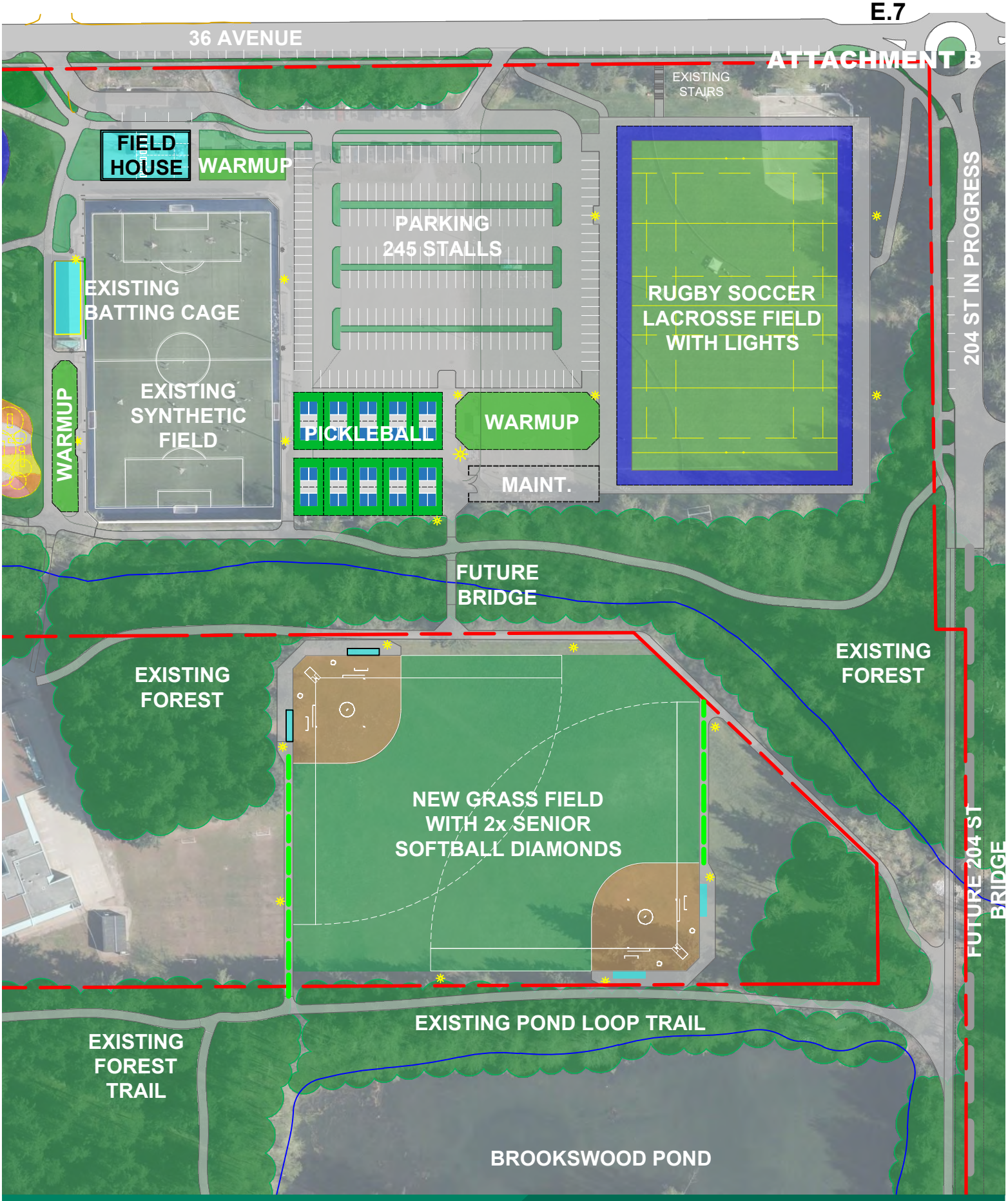
ATTACHMENT D Fieldhouse Improvements

ATTACHMENT A



Township of Langley

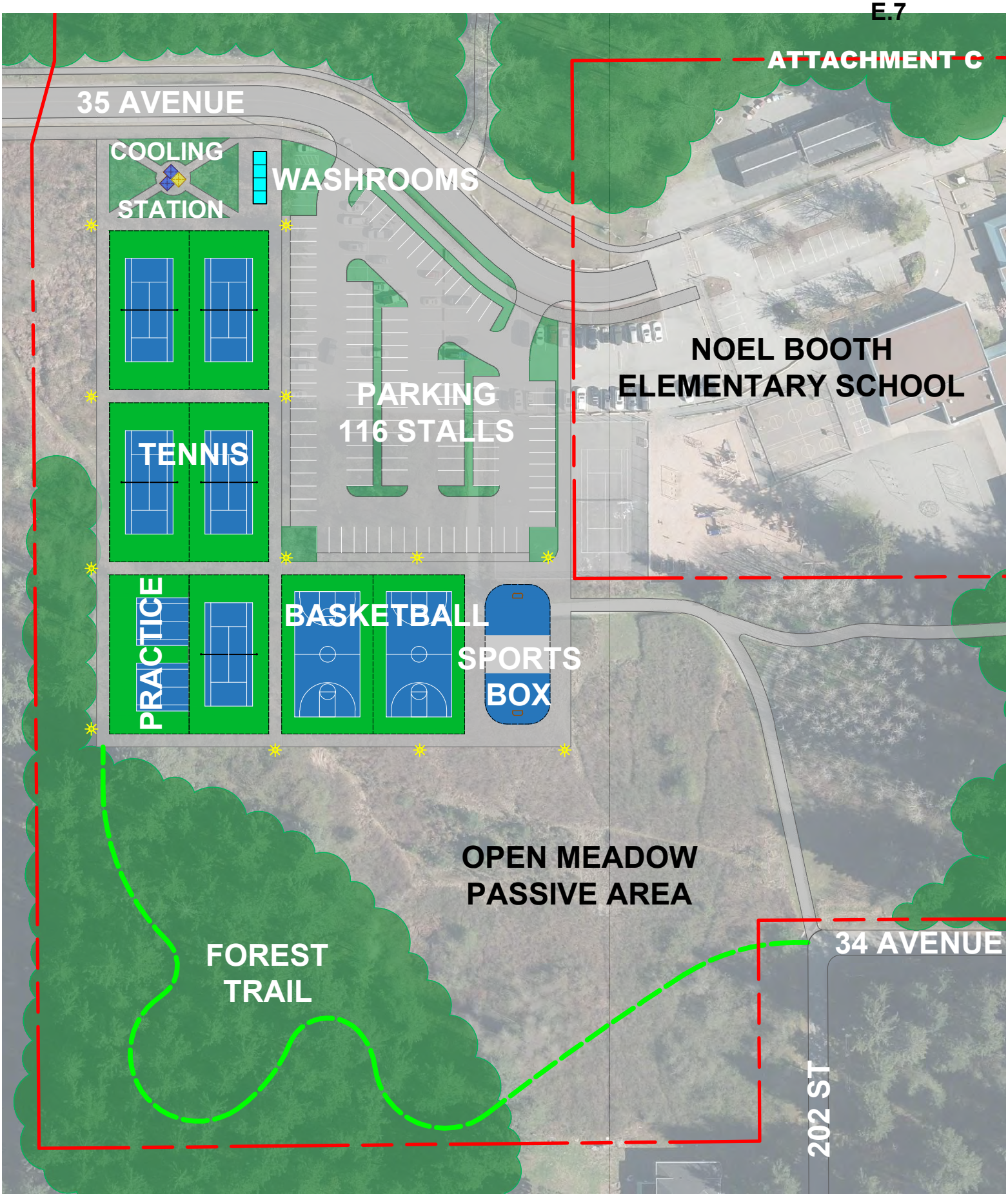
NOEL BOOTH COMMUNITY PARK IMPROVEMENTS



Township of Langley

NOEL BOOTH COMMUNITY PARK NORTH IMPROVEMENTS

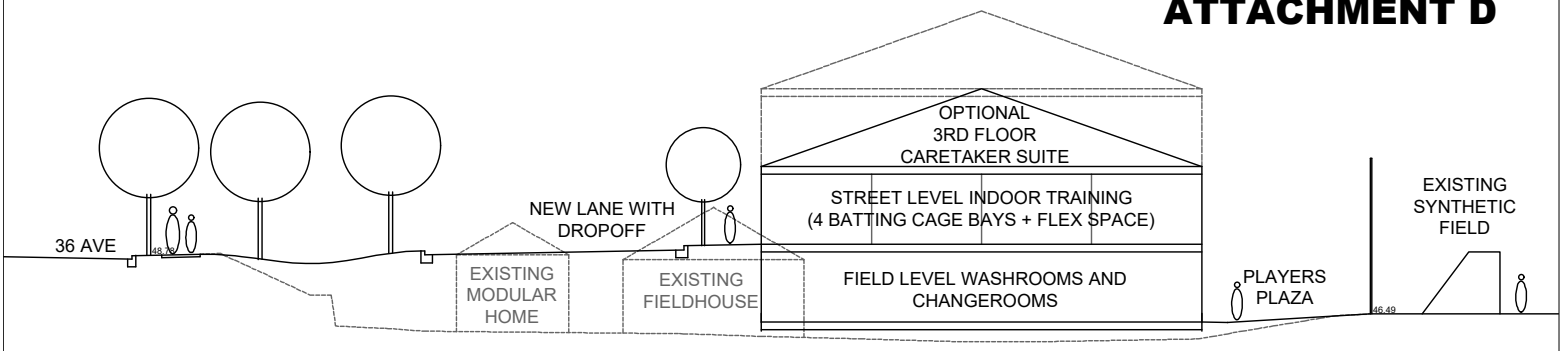
ATTACHMENT C



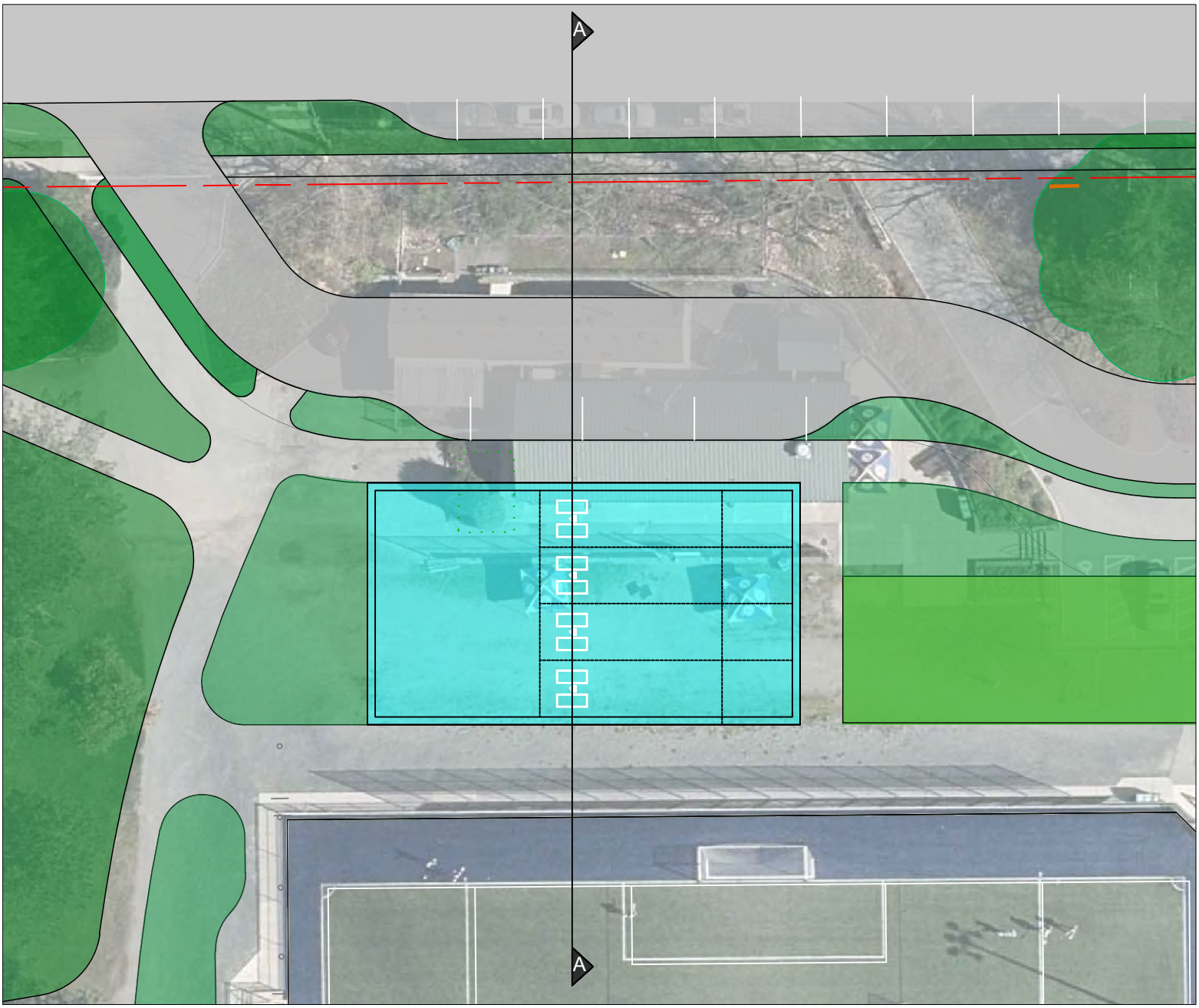
Township of Langley

NOEL BOOTH COMMUNITY PARK WEST IMPROVEMENTS

ATTACHMENT D



SECTION A-A



Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	SEPTEMBER 15, 2025 - REGULAR MEETING	**REPORT:**	25-142
FROM:	CORPORATE PROJECTS DIVISION	**FILE:**	0810-30
SUBJECT:	ALDERGROVE ATHLETIC PARK SPORT IMPROVEMENTS		

RECOMMENDATIONS:

That Council endorse the concept plan for sports improvements to Aldergrove Athletic Park, as outlined in this report.

That Council refer the funding request of $250,000 for technical site analysis and detailed design of the proposed sports improvements at Aldergrove Athletic Park to the 2026 – 2030 Capital Budget process.

EXECUTIVE SUMMARY:

The sport facilities within the Aldergrove Athletic Park South Complex are approaching 25 years of service and require upgrades to align with current community needs and replace aging infrastructure.

The proposed improvements for the park as outlined in this report span multiple disciplines and necessitate detailed design work, supported by external consultants, to develop procurement-ready documentation and accurate cost estimates.

If the technical site analysis and detailed design were approved during the 2026 budget process and completed in later 2026, cost estimates for the works would be submitted for the 2027 - 2031 Capital Budget process.

PURPOSE:

This report outlines proposed sport-related enhancements to Aldergrove Athletic Park and seeks Council's approval for funding to initiate comprehensive site analysis and detailed design development. The objective is to produce contract-ready documentation suitable for procurement and construction, along with a refined cost estimate to inform future budget planning.

BACKGROUND/HISTORY:

Development of the South Complex at Aldergrove Athletic Park commenced in 2002, featuring multi-sport fields with overlapping baseball outfields overlapping the grass sports fields. In 2011 two synthetic turf fields were added north of Betty Gilbert Middle School, expanding the park's capacity for year-round play.

The park also includes a diverse range of recreational amenities, such as a basketball court, sports box, skateboard park, bike park and racquet courts configured for shared pickleball and tennis use.

In 2024, the synthetic fields were resurfaced, and approved project funding is currently being used to complete surrounding landscape improvements. Additionally, the upgrade of field lighting to modern LED fixtures for the two synthetic fields was approved in the 2025 Capital Budget and is currently underway, with completion by year-end.

Recent enhancements to the bike park has focused on the large jump area and the trials obstacle course. These upgrades are now complete, with only the BMX pump track and adjacent landscaping remaining.

Usage trends indicate a shift away from overlapping baseball and soccer fields towards dedicated sport facilities with specialized amenities. As such, conversion of the northwest field and diamond is recommended to establish a dedicated baseball diamond. This would allow for features not feasible in a shared-use configuration, such as permanent outfield fencing, warning tracks, and a properly dimensioned grass infield. Lighting performance and quality would also benefit from a sport-specific configuration.

Certain improvements proposed are Township owned improvements on School District owned property, so School District 35 concurrence will be required in order for the works to proceed.

DISCUSSION/ANALYSIS:

Population growth in Aldergrove, along with increased enrollment in user groups that regularly utilize Aldergrove Athletic Park, has created a growing demand for enhanced sport infrastructure and amenities. To meet current and future needs, improvements are required to increase capacity, improve functionality, and support a broader range of recreational activities.

The proposed upgrades as outlined in Attachment A, include:

Area	Description
Northwest (NW) Field	• Skinned infield replaced with grass baseball infield • New scoreboard • New outfield fencing with, batter's eye and warning track. • New LED Field Lighting • Backstop improvements
Northeast (NE) Field	• Upgraded Scoreboard • Existing field lights upgraded to LED

Tennis	3 new dedicated tennis courts with: • Colour coated surface • LED Court lighting • Cooling Station with shade, misters, and drinking fountain
Pickleball	Existing racquet courts converted to 6 dedicated pickleball courts with: • Colour coated surface • LED Court lighting • Cooling Station with shade, misters, and drinking fountain
Basketball	Existing basketball court will be improved with: • Colour coated surface • LED Court lighting • Nearby cooling station
Ball hockey sport box	Existing sports box will be improved with: • Colour coated surface • LED Court lighting • Nearby cooling station
Skatepark	Skatepark redesign and improvements were completed in 2024. New items include: • LED Lights • Nearby cooling station
BMX Pump track	The existing BMX pump track area is overgrown with vegetation and requires repair and improvement of the jumps, landing areas and surrounding landscape. With these improvements, regular use of the area is expected to return to previously enjoyed levels of activity.
North Parking Lot	The existing north parking lot on 29 Avenue requires asphalt resurfacing.
Synthetic Field Washrooms	The existing synthetic fields are currently serviced by one pit latrine. Washroom improvements include: • Removal of existing pit latrine • New washroom building with 4 accessible washrooms and mechanical room • Electrical and water connections to existing park utilities • New sanitary connection

Township of Langley Capital Project Description						
Project Title:	Aldergrove Athletic Park Sport Improvements Detailed Design					
	CFWD 2024	2025	2026	2027	2028	2029
Requested Amount			$250,000	TBD		
Budget Remaining						
Total Projected Cost			$250,000			

Project Description *(Phased Project)	Aldergrove Athletic Park Sport Improvements Detailed Design
Project Justification and Consequences of Not Proceeding *(Phased Project)	As per Council Report September 15, 2025

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:	

Township of Langley Capital Project Description						
Project Title:	Aldergrove Athletic Park Sport Improvements Detailed Design					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2024	2025	2026	2027	2028	2029
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges						
Debt						
TransLink						
ICBC						
Other:_____						
Total Currently Funded						
Total Currently Unfunded			**$250,000**			

Respectfully submitted,

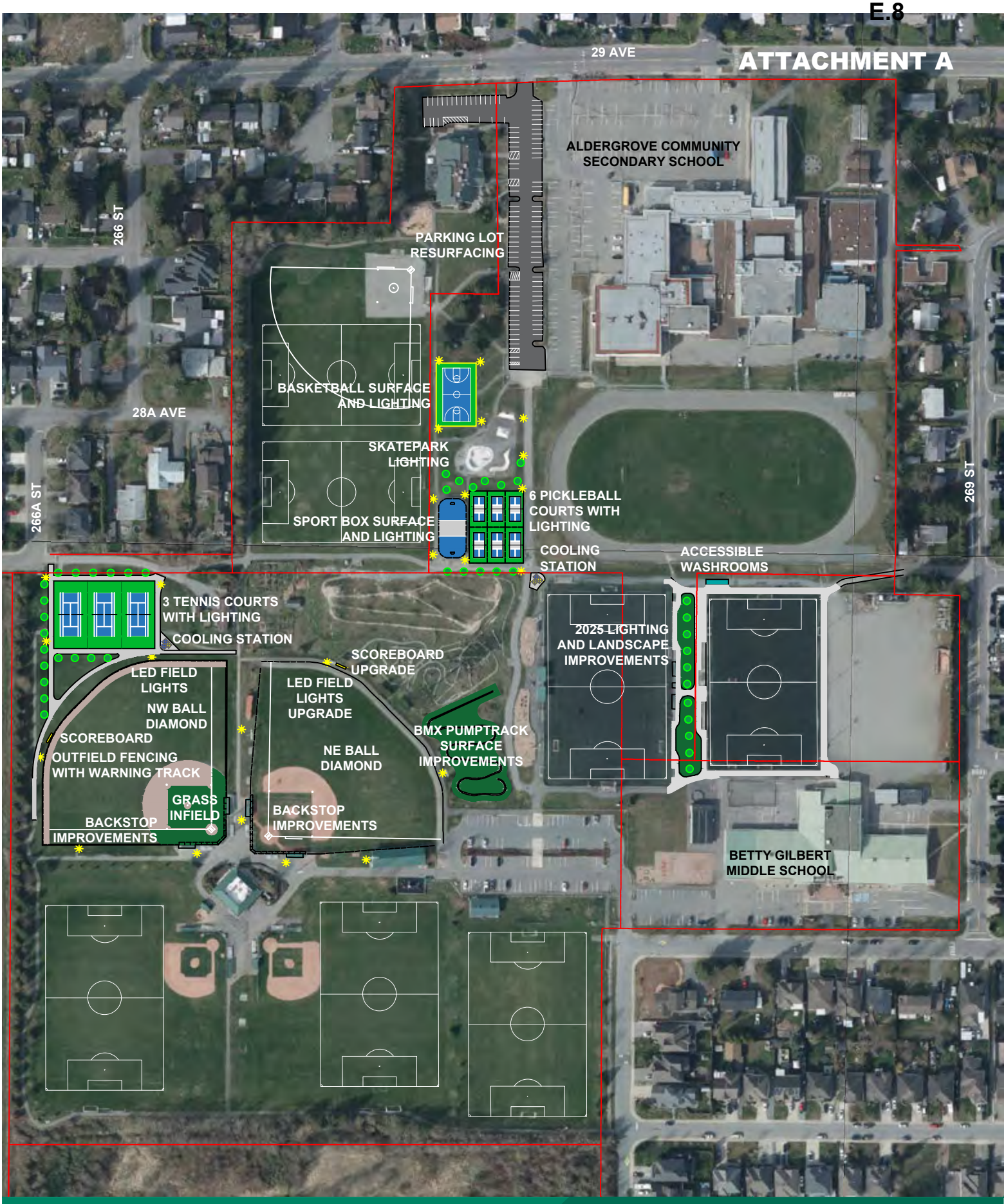
Scott Groves
DIRECTOR
for
CORPORATE PROJECTS DIVISION

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

CONCURRENCES	
Division / Department	**Name**
FINANCE DIVISION	S. Ruff
PUBLIC WORKS DIVISION	J. Storey

ATTACHMENT A Sport Improvements Site Plan

ATTACHMENT A



Township of Langley

ALDERGROVE ATHLETIC PARK SPORT IMPROVEMENTS

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	SEPTEMBER 15, 2025 - REGULAR MEETING	**REPORT:**	25-130
FROM:	ENGINEERING DIVISION	**FILE:**	8330-01
SUBJECT:	URBAN ROAD UPGRADES - 228 STREET AND 48 AVENUE		

RECOMMENDATIONS:

That Council endorse the conceptual design of 228 Street from 48 Avenue to Fraser Highway, as shown in Attachment A, which includes two travel lanes, parking lanes, sidewalks, and street lighting; and the conceptual design of the south side of 48 Avenue from the 22600 Block to 228 Street, as shown in Attachment B, which includes two travel lanes, a multi-use pathway, and street lighting.

That Council direct staff to include $375,000 in the draft 2026–2030 Financial Plan for the detailed design of 228 Street and 48 Avenue, for Council's consideration.

EXECUTIVE SUMMARY:

At the November 4, 2024, Regular Meeting, Council directed staff to report on designs to complete 228 Street from 48 Avenue to Fraser Highway to an urban road standard. Additionally, at the May 26, 2025, Regular Meeting, staff were directed to include urban road upgrades to the south side of 48 Avenue between the 22600 Block and 228 Street.

Attachment A includes a conceptual design of 228 Street, proposing urban road upgrades from 48 Avenue to Fraser Highway, with two travel lanes, parking lanes, curb extensions, curb and gutter, sidewalks, and street lighting. The design considers the two road standards: a residential collector road between 48 Avenue and the 4700 Block, and an industrial road between the 4700 Block and Fraser Highway.

Included as Attachment B is the conceptual design of 48 Avenue, which proposes widening the south side of 48 Avenue from the 22600 Block to 228 Street to a two-lane arterial road, complete with travel lanes to current standards, curb and gutter, a multi-use pathway on the south side, and street lighting.

A detailed design of the two conceptual designs is estimated to cost $375,000. The detailed design will be needed to undertake additional review, such as a topographical survey, and to provide a construction cost estimate.

PURPOSE:

To provide Council with information on the conceptual design of 228 Street from 48 Avenue to Fraser Highway and 48 Avenue from the 22600 Block to 228 Street.

BACKGROUND/HISTORY:

Concerns have been raised by residents of 48 Avenue regarding the lack of urban features, such as curb and gutter, sidewalks, and streetlights on portions of the road. Similarly, portions of 228 Street also lack these urban features. There are several sites in the area, including schools and residential developments, that have increased the demand for these urban features. In addition, there have been concerns raised with oversized vehicles using these roads as a shortcut, as well as to access nearby businesses.

At the November 4, 2024, Regular Meeting, Council passed the following resolution:

> *Be it resolved that Council directs staff to report to Council on the potential upgrade of 228 Street between Fraser Highway and 48 Avenue to an urban road standard applicable and appropriate for its adjacency to industrial, institutional and townhouse land uses.*

At the May 26, 2025, Regular Meeting, Council passed the following resolution to be considered in the report to Council on the urban road upgrades plan:

> *Whereas Council approved a review of potential upgrades on 228 Street between Fraser Highway and 48 Avenue on November 4, 2024.*
>
> *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 for Council to consider fronting the south side of 48th Avenue from 22600 Blk to 228 Street.*

DISCUSSION/ANALYSIS:

Both of the resolutions listed above are addressed in detail within this report.

228 Street – Fraser Highway to 48 Avenue:

The route along 228 Street between Fraser Highway and 48 Avenue is designated as a Collector Road in the Township's 2009 Master Transportation Plan (MTP). The conceptual design in Attachment A includes two different road standards of 228 Street: a Residential Collector Road Standard between the 4700 Block and 48 Avenue, and an Industrial Road Standard between Fraser Highway and the 4700 Block (wider parking and travel lanes). The east side of 228 Street fronting 4750 228 Street has been constructed with urban road features (curb and gutter, sidewalk, streetlighting, and parking lane) as part of the development requirements for the adjacent property.

The conceptual design includes the following urban road features:

- a new 1.8 metre sidewalk on the west side of 228 Street from 48 Avenue to Fraser Highway
- a new 1.8 metre sidewalk on the east side of 228 Street from the 4700 Block to Fraser Highway
- curb extensions at key driveways and parking pockets
- streetlights on both sides of 228 Street
- barrier curbs and drainage features.

48 Avenue – 22600 Block to 228 Street:

The route along 48 Avenue between the 22600 Block and 228 Street is designated as an Arterial Road in the Township's 2009 Master Transportation Plan (MTP). The north side of the road follows a rural road standard with a paved shoulder and roadside ditches.

On the south side, portions of the road have been constructed to an urban road standard with curb and gutter, concrete sidewalk, and streetlights, while other portions of the south side have a paved shoulder, grass boulevard, and a 1.5-metre-wide asphalt pathway. There are two travel lanes on 48 Avenue, each approximately 3.0 metres in width.

The conceptual design in Attachment B includes the following potential urban road upgrades to the south side of 48 Avenue:

- a new 3.0 metre asphalt multi-use pathway from 228 Street to the 22600 Block to replace the paved shoulder and asphalt walkway. This would connect to the existing 1.5 metre sidewalk at 22611 Fraser Highway
- streetlights on the south side of 48 Avenue from 228 Street to the 22600 Block.
- reconstruction of driveways to replace the curb returns with letdowns for improved pedestrian safety
- barrier curbs and drainage features
- parking restrictions on 48 Avenue, like the other urban sections of 48 Avenue
- relocating available road space to increase the lane width to 3.3 metres, which is the minimum recommended width for an arterial road.

Environmental Implications:

There is a Class B designated watercourse on the east side of 228 Street between Fraser Highway and the 4700 Block, which will be impacted to accommodate the proposed road upgrades.

An environmental assessment is required to confirm the ditch classification. If confirmed as a Class B watercourse, the project will require provincial approval under the Water Sustainability Act and federal authorization under the Fisheries Act. Because there is limited Township-owned land in the Nicomekl watershed available for habitat compensation, additional land acquisition will likely be necessary to meet environmental requirements. Based on experience with similar projects, the environmental assessment and permit approval process may take up to three years.

Financial Implications:

The estimated cost for a detailed design is $375,000. The scope of the detailed design will further review the proposed upgrades from the conceptual design, including topographical survey and a detailed construction cost estimate. The detailed design phase will also include an analysis of the existing drainage system to confirm it meets requirements. Results of the analysis may require upgrades to the existing drainage infrastructure, which may significantly impact construction costs.

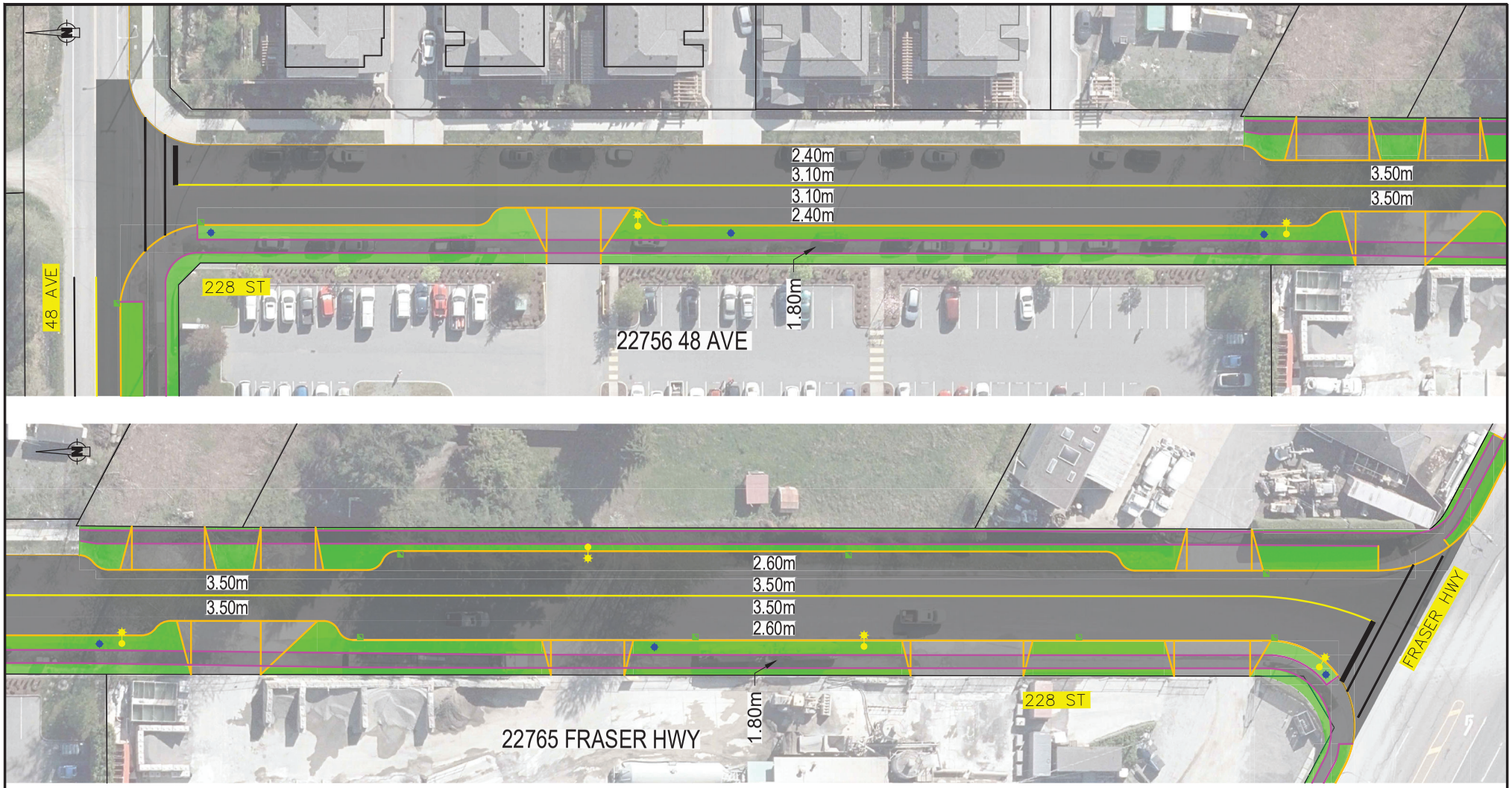
Staff recommend that Council endorse the conceptual designs for both 48 Avenue and 228 Street, and further, direct staff to include $375,000 for a detailed design of both roads in the 2026 budget for the consideration of Council.

Respectfully submitted,

Paul Cordeiro
MANAGER, TRANSPORTATION
for
ENGINEERING DIVISION

ATTACHMENT A Conceptual Design of 228 Street: 48 Avenue to Fraser Highway

ATTACHMENT B Conceptual Design of 48 Avenue: 22600 Block to 228 Street



DESIGN BY:	
DRAWN BY:	
APPROVED BY:	
DATE:	JUNE 11, 2025
SCALE:	1:500

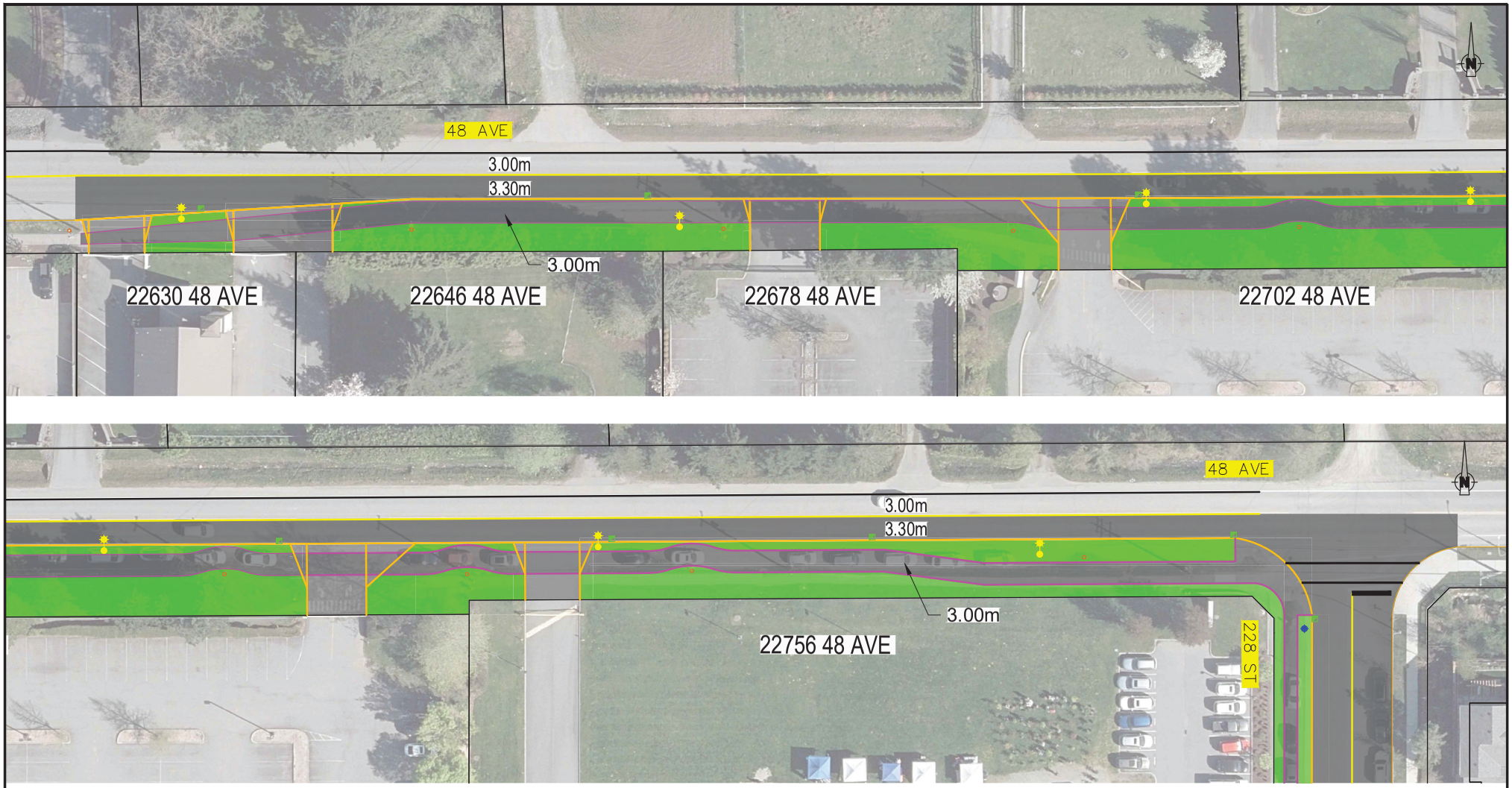
Township of Langley
Est.1873

The Corporation of the Township of Langley

URBAN ROAD UPGRADES CONCEPT
228 STREET – FRASER HIGHWAY TO 48 AVENUE

FILE No	PLAN No	
AS BUILT No.	SHEET NO. SHEET 1 OF 1	REV.

ATTACHMENT A
E.9



DESIGN BY:	
DRAWN BY:	
APPROVED BY:	
DATE:	JUNE 11, 2025
SCALE:	1:500

The Corporation of the Township of Langley

Township of Langley
Est. 1873

SIDEWALK UPGRADES CONCEPT
48 AVENUE – 22600 BLOCK TO 228 STREET

FILE No	PLAN No	E.9
AS BUILT No.	SHEET NO. SHEET 1 OF 1	REV.

ATTACHMENT B

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED: SEPTEMBER 15, 2025 - REGULAR MEETING
FROM: ENGINEERING DIVISION
SUBJECT: 2025 ICBC ROAD IMPROVEMENT GRANTS

REPORT: 25-129
FILE: 1855-50

RECOMMENDATION:

That Council direct staff to apply for additional funding from the Insurance Corporation of British Columbia's Road Improvement Grant Program and apply to projects listed in report 25-129, totalling $311,000.

ANALYSIS:

Annually, the Insurance Corporation of British Columbia (ICBC) offers grant funding to municipalities to implement road improvements that can reduce the risk of crashes. For the 2025 intake of the Program, staff are proposing 11 projects which have been reviewed with ICBC for program eligibility.

Project	Description	Locations	ICBC Contribution	Capital/ Operating Project	Status
1	Corridor Improvements	76 Avenue: 208 Street to 210 Street	$16,000	Capital	In progress
2	Left Turn Centre Line Protection	1. 16 Avenue: 216 Street 2. 16 Avenue: 272 Street	$14,000	Operating	In progress
3	Corridor Improvements	Old Yale Road: Municipal boundary to 216 Street	$24,500	Capital	In progress
4	Traffic Calming Installation	1. Josette Dandurand Elementary School 2. Discovery Town Park 3. Aldergrove Tot Lot 4. Credo Christian School 5. Perry-Evan Trail	$5,000	Capital	In progress
5	Speed Activated Flashing Beacons (SAFB)	1. Fraser Valley Adventist Academy 2. Khalsa School of the Fraser Valley 3. Wix-Brown Elementary School	$3,000	Operating	Completed
6	Rectangular Rapid Flashing Beacons (RRFB)	1. Goldenview Park – with curb bulges 2. 232 Street: 6 Avenue – North and South 3. 216 Street: 8 Avenue – North and South	$14,500	Operating	To be completed
7	Conversion to 4-way stop with O/H Flasher	248 Street: 72 Avenue	$13,000	Operating	Completed

Project	Description	Locations	ICBC Contribution	Capital/ Operating Project	Status
8	Speed Reader Boards (SRB)	1. R.E. Mountain Secondary School 2. 248 Street: 6700 Block 3. Billy Brown Road: 96 Avenue 4. 202 Street: 82 Avenue 5. 64 Avenue: 256 Street Westbound 6. 60 Avenue: 256 Street Westbound 7. 72 Avenue: 248 Street East Bound 8. 200 Street: 4 Avenue - High Point 9. St. Catherine's Catholic Elementary School	$33,000	Operating	In progress
9	Railway Crossing Safety Improvements	96 Avenue: 21900 Block	$7,000	Operating	In progress
10	Rumble Strip Installations	1. 272 Street: 5100 Block to 5400 Block 2. 275 Street: 4900 Block to 5300 Block 3. Gloucester Way: 26500 Block to 27000 Block 4. 56 Avenue: 24000 Block to 24600 Block	$28,000	Capital	Completed
11	Corridor and Intersection Improvements	Willowbrook Connector: 64 Avenue to 72 Avenue	$153,000	Capital	Completed
		Total ICBC Contribution:	**$311,000**		

Financial Implications:

The required project cost sharing is available within the existing approved operating and capital budgets.

ICBC Grants:	Amount
Operating & Maintenance Program	$84,500
Capital Program	$226,500
Total:	**$311,000**

Respectfully submitted,

Karl Neufeld-Peters
MANAGER, ADMINISTRATIVE SERVICES
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:	SEPTEMBER 15, 2025 - REGULAR MEETING	**REPORT:**	25-133
FROM:	COMMUNITY AND POLICY PLANNING DIVISION	**FILE:**	LRP00028
SUBJECT:	PRE-ZONING OPTIONS ALONG 200 STREET CORRIDOR		

RECOMMENDATIONS:

That Council direct staff to advance community engagement consistent with the Official Community Plan and Willoughby Community Plan updates, including the pre-zoning options along the 200 Street corridor, as described in this report.

That Council direct staff to prepare necessary amendments to the Subdivision and Development Servicing Bylaw No. 5382 to assist in the implementation of Council-initiated rezoning (pre-zoning) by regulating and requiring the provision of works and services in respect to the development of land.

EXECUTIVE SUMMARY:

At the November 18, 2024 Regular Meeting, Council directed staff to report on options to pre-zone lands on or near 200 Street between 85 Avenue and 72 Avenue (200 Street Corridor) to help meet targets in the 2024 Interim Housing Needs Report (HNR). The HNR identified a need for over 43,000 new housing units in the Township over the next 20 years.

Introduced by provincial Bill 44-2023, pre-zoning is a new planning requirement to align zoning bylaws with Official Community Plans (OCPs) and HNRs. Pre-zoning means zoning of land to permit land uses and densities before a development is proposed or a development application is made. The *Local Government Act* (LGA) mandates municipalities to pre-zone sufficient land before December 31, 2025 to meet the 20-year housing targets in the HNR.

Previous examples of pre-zoning in the Township include Bylaw No. 6020 to accommodate small-scale multi-unit housing (SSMUH) (adopted November 18, 2024) and Bylaw No. 4815 (CD-79) (adopted July 19, 2010) for lands at 20313 - 86 Avenue to permit 200 affordable apartment units in a mixed-use development considered in tandem with the construction of the Transit Exchange and adoption of the Carvolth Neighbourhood Plan.

Based on Council direction pursuant to several planning and policy initiatives, four geographic options along the 200 Street Corridor have been identified: the Gateway at 84 Avenue, the Hub (Langley Events Centre or LEC) at 80 Avenue, Latimer South at 76 Avenue and the Commons at 72 Avenue. Informed by the provincial Minimum Allowable Density Framework (MADF) for frequent bus services in the Metro Vancouver area, these four areas have the potential to provide approximately 15,500 housing units in the four Transit-Oriented Areas (TOAs) for Bus Rapid Transit (BRT) currently planned by TransLink.

The pre-zoning analysis has been undertaken with a focus on greenfield development areas. Based on the existing development pattern and in-stream applications in these geographic areas, the currently identified pre-zoning options account for less than a quarter (25%) of land area within potential TOAs that would be designated based on provincial guidance mandated elsewhere near bus rapid transit routes. Existing developments in the rest of these areas already provide a wide range of housing options (such as rowhouse/townhouse and wood-frame apartments) and lower minimum densities than those specified by provincial guidance.

Adding the projected SSMUH units (28,800) to the estimated TOA units (15,500) would be sufficient for the Township to meet the HNR target of 43,000 units in 20 years. Lands in all the currently identified geographic options would be required to meet the Township's HNR 20-year target. It is recommended that staff be authorized to consult with property owners in the areas identified in this report for feedback on potentially pre-zoning the currently identified lands.

In addition, the LGA was amended via Provincial Bill 16-2024 to provide municipalities with additional authorities for regulating and requiring site-level infrastructure and transportation demand management. It is recommended that the Subdivision and Development Servicing Bylaw No. 5382 be amended, pursuant to section 506 of the LGA, to assist in the implementation of pre-zones by regulating and requiring the provision of works and services in respect of the development of land. The bylaw will be based on provincial policy guidance and legal review. Administrative and organization workflow changes internal to the Township may be required as part of bylaw development. The proposed pre-zones and amendments to the Subdivision and Development Servicing Bylaw No. 5382 will be presented as a comprehensive package before December 31, 2025, subject to Council direction.

PURPOSE:

The purpose of this report is to provide options and associated recommendations for Council consideration regarding pre-zoning along the 200 Street corridor, as requested by Council on November 18, 2024.

BACKGROUND:

At the November 18, 2024 Regular Meeting, Council received Report 24-225 on the 2024 Interim Housing Needs Report (HNR). The HNR identified a need for over 43,000 new housing units in the Township over the next 20 years and over 14,000 units in the next 5 years.

At the same meeting, Council passed the following resolution directing staff to report on options to pre-zone applicable lands to help meet the housing targets in the HNR:

> *"That staff report to Council with options to pre-zone applicable infill lands on or within close proximity to 200 Street between 85 Avenue and 72 Avenue to meet the housing target of an additional 7,800 housing units, as now required due to the arbitrary, mandated methodology from the Province of BC."*

At the July 21, 2025 Regular Meeting, Council received Report 25-124 on the status of the Official Community Plan update and directed staff to consider the Province's (Category 2 – Tiers 4 and 5) Transit Oriented Area definitions for land use planning around future bus rapid transit stations in the 200 Street corridor, with support for a wider range of potential housing options and lower minimum densities.

DISCUSSION/ANALYSIS:

What is Pre-Zoning?

Introduced by provincial Bill 44-2023, pre-zoning is a "proactive planning" approach to align zoning bylaws with OCPs and HNRs to zone land to permit land use(s) and density of use before a development is proposed or a development application is made. Pre-zoning is permitted as long as the proposed development is consistent with the land use designations and policies in an OCP and long-term housing needs in a community. Public Hearings are not required for rezoning applications that are consistent with the OCP, but they will continue to be required for OCP amendments for developments that are not consistent with the OCP.

Section 481.7 of the *Local Government Act* (LGA) mandates municipalities to review and if necessary, pre-zone sufficient land to accommodate at least the 20-year total number of housing units required to meet anticipated housing needs. The Township must complete the review and pre-zone to meet the LGA deadline of December 31, 2025.

Bylaw No. 6020, adopted by Council on November 18, 2024, is an example of pre-zoning that included amendments to existing residential zones in the Zoning Bylaw to accommodate SSMUH on single-family lots within the Urban Containment Boundary, subject to the availability of water and sewer capacity for health and safety reasons. The bylaw provides SSMUH entitlements for approximately 20,000 single-family lots that would yield an estimated 48,000 SSMUH units at full buildout. Assuming a 3% per year uptake in SSMUH construction, this would result in approximately 28,800 new housing units in 20 years.

Another example of pre-zoning is Comprehensive Development Zone CD-79 adopted by Bylaw No. 4815 on July 19, 2010. The CD-79 Zone applies to 20313 - 86 Avenue and permits 200 affordable apartment units in a mixed-use development at the Carvolth Transit Exchange. The zone was put in place in tandem with the construction of the Transit Exchange and adoption of the Carvolth Neighbourhood Plan.

Planning Framework for Pre-Zoning

Several planning and policy initiatives provide a framework for considering pre-zoning along the 200 Street Corridor as follows:

- LEC 2040: The Langley Events Centre (LEC) was the focus of a planning and engagement program in 2024 that resulted in broad community support for a Council-endorsed vision for future development. On November 18, 2024, Council endorsed the

vision for LEC 2040 as an entertainment-focused district, supported by additional zones with active mixed-use living, retail, restaurant, office and educational uses. Also, Council directed staff to prepare a development strategy for LEC 2040 based upon the Township's continued ownership of the lands.

- 200 Street 2040: On November 18, 2024, Council endorsed the general vision for 200 Street as a people-oriented community connector anchored by three nodes at 72 Avenue (The Commons), 80 Avenue (The Hub) and 86 Avenue (The Gateway). Council directed staff to use 200 Street 2040 to inform an update of the Willoughby Community Plan in 2025.

- Transportation and Mobility Strategy (TMS): The Township is developing a complete strategy for renewing and enhancing transportation infrastructure that will keep pace with the dynamic, growing community. The 200 Street Corridor will be served by multiple modes of transportation such as walking, cycling, transit and driving. The TMS will ensure that these transportation modes will be implemented at the right scale, complementing each other along the 200 Street Corridor.

- TransLink Bus Rapid Transit (BRT) Program: The 200 Street Corridor is part of Langley-Haney Place BRT, one of three priority corridors identified by the Mayors' Council on Regional Transportation. Key destinations on this route will include Willowbrook Shopping Centre and adjacent planned SkyTrain station, Langley Events Centre, Carvolth Exchange and Park and Ride, Ridge Meadows Hospital and Haney Place Mall. Ongoing planning and design work suggests four BRT stations will be located at 72 Avenue, 76 Avenue, 80 Avenue and 84 Avenue with additional stations beyond the study area of this report.

- Metro 2050: Metro 2050, the Regional Growth Strategy for Metro Vancouver, designates the 200 Street Corridor as a Major Transit Growth Corridor between the Carvolth Frequent Transit Development Area and the Willowbrook Urban Centre. Major Transit Growth Corridors are identified as high potential locations for regionally significant levels of transit-oriented residential growth and accessible to jobs and services.

- Transit-Oriented Areas (TOAs): The Province has established a Minimum Allowable Density Framework (MADF) for TOAs by Bill 47-2023 and related Orders-in-Council. For Metro Vancouver, a minimum density of 4.0 FSR and a minimum height of 12-storeys are mandated within 200 m of a BRT station (Station Node) and a minimum 3.0 FSR and 8-storeys between 201 and 400 m (Outer Ring). It is anticipated TOA framework will be applied to planned BRT stations along the 200 Street Corridor.

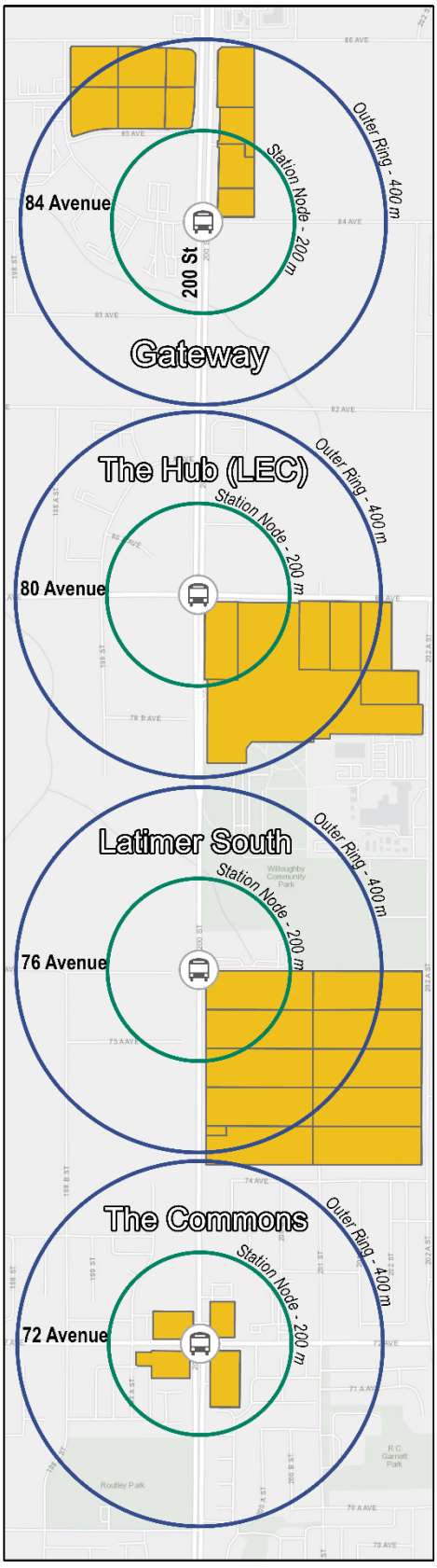
<u>Geographic Options for Pre-Zoning</u>

An analysis of pre-zoning has been undertaken to explore geographic options with a focus on greenfield development areas along the 200 Street corridor. The analysis focused on properties without in-stream development applications (except for the Latimer South option). Several considerations have been used to identify potential sites for pre-zoning such as:

- site area and potential for land assembly
- current use of land (undeveloped versus developed)
- opportunities and constraints related to adjacent land use compatibility
- proximity to planned BRT stations
- environmental conditions such as watercourses and topography

Based on these considerations as well as previous planning and community engagement work for 200 Street 2040, the following geographic options for pre-zoning along the 200 Street Corridor between 85 Avenue and 72 Avenue have been currently identified: (1) the Gateway, (2) the Hub (LEC), (3) Latimer South and (4) the Commons.

The Gateway, the Hub (LEC) and the Commons are terms used in the 200 Street 2040 vision project. This report uses the same terms as 200 Street 2040 for ease of reference, while the options identified herein do not represent the entire geographic extent of those in 200 Street 2040. The adjacent Map 1 shows the locations of the geographic options discussed below.



Map 1 – Geographic Options

<u>The Gateway</u>
The Gateway area is in proximity of the planned 84 Avenue BRT station with two sub-areas: Gateway East and Gateway West.

Gateway East is bounded by 200 Street (west), 86 Avenue (north), 201 Street alignment (east) and 84 Avenue. Approximately 3 ha (7.3 ac), the area is currently occupied by a restaurant, an office building and a commercial strip mall under two ownerships. The site has no known topographical or environmental constraints. It is subject to Section 52 of the Transportation Act (requiring Ministry approval of a zoning bylaw) as it is within 800 m of a controlled access highway. Based on the minimum densities outlined by MADF (see last bullet under Planning Framework for Pre-Zoning above), Gateway East has an estimated capacity for approximately 900 apartment units in the Station Node (based on a minimum density of 4.0 FSR) and an additional 420 units in the Outer Ring, for a total of 1,320 units (based on a minimum density of 3.0).

Gateway West is bounded by 198A Street (west), 86 Avenue (north), 200 Street (east) and 85 Avenue (south). Currently vacant, the site includes six lots on approximately 5.2 ha (12 ac) under one ownership. The site has no known topographical or environmental constraints. It is designated as Mixed Employment in Metro 2050 and would require an amendment to the Regional Growth Strategy to permit residential uses. It is also subject to section 52 of the Transportation Act. This site is located within the Outer Ring, as it is more than 200 m from the 84 Avenue BRT station. Gateway West has an estimated capacity for approximately 1,510 apartment units at a minimum density of 3.0 FSR.

The Hub (LEC)
The LEC option is part of the Hub in the 200 Street Corridor. Approximately 8.5 ha (21 ac), the site serves as an overflow parking area for the LEC. It has no topological and environmental constraints. Adjacent to the planned BRT station at 80 Avenue, the Hub has an estimated capacity for approximately 670 apartment units in the Station Node (based on a minimum density of 4.0 FSR) and 1,920 units in the Outer Ring (based on a minimum density of 3.0), for a total of approximately 2,590 units for the entire site. According to LEC 2040, over 4,100 units would be built on the site, using higher FSRs and building height beyond the provincial MADF.

Latimer South
Bounded by 200 Street (west), 76 Avenue (north), 202A Street (east) and 74A Avenue alignment (south), the Latimer South option would be served by the planned 76 Avenue BRT station. A greenfield development area, the area is approximately 20 ha (50 ac) in size with significant potential. The site typography is generally flat with a slight grade decrease to the north and is proximal to a middle school, high school, a community centre and recreational facilities of the LEC. The site is comprised of 11 existing lots with multiple owners, thus land assembly for a comprehensive development may present some challenges. There are watercourses present which will be subject to streamside protection and enhancement requirements. Based on the MADF, the Latimer South area has an estimated capacity to provide pre-zoning for approximately 3,180 apartment units in the Station Node (based on a minimum density of 4.0 FSR) and an additional 5,640 units in the Outer Ring (based on a minimum density of 3.0 FSR), for a total of approximately 8,820 units for the Latimer South area. (Note: The property at 7415 – 202A Street is beyond the Outer Ring but has been included in the analysis due to proximity to the overall land assembly).

The Commons
Located at 72 Avenue and 200 Street, the Commons option is occupied by commercial strip malls (northeast, southeast and northwest corners), gas stations (northeast and northwest corners) and a 3-storey retail and office building (southwest corner). The sites have no known topographical or environmental constraints. These commercial developments were developed 20 years ago and present potential for pre-zoning with a minimum density of 4.0 FSR and a minimum of 12-storeys in this Station Node. Using the MADF, the four corners have an estimated capacity to create approximately 1,260 apartment units at. However, due to the area's proximity to single-family subdivisions and townhouse complexes, land use compatibility issues need to be analysed in greater detail as the nearby residential areas may not present financial viability for redevelopment in the short term (10 to 15 years).

Based on the above discussions, combining the projected SSMUH units (28,800) with the estimated TOA units (15,500) would be sufficient for the Township to meet and exceed the HNR target of 43,000 units in 20 years. The table below summarizes the projections.

SMMUH and Pre-Zone Options	**20-year Projected Housing Units**
1. SSMUH (Bylaw No. 6020)	28,800
2. Total TOA* (A to E below)	15,500
A. TOA (84 Ave, Gateway West)	1,510
B. TOA (84 Ave, Gateway East)	1,320
C. TOA (80 Ave, LEC)	2,590
D. TOA (76 Ave, Latimer South)	8,820
E. TOA (72 Ave, The Commons)	1,260
Total: SSMUH + Total TOA (1 + 2 above)	**44,300**
2024 Interim Housing Needs Report 20-year Target	43,000

*Note: *To calculate and achieve the minimum number of housing units required to meet the HNR targets, provincial regulation stipulates the use of MADF without conditional density rules.*

It is recommended that Council direct staff to advance community engagement on pre-zoning options along the 200 Street corridor, including consultation with subject property owners to determine interest in pre-zoning lands, concurrent with the OCP and Willoughby Community Plan (WCP) updates.

Existing Development Pattern, Housing Options and Lower Minimum Densities

The preceding pre-zoning analysis has been undertaken with a focus on greenfield development areas along the 200 Street corridor. Based on the existing development pattern and in-stream applications in these geographic areas, the pre-zoning options presented account for less than a quarter (25%) of the Station Nodes (200 m from a BRT station) and Outer Ring (up to 400 m from a BRT station). Existing developments in the rest of these areas already provide a wide range of housing options (such as rowhouse/townhouse and wood-frame apartments) and lower minimum densities than those specified by provincial TOA guidance. The options presented are consistent with Council's direction on July 21, 2025 to consider wider housing options and lower minimum densities, when existing developments and in-stream applications are taken into consideration.

New Planning Tools for Works and Services

The LGA has been amended by Provincial Bill 16-2024 to expand authority under works and services for development within existing neighbourhoods that do not involve a subdivision process. This allows local government to use the authority at the building permit stage with an expanded list of items that local governments can require including street furniture, parklets and streetlamps. Expanded road dedication authority exists to require new developments to provide land for wider sidewalks, street trees and traffic calming that cannot be accommodated within current limits (LGA section 506).

The current development approvals process involves the submission of an application by an owner to rezone a parcel of land to permit use, density of use and other regulatory matters affecting building siting and massing in consideration of OCP and NP regulations. Pre-zoning permits the Township the ability to pre-zone the same parcel of land establishing the same development regulations per the OCP and NP. The 'prior-to' development prerequisite conditions associated with Council consideration of final adoption of a zoning bylaw will be specified within Density Benefits and Inclusionary zoning bylaws to suit the 200 Street Transit Corridor. These zones are proposed to be added to Township's Zoning Bylaw at a later time. The 'prior to' development prerequisite conditions will be subject to the consideration of Building Permit approval as noted above, per LGA section 506.03(2).

Subdivision and Development Servicing Bylaw No. 5382

As discussed above, Section 506 of the LGA provides local governments with expanded authorities to require a broader range of works and services in a wider range of circumstances, particularly at the building permit stage. It is recommended that the Subdivision and Development Servicing Bylaw be amended accordingly and prepared for Council consideration to assist in the implementation of pre-zoning. Preparation of the bylaw will be based on provincial policy guidance and legal review. Administrative and organization workflow changes internal to the Township may be required as part of bylaw development.

Next Steps

Subject to Council approval of the recommendations, the following next steps would be required:

1. Complete the consultation process involving the Official Community and Willoughby Community Plan updates in tandem with consideration of zoning bylaws as necessary to accommodate future Council-initiated rezonings (pre-zoning).
2. Consider input from the consultation process with respect to policies within the Official Community Plan and Willoughby Community Plan updates.

3. Refine and finalize drafts of the Official Community Plan and Willoughby Community Plan with consideration of options allowing a Council-initiated rezoning (pre-zoning) and the necessary policies and zones to support this process.
4. Refine and finalize zoning bylaws respecting Inclusionary and Density Benefits zoning bylaws in consideration of Council-initiated rezoning (pre-zoning) of geographic locations identified within this report within the 200 Street corridor.
5. Prepare the necessary amendments to the Subdivision and Development Servicing Bylaw No. 5382 reflecting the expanded authorities regarding works and services, highways dedications and the ability to require all works and servicing for development as a condition of subdivision approval or building permit approval.
6. Refine and finalize new Inclusionary and Density Benefits zoning bylaw amendments for inclusion into Zoning Bylaw No. 2500. Further amendments to Zoning Bylaw No. 2500 include the addition of new definitions and a list of amenities that may be permitted as optional conditions in a Density Benefits zone to enable additional density.
7. Present the final updated Official Community Plan and Willoughby Community Plan to Council for consideration.
8. Present Inclusionary and Density Benefits zones to Council for consideration as a Council-initiated rezoning (pre-zoning) process for lands identified in this report within the 200 Street corridor.

Respectfully submitted,

James Pernu
SENIOR PLANNER
for
COMMUNITY AND POLICY PLANNING DIVISION

Jason Chu
DIRECTOR, COMMUNITY AND POLICY PLANNING
for
COMMUNITY AND POLICY PLANNING DIVISION

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	SEPTEMBER 15, 2025 - REGULAR MEETING	**REPORT:**	25-131
FROM:	COMMUNITY AND POLICY PLANNING DIVISION	**FILE:**	LRP00026
SUBJECT:	OFFICIAL COMMUNITY PLAN UPDATE – STATUS AND TIMELINE		

RECOMMENDATION:

That Council endorse the timeline for completion of the 2025 Official Community Plan update for the remainder of 2025 and the anticipated next steps in 2026.

EXECUTIVE SUMMARY:

Council endorsed the Terms of Reference for the Official Community Plan (OCP) update in November 2024. Technical work has been underway since that time, with the first round of public engagement undertaken in May 2025. On July 21, 2025, Council provided further directions on the OCP update and the concurrent Willoughby Community Plan (WCP) update including expectations for further neighbourhood plan consolidations.

This report outlines proposed amendments to the OCP and applicable Community Plans. In preparation for upcoming public engagement events scheduled for the fall of 2025, the proposed amendments with editing notes are provided in Attachments A through J. Formal amendment bylaws will be prepared incorporating further feedback from the public engagement events. The proposed amendments have been prepared to comply with the requirements of the *Local Government Act* and to address items related to plan text and mapping.

The WCP (Attachment G) has undergone a comprehensive review and update. Key drivers for updating the WCP include the proposed bus rapid transit line along 200 Street, the opportunity to plan for future transit-oriented development and streamlined plan policies through the consolidation of several neighbourhood plans. A draft Precursor Development Application Transition Policy (Attachment K) is provided for information to guide processing of in-stream development applications that have been submitted under existing Neighbourhood Plan policies for Council consideration of endorsement at a later date.

Based on the new Council directions on July 21, 2025, more detailed work will follow at the Neighbourhood Plan level. Council endorsement of an updated timeline is requested to inform work plans and resource allocation for the remainder of 2025 and early 2026.

PURPOSE:

This report provides a status report on the various components of the 2025 OCP update, related Community Plan and Neighbourhood Plan updates and other policy work. It presents an updated project timeline for Council's endorsement to inform work plans and resource allocation.

BACKGROUND/HISTORY:

At the October 21, 2024 Regular Meeting, Council referred Report 24-171 on the draft Terms of Reference for the Official Community Plan (OCP) update to staff to consider additional objectives for the Willoughby Community Plan (WCP).

At the November 18, 2024 Regular Meeting, Council endorsed the draft Terms of Reference for the OCP update and passed the following amending motion:

> *"That page two (2) of the Terms of Reference be amended as follows: Section 2: Update the WCP: As part of the larger OCP update, the WCP will be updated to be informed by 200 Street 2040. It will also include the consolidation of most, if not all, neighbourhood plans with an objective to simplify the regulatory framework while supporting development or infilling of remaining greenfield development areas of the Willoughby community. The update will ensure compliance with the Provincial housing legislation, and will consider community amenities, including parks and schools, to serve growth and density arising from transit-oriented development along 200 Street."*

At the July 21, 2025 Regular Meeting, Council considered Report 25-124 on the status of the OCP update and passed the following motions:

> Motion 1:
> *"That Council endorse the draft vision and guiding principles for an updated Willoughby Community Plan including the consolidation of five neighbourhood plans in the western portion of Willoughby into one transit-oriented development corridor while maintaining the integrity of three neighbourhood plans in the eastern portion of Willoughby and consolidating Central Gordon and Northeast Gordon Estate into one neighbourhood plan."*
>
> Motion 2:
> *"That as part of the current Official Community Plan update, Council direct staff to:*
> 1. *examine the potential for townhouse development as an alternative to small-scale multi-unit housing in some low-density residential areas.*
> 2. *consider the Provincial (Category 2 – Tiers 4 and 5) Transit-Oriented Area definitions for land use planning around future bus rapid transit stations in the 200 Street corridor with support for a wider range of potential housing options and lower minimum densities.*
> 3. *establish the southern boundary of the Willoughby Community Plan at 68 Avenue (west of 200 Street), as shown in Figure 2, making the plan area more consistent with 200 Street 2040 and considering the excluded area as part of the future Willowbrook Community Plan update*
> 4. *identify and designate special locations within the areas considered for Transit-Oriented Development for schools, parks, and other community amenities that may be required.*
> 5. *consider intensification and diversification of employment lands currently designated along 200 Street for a mix of uses that includes housing and other non-industrial uses.*
> 6. *bring forward the balance of the Report to Council for future consideration."*

DISCUSSION/ANALYSIS:

This report outlines proposed amendments to the OCP and applicable Community Plans. In preparation for upcoming public engagement events scheduled for late September and early October 2025, the proposed amendments are presented as a series of "red-lined" documents showing proposed text and map edits to previously adopted plans. Formal amendment bylaws will be prepared incorporating further feedback from the public engagement events.

Official Community Plan (OCP) Update

The primary driver for the 2025 update is to bring the OCP in line with the requirements of the recently amended *Local Government Act* (LGA), particularly with respect to new housing legislation. Given the hierarchy of plans in the Township, the OCP update includes a commensurate review and update of respective Community and Neighbourhood Plans (Attachments A through J).

The draft updated OCP (Attachment A) includes new policies related to housing, climate action and targets for reducing greenhouse gas (GHG) emissions and addresses new implementation tools such as Amenity Cost Charges, Inclusionary Zoning and Density Benefits Zoning. The draft updated OCP includes several amendments to policy, text and mapping. For example, Section 3.5 has been updated to increase awareness of Langley's historic places and support their conservation by aligning provisions in the LGA and reinforcing use of the Standards and Guidelines for the Conservation of Historic Places in Canada as a set of best practices for municipal heritage conservation.

Proposed amendments to various Community Plans and Neighbourhood Plan are provided as attachments to this report to facilitate upcoming public engagement events. Draft Community Plans for Aldergrove, Fort Langley, Murrayville, Northwest Langley, and Walnut Grove are provided, as are draft Neighbourhood Plans for Smith, Williams and Yorkson. (The Brookswood-Fernridge Community Plan and the three Neighbourhood Plans were updated in 2024 and are compliant with the requirements of the LGA.)

Further to the new directions from Council on July 21, 2025, policy language has been incorporated into applicable Community Plans to consider the potential for townhouse development as an alternative to small-scale multi-unit housing in some low-density residential areas (Motion 2, Bullet #1).

The Township is required to prepare a Regional Context Statement (RCS) to identify the relationship between the OCP and the Regional Growth Strategy (Metro 2050). The RCS will be included as a schedule to the OCP and is subject to approval by the Metro Vancouver Board. This work is presented in a separate report to Council (see Report #25-134).

Willoughby Community Plan (WCP) Update

A more extensive component of the OCP update is a comprehensive update of the WCP (Attachment G), which is informed, in part, by the 200 Street 2040 planning study and associated community engagement. The draft WCP provides a new planning and development approach for Willoughby that considers the proposed rapid transit corridor, future station areas, continuing greenfield development, small-scale multi-unit housing (SSMUH) and future infill and redevelopment opportunities in established neighbourhoods.

Precursor Development Application Transition Policy

In-stream development applications in Willoughby that have been submitted under existing policies would be impacted by proposed changes in the updated WCP. To provide for greater certainty and allow for completion of in-stream applications in a timely manner, it is recommended that a 24-month grace period be applied to these applications being subject to the new plan policies. A draft Precursor Development Application Transition Policy has been prepared for information and for public engagement purposes (see Attachment K). Consideration of approval of the policy should coincide with the adoption of the WCP.

New Council Directions

More detailed work will be required at the Neighbourhood Plan level to consider the new directions from Council on July 21, 2025 (Motion 1 and Motion 2, Bullets # 2, 4 and 5). Council endorsement of an updated timeline is requested to inform work plans and resource allocation for the remainder of 2025 and early 2026.

Gordon Neighbourhood Plan (NP)

A review of the Central Gordon Estate NP and Northeast Gordon Estate NP was initiated upon further direction from Council to consolidate these two NPs into one (Motion 1). The consolidated plan will aim to simplify the regulatory framework while supporting future greenfield and infill development, align any changes to the consolidated neighbourhood plan with the draft WCP and explore opportunities for increased residential density in appropriate locations. This work is presently underway and is anticipated to complete by early 2026, following adoption of the updated OCP and WCP in late 2025. In-stream applications in Central Gordon and Northeast Gordon would be subject to the proposed Precursor Development Application Transition Policy discussed above.

Willoughby Transit Corridor Plan

As discussed in Report 25-124 presented to Council on July 21, 2025, the WCP update was informed by the 200 Street 2040 planning study which includes a future vision for the 200 Street Corridor as a sustainable transit-oriented destination and recommended policies and guidelines for realizing that vision over the next 20 years.

Additional work has commenced, based on recent Council directions, as follows:

- Consideration of a wider range of potential housing options with lower minimum densities in future bus rapid station requires additional consultation and discussion with agencies such as TransLink and Ministry of Transportation and Transit, as it may impact requirements of Supportive Policies Agreements for the provision of rapid bus service.

- Identification of appropriate locations for schools, parks and other amenities in the corridor is ongoing. Discussions with Langley School District #35 have begun to explore requirements for the potential of locating urban schools in podiums along the corridor. Future discussions will be based on new student generation rates which will be available in November when September 2025 enrolment information is reported by the School District to the Ministry of Education and Childcare.

- Intensification and diversification of employment lands for a mix of uses including housing and non-industrial uses, requires exploration with Metro Vancouver to amend the Regional Growth Strategy.

In addition, development of a Development Permit Area along the corridor is underway, with the intent to provide form and character guidelines for transit-oriented development.

It is anticipated that the Willoughby Transit Corridor Plan including the additional considerations discussed above will be completed by early 2026 and will be presented for Council consideration and community engagement following adoption of the updated OCP and WCP.

Early and Ongoing Consultation

In accordance with section 475(1) of the LGA and Council Consultation – Official Community Plan Policy 07-160, engagement on the OCP update has been early and ongoing, starting with previous community input from 200 Street 2040 (2023) and LEC 2040 (2024). Four Open Houses were held in May 2025. A summary of community engagement from project launch in January through May 2025 is provided in Report 25-124.

In fall 2025, there will be extensive opportunities for community review and input on proposed updates to the OCP, updates to the Aldergrove, Fort Langley, Murrayville, Northeast Langley and Walnut Grove Community Plans and the draft Willoughby Community Plan including four Open Houses and two Online Information Sessions.

Updated Project Timeline

An updated timeline for completion (and possible adoption) of the updated OCP and WCP is provided below. Council endorsement of an updated timeline is requested to inform work plans and resource allocation for the remainder of 2025 and early 2026.

2025

September 18	OCP Open House #1
September 23	OCP Open House #2
September 24	Virtual Information Session #1
September 25	OCP Open House #3
October 2	OCP Open House #4
October 4	Virtual Information Session #2
November 3	Council: first and second reading of OCP Amendment Bylaw
November 17	Council: Public Hearing (and potential third reading)
December 1	Council: third reading (if not considered on November 17)
December 15	Council: final reading

2026

January	Finalizing draft documents: Gordon NP and Willoughby Transit Corridor Plan
February	Community engagement
March	Bylaw process

Respectfully submitted,

Stephen Mikicich
MANAGER, COMMUNITY PLANNING AND MAJOR PROJECTS
for
COMMUNITY AND POLICY PLANNING DIVISION

ATTACHMENT A	Draft Official Community Plan
ATTACHMENT B	Draft Aldergrove Community Plan
ATTACHMENT C	Draft Fort Langley Community Plan
ATTACHMENT D	Draft Murrayville Community Plan
ATTACHMENT E	Draft Northwest Langley Community Plan
ATTACHMENT F	Draft Walnut Grove Community Plan
ATTACHMENT G	Draft Willoughby Community Plan
ATTACHMENT H	Draft Smith Neighbourhood Plan
ATTACHMENT I	Draft Williams Neighbourhood Plan
ATTACHMENT J	Draft Yorkson Neighbourhood Plan
ATTACHMENT K	Draft Precursor Application Transition Policy

Township of Langley

Est. 1873

ATTACHMENT A



Official Community Plan



$20.00

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN

BYLAW 1979 NO. 1842

Adopted by Council on October 1, 1979

CONSOLIDATED FOR CONVENIENCE ONLY

THIS IS A CONSOLIDATED BYLAW PREPARED BY THE CORPORATION OF THE TOWNSHIP OF LANGLEY FOR CONVENIENCE ONLY. THE TOWNSHIP DOES NOT WARRANT THAT THE INFORMATION CONTAINED IN THIS CONSOLIDATION IS CURRENT. IT IS THE RESPONSIBILITY OF THE PERSON USING THIS CONSOLIDATION TO ENSURE THAT IT ACCURATELY REFLECTS CURRENT BYLAW PROVISIONS.

AMENDMENTS

BYLAW NO./NAME	MAP/TEXT CHANGE	DATE OF ADOPTION
1836 (Walnut Grove Community Plan)	Map/Text	November 26, 1979
2284 (Murrayville Land Use)	Map/Text	November 13, 1984
2323 (Northwest Langley Community Plan)	Map/Text	July 29, 1985
2354 (Temporary Tourist) *Repealed by Bylaw No. 5000*	Text	September 16, 1985
2475 (Brookswood/Fern. CP) *Repealed by Bylaw No. 5300*	Map/Text	August 31, 1987
2527 (Fort Langley Community Plan)	Map/Text	October 26, 1987
2572 (Walnut Grove)	Text	April 18, 1988
2556 (Gloucester)	Map/Text	October 28, 1988
2661 (Murrayville Community Plan)	Map/Text	April 17, 1989
2602 (Browse)	DP Area	November 27, 1989
2812 (Gloucester)	Map/Text	June 25, 1990
2895 (Gloucester)	Map	June 25, 1990
2856 (Berry, Berry and Paterson) *Repealed by Bylaw No. 5000*	DP Area	October 1, 1990
2952 (Shin) *Repealed by Bylaw No. 5000*	DP Area	October 1, 1990
2827 (Crimson Poultry Ranch Ltd.) *Repealed by Bylaw No. 5000*	DP Area	October 15, 1990
2765 C.P.M. Services Inc.)	DP Area	December 10, 1990
2912 (Waska / Zigarlick / Jeanotte Ent / Bel Inv./ M202 Hldgs) *Repealed by Bylaw No. 5000*	Map/DP Area	March 28, 1991
3008 (Willowbrook Community Plan)	Map/Text	October 7, 1991
2830 (Fraser Pulp Chips Ltd) *Repealed by Bylaw No. 5000*	DP Area	June 15, 1992
3228 (Smith) *Repealed by Bylaw No. 5000*	Map/Text	April 26, 1992
2647 (Rieding Projects)	Map	September 14, 1992
3042 (Redwood Farms) *Repealed by Bylaw No. 5000*	DP Area	October 26, 1992
3179 (Brookswood/Fernridge) *Repealed by Bylaw No. 5300*	DP Area	November 9, 1992
3250 (Rural Plan)	Map/Text	July 12, 1993
3291 (Mulders) *Repealed by Bylaw No. 5000*	DP Area	October 18, 1993

BYLAW NO./NAME	MAP/TEXT CHANGE	DATE OF ADOPTION
3401 (Stage 1 Control Plan)	Map	December 5, 1994
3452 (Canadian Reformed Church) *Repealed by Bylaw No. 5000*	Map/DP Area	February 12, 1996
3652 (Stage 9 - Redwoods)	Map	May 26, 1997
3779 (Regional Context Statement) *Repealed by Bylaw No. 5000*	Map/Text	August 24, 1998
3741 (Langley Mennonite Fellowship) *Repealed by Bylaw No. 5300*	DP Area	April 20, 1998
3800 (Willoughby Community Plan)	Map/Text	May 4, 1998
3911 (SW Gordon Estates Neighbourhood Plan)	Map/Text	June 19, 2000
3990 (Carvolth Business Park)	Map	May 7, 2001
4013 (Routley Neighbourhood Plan)	Map/Text	June 11, 2001
3991 (Carvolth Business Park)	Map/Text	July 30, 2001
4030 (Yorkson Neighbourhood Plan)	Map/Text	July 16, 2001
4109 (Langley Tech Campus)	Map	August 16, 2004
4475 (NE Gordon Estates Neighbourhood Plan)	Map/Text	February 6, 2006
4085 (Interfor)	Map/Text	March 6, 2006
4375 (Langley Christian School)	Map	March 27, 2006
4485 (Streamside Protection) *Repealed by Bylaw No. 5000*	Text	March 27, 2006
4321 (High Point)	Map	May 1, 2006
4529 (Streamside Protection Amendment) *Repealed by Bylaw No. 5000*	Text	July 24, 2006
4584 (Willoughby Business Parks) *Repealed by Bylaw No. 5000*	Map	October 15, 2007
4553 (High Density Development) *Repealed by Bylaw No. 5000*	Text	December 17, 2007
4585 (Yorkson Neighbourhood Plan Update) *Repealed by Bylaw No. 5000*	Map	February 4, 2008
4682 (Wildlife Habitat)	Text	November 3, 2008
4803 (Climate Action Planning) *Repealed by Bylaw No. 5000*	Text	May 3, 2010
4824 (Aldergrove Core Area Plan)	Text	September 13, 2010
4825 (Jericho Sub-Neighbourhood Plan)	Text	May 30, 2011
4877 (Sandhill)	Map	November 7, 2011
4931 (Heritage) *Repealed by Bylaw No. 5000*	Text	June 25, 2012
4994 (Carvolth and Yorkson Amendment) *Repealed by Bylaw No. 5000*	Map	May 27, 2013
4875 (Hendricks)	Map	July 22, 2013
5100 (Latimer Office Park)	Map	September 28, 2015
5000 (2013 Official Community Plan)	Map/Text	December 12, 2016
5300 (Brookswood-Fernridge Community Plan)	Map/Text	October 23, 2017
5334 (Williams Amendment)	Map	October 1, 2018
5854 (Streamside Protection & Enhancement Clarification)	Text	April 3, 2023
5793 (Bath Investments Ltd.)	Map	April 15, 2024
5994 (Family-Friendly Units)	Text	April 29, 2024
6015 (Family-Friendly Units Exemption)	Text	May 13, 2024

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (2013 OFFICIAL COMMUNITY PLAN) BYLAW 2013 NO. 5000

SCHEDULE A

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Acknowledgement

The Township of Langley is on the traditional territories of the Coast Salish People, and wishes to acknowledge its growing relationships with the q̓ʷɑ:ƛ̓əƛ̓ (Kwantlen), q̓icə̓y̓ (Katzie), Máthxwi (Matsqui), and se'mya'me (Semiahmoo) First Nations.







1. INTRODUCTION

The Official Community Plan lays out ~~a thirty-year~~the future vision for the Township of Langley. Our world in thirty years will look different than it does today. We must reflect on this future as part of our planning exercises in order to anticipate what the Township may need in ~~2043~~2050 in terms of housing, employment, transportation, and recreation; and what the environment that supports us may need in terms of conservation, responsible resource consumption, and preservation.

The Township's population is expected to continue growing over the next 30 years, but it will also age and become more culturally diverse. Housing affordability is, and will continue to be, a major challenge for many living in the Township. Strong population growth and limited land availability are making housing expensive in Langley and throughout the Lower Mainland. Changing demographic characteristics and housing affordability will have impacts on the character and form of housing that will be needed over the next few decades. If we want residents to live in homes that are affordable and address the various needs required by family size, ability, and age, we must plan for this future. If we also want individuals and families to be able to work and play in the Township, we must plan for complete communities where good jobs are located close to home, recreation, and cultural activities are plentiful, and neighbourhoods are well connected with a range of transportation modes.

There will also be challenges for the Township with respect to public expectations and the municipality’s role for delivering an increasing number of programs and services.

A growing population will cause natural resources to be in greater demand. To protect resources for use by this generation and those in the future, we need to develop communities that are more sustainable—compact, resilient, and energy efficient. Climate change and the

alteration of long-term weather patterns are necessitating changes in how we design our communities via land use, buildings, transportation, and infrastructure servicing systems. We must also preserve valuable ecological and agricultural lands, and change our individual and collective behaviours to focus on conservation.

The Official Community Plan (OCP) is designed to address these challenges and work towards a sustainable future for the Township of Langley. The OCP provides a high-level, long-term vision for the municipality, comprised of objectives, principles, and policies to guide planning and land use decisions. The OCP is integrated with other community plans and functional plans (e.g. transportation plans, parks and recreation plans, housing strategies) that are developed by the Township.

There are requirements under the provincial Local Government Act that must be addressed in the OCP. Some of these include:

- residential development to meet housing needs for a period of at least five years
- proposed locations, amount and type of commercial, industrial, institutional, agricultural, recreational, and public utility land uses
- restrictions on the use of land that is subject to hazardous conditions or that is environmentally sensitive to develop
- approximate location of proposed road, sewer, and water systems
- approximate location and type of public facilities (e.g. schools, parks, disposal sites)
- affordable housing policies
- targets for reducing greenhouse gas emissions

The Official Community Plan includes a Regional Context Statement in response to requirements of Metro Vancouver's Regional Growth Strategy (RGS). The OCP also contains ~~a~~ Development Permit Areas (DPAs) for streamside protection and enhancement, ~~as well as~~ Small-Scale Multi-Unit Housing, and natural hazards such as flooding. ~~This DPA outlines strategies for protection of those natural areas and addresses needs to achieve goals for water conservation.~~

As part of the development of an OCP, there are requirements to consult with the public. The activities completed for this OCP update are outlined in Section 1.6.

This OCP document is organized as follows:

1. Introduction – sets the context for the Township of Langley, discusses population, employment, and household projections, and outlines the overall vision for the OCP.
2. Land Use – provides details on the rural and urban land use designations and the urban development area.
3. Sustainability Policies – outlines policy directions to contribute towards a socially, culturally, economically, and environmentally sustainable community.
4. Implementation – describes how we are going to achieve the goals, objectives, and policies in the OCP.

The OCP contains four~~three~~ schedules:

- Schedule 1: Regional Context Statement
- Schedule 2: Adaptable Housing Requirements
- Schedule 3: Development Permit Areas: Streamside Protection and Enhancement

- Schedule 4: Development Permit Areas: Small-Scale Multi-Unit Housing [forthcoming]

1.1 ABOUT LANGLEY

The Township of Langley is a “community of communities” with a unique rural and urban mix. It is one of the largest municipalities in British Columbia with an area of 316 square kilometres (122 square miles). ~~The Metro Vancouver Regional Growth Strategy projects the municipality’s population will reach 211,000 in 2041, from its population of 107,000 in 2012.~~The Township is home to nearly 150,000 residents (2024) in six urban centres.~~-~~ Respecting its rural heritage and agricultural character while ensuring a reasonable rate of urban growth, the Township of Langley is aspiring to provide the highest possible quality of life for its residents, rural and urban alike.

1.2 HISTORICAL CONTEXT

Evidence suggests that human occupation of the Langley area dates back several millennia to a period when First Nations people, now known as the Sto:lo, populated the area. The first written account of European contact with the area’s original inhabitants was recorded by Simon Fraser of the North West Company in 1808, who observed native settlement along Langley’s waterways.





The Hudson’s Bay Company established a post at Derby in 1827 to supply its interior posts with trade goods, equipment, and locally grown or harvested food, and to receive furs for shipment to overseas markets. The Company utilized several farming locations, initially to grow food for local consumption at Derby and Fort Langley and subsequently to supply agricultural commodities to international markets from an expansive farm located on the Milner plateau. The Derby Fort's vulnerability to flooding and its distance from the Company's commercial farming activities in Milner led to the fort's relocation to Fort Langley in 1839.

During the 1850s, gold was discovered on the bars of the Fraser River, allowing Fort Langley to briefly serve as a gold rush staging ground. The resulting influx of people from the US, Britain, Europe, and Asia contributed to the beginnings of early village settlement in Fort Langley outside the fort’s palisade walls. Fearing that American interests drawn to Fort Langley might lead to annexation of the area by the US, James Douglas, the Governor of Vancouver Island, proclaimed BC a Crown Colony at Fort Langley on November 19, 1858.

As settlement continued, it moved from locations near the Fraser River to inland areas. Changing fashions and competition from newly arriving farmers and merchants from Europe and eastern North America led

to the sale of the Hudson Bay Company's expansive Milner farm, by auction, in 1878.

Early settlers faced numerous challenges, such as clearing the massive cedar and fir trees in the absence of a viable road system, yet settlement increased and Langley was incorporated as a municipality in 1873. A road network that was little more than a series of trails was developed and small service centres emerged in Murrayville and Milner. Three railways reached Langley in the first decade of the twentieth century— the Great Northern, the BC Electric Railway, and Canadian Northern (later Canadian National) Railway. The BC Electric Railway served local needs by connecting stations throughout Langley and the Fraser Valley to New Westminster—BC's capital city, also on the Fraser River—which facilitated the growth of Aldergrove, Milner, and Langley Prairie (now the City of Langley).

Close proximity to Vancouver has brought strong urban development pressure to the Township of Langley, beginning with the construction of the Fraser Highway in the 1920s and the Patullo Bridge in 1937. The City of Langley was incorporated as a separate municipality in 1955. Rapid population growth began in the 1960s after construction of the Port Mann Bridge and the Trans-Canada Highway, and growth has continued into the twenty-first century.

Langley's growth has resulted in the development of a number of urban communities within a rural agricultural landscape. Brookswood and Aldergrove grew rapidly in the 1970s. Walnut Grove was established as a new urban community in the 1980s, and Willoughby began urbanizing in the first decade of this century. The 2012 Port Mann Bridge replacement has increased access to Langley within the region and contributed to its prevalence as a growth centre in Metro Vancouver south of the Fraser River.~~Additional opportunities and pressures resulting from the 2012 expansion of the Port Mann Bridge are as yet unknown.~~

Growth provides opportunities for economic development, but also poses challenges in accommodating the change it brings to a community. These challenges include:

- protecting agricultural land and environmentally sensitive areas, such as watercourses and wildlife habitat
- developing healthy, livable, and complete communities that provide affordable housing for all age groups and a high quality of life
- providing transportation, servicing infrastructure, schools, and recreation facilities to support growth
- providing land for industrial, business, and employment purposes

In addition to dealing with challenges related to growth, consideration needs to be given to reducing greenhouse gas emissions and preparing for and adapting to climate change.

1.3 REGIONAL CONTEXT

The Township of Langley is located within the Lower Mainland area of British Columbia, in the southeastern portion of the Metro Vancouver region. Location, climate, and setting have combined to attract people and business to the region, resulting in strong growth pressures throughout the region. However, due to physical constraints (water, topography, the Agricultural Land Reserve, environmentally sensitive areas for wildlife, and the international border), land for urban development is limited.

Under Section 429 of the Local Government Act, a Regional Board may adopt a regional growth strategy to guide decisions on growth, change, and development within its regional district. Metro Vancouver adopted its strategy, Metro ~~Vancouver 2040~~ 2050: Regional Growth Strategy Bylaw, on ~~July 29, 2011~~February 24, 2023. Metro Vancouver's Regional Growth Strategy (RGS) is based on a philosophy of sustainability, providing land use policies to guide the future development of the region and support the efficient provision of transportation, regional infrastructure, and community services.

The RGS was developed in response to a number of challenges facing Metro Vancouver. Continued growth in the region is expected, but development in a compact form, not urban sprawl, could reduce congestion and improve the viability of public transportation and urban centres. An aging and growing population will require provision of appropriate housing and access to employment, services, and amenities. Adequate space for industry and commerce and an efficient transportation system are needed to maintain economic growth. There are many natural resources in the region that need to be protected to support biodiversity, provide the water, land, and air resources that are essential to life, and offer recreational opportunities for residents. The agricultural land base also requires protection to allow food production. Risks from natural hazards and climate change need to be mitigated.

To respond to these challenges, the RGS has five goals:

1. Create a compact urban area
2. Support a sustainable economy
3. Protect the ~~region's environment and respond to climate change impacts~~environment, address climate change, and respond to natural hazards
4. Develop ~~complete communities~~diverse and affordable housing choices
5. Support sustainable transportation choices

Each goal is supported by a number of strategies, including actions for municipalities to undertake through their planning processes. The RGS also provides parcel-based land use designation maps and outlines general land uses permitted in each designation. Any change to these designations requires an amendment to the RGS.

1.4 PURPOSE OF THE OCP

The Township of Langley's Official Community Plan (OCP) provides a long-term vision for sustainable growth and development. It defines the kind of community that residents want and the best way to achieve the desired outcome. The OCP serves to inform residents about the activities that are likely to occur in their neighbourhoods, and makes it possible for residents to play a larger role in determining how their communities will develop over time.

The OCP fits within a broader legislative and policy framework, including the Local Government Act, Metro Vancouver's Regional Growth Strategy, and the Township of Langley's Sustainability Charter. Adopted by Council in 2008, the Township of Langley Sustainability Charter is a high-level policy instrument used to guide the community towards a sustainable future. The OCP is a corporate policy instrument used to implement the Sustainability Charter. Accordingly, the OCP Vision, Goals, and Policies align with those in the Sustainability Charter.

Local Government Act

The Local Government Act (LGA) defines an official community plan as a statement of objectives and policies to guide decisions on planning and land use management. Section 472 of the LGA gives the authority to a local government to adopt official community plans to include policies and map designations for residential, commercial, industrial, institutional, agricultural, recreational, environmental, and public utility land uses. Policies for affordable housing, rental housing, and special needs housing, as well as targets and actions to reduce greenhouse gas emissions, are required.

Metro Vancouver ~~2040~~ 2050 Regional Growth Strategy

The Regional Growth Strategy (RGS) identifies a vision and a set of policies to help achieve five regional goals, and outlines the roles of the regional government and local governments to implement the regional strategy within a collaborative decision-making framework. A Regional Context Statement, provided as Schedule 1, links a municipal OCP to the RGS by identifying how the OCP works toward achieving the goals and strategies of the RGS. Schedule 1 lists the municipal actions as in the RGS and provides information on the sections of the OCP that address those requirements or discusses how the OCP will be made consistent with the RGS over time.

Sustainability Charter

In 2008, Township Council adopted the Sustainability Charter to provide a high-level policy framework to integrate and balance competing community expectations. The Sustainability Vision is to build a legacy for future generations by leading and committing the community to a lifestyle that is socially, culturally, economically, and environmentally balanced. To achieve the Sustainability Vision, there are fifteen goals that represent key aspects for the community to achieve. One of the goals is to develop livable and vibrant communities by:

- focusing on compact urban form and mixed-use neighbourhoods
- managing growth consistent with overall community needs
- encouraging high-quality design
- providing flexible, affordable, and mixed housing options
- making communities pedestrian- and bicycle-oriented

Figure 1 illustrates the Township's policy framework as it relates to the Sustainability Charter, the OCP, its component community plans and neighbourhood plans, and various function plans. Community and Neighbourhood Plans apply to specific areas in the Township of Langley. These plans contain the specific policies about future land uses, amenities, and mobility networks. Functional plans, which typically apply Township-wide, describe policies and programs relevant to a specific topic or function of the Township.

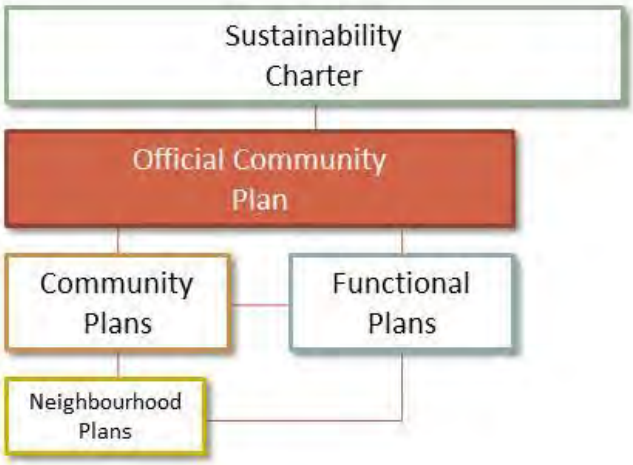


Figure 1 Policy framework.

1.5 PLANNING PROCESS

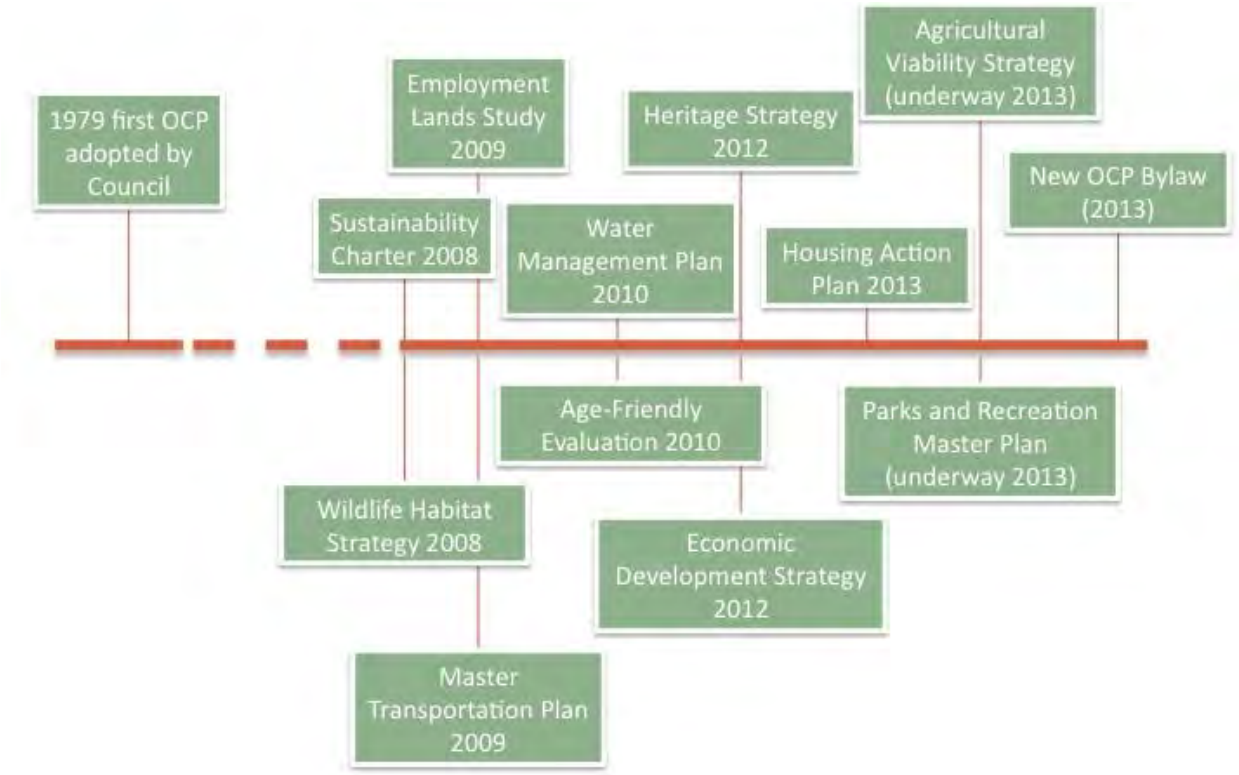
The Township's first OCP was adopted in 1979. It provided broad policy directions for the municipality to progress from a primarily rural community to a suburban one. For example, the plan guided development of low-density residential neighbourhoods (considered best practice at the time) and provision of basic municipal services such as water, sewer, and roads. Since then, the Township's population has grown from about 44,000 to ~~110,500 in 2013~~over 150,000 in 2025. Numerous amendments have been made to the OCP to reflect the changing directions in community planning, land development, market demand, and legislative changes.

In 2012, Council embarked on a process to prepare a comprehensive update to the OCP, with the primary intent to outline a sustainable approach to development for the community. The process included background research, community consultation, and the creation of updated policies (Part 2 to Part 4 of this document).

In 2023, the Province of British Columbia (BC) amended the Local Government Act (LGA) via Bills 44, 46 and 47 intended to provide more housing supply. Bill 44 includes requirements for local governments to plan for housing proactively. Per the legislation, local governments must update their Housing Needs Reports to forecast housing needs over 20 years and update their Official Community Plans (OCP) to reflect the Housing Needs Report, with the first review and update completed by December 31, 2025.

In response, the Township undertook an update to the OCP to comply with the new legislation and engagement program to inform and update community members throughout the process.

Background Research



~~Figure 2 Timeline for background research.~~

Extensive research was conducted to obtain background information on all aspects of the community. Part of the work was based on a number of significant policy documents that were adopted by Council in recent years~~the past few years~~. These include:

- Sustainability Charter, 2008
- Wildlife Habitat Strategy, 2008
- Employment Lands Study, 2009
- Master Transportation Plan, 2009
- Age-Friendly Evaluation, 2010
- Water Management Plan, 2010
- Arts & Cultural Services Plan, 2011
- Economic Development Strategy, 2012
- Heritage Strategy, 2012
- ~~Housing Action Plan, 2013~~
- Agricultural Viability Strategy, 2013 ~~(underway in 2013)~~
- Climate Action Strategy, 2021,
- Age- and Dementia-friendly Action Plan, 2021
- Child Care Action Plan, 2021
- Social Sustainability Strategy, 2021

- Housing Action Plan, 2021
- Community Forest Management Strategy, 2022
- Community Wildfire Response Plan, 2023

Community Consultation

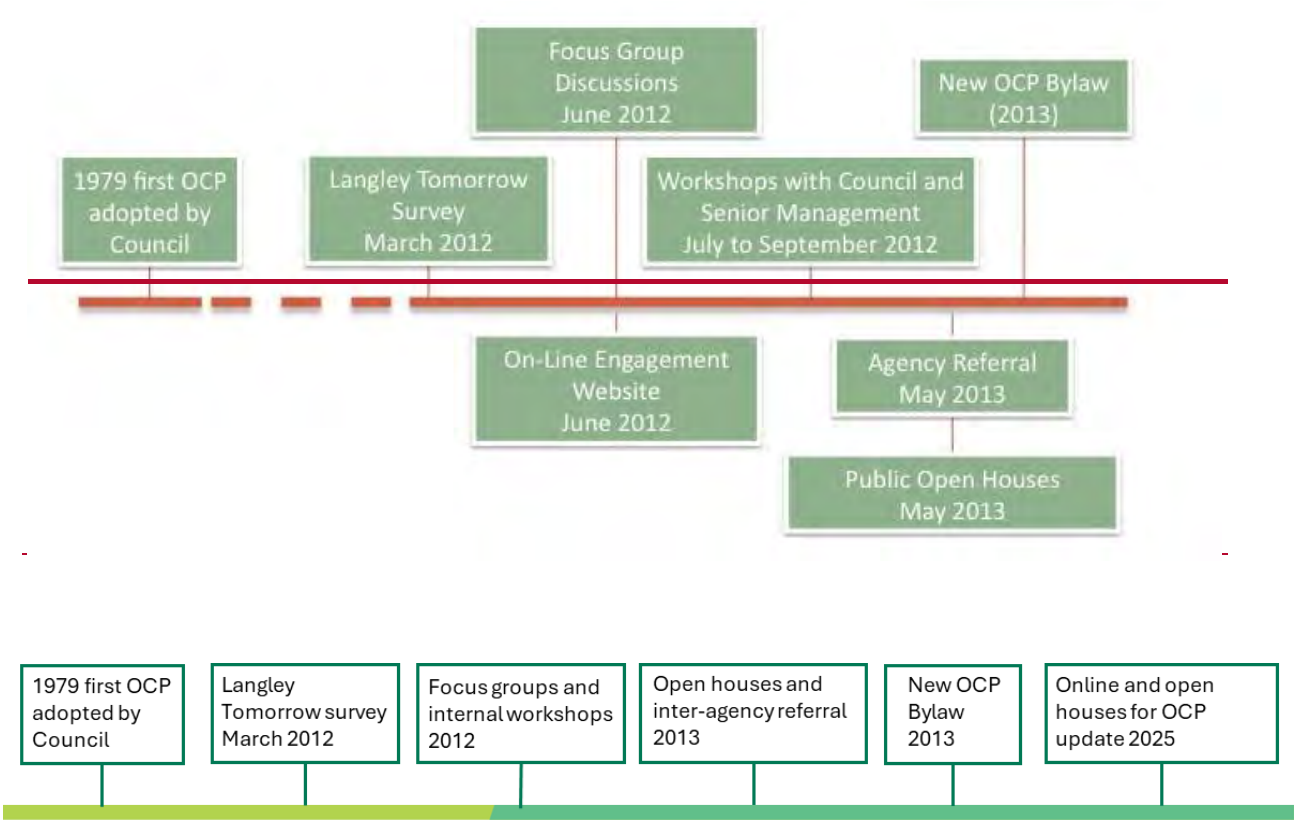


Figure 3 Timeline for community consultation.

An open and participatory community consultation process was used to prepare the OCP. This included a community telephone survey, an online engagement website, focus group discussions, workshops with Council and senior management, consultation with government agencies, public open houses, and the bylaw approval process prescribed by the Local Government Act.

Langley Tomorrow Survey: The Township has polled its residents periodically since 1990 to determine opinions and attitudes on various municipal issues. Langley Tomorrow surveys were conducted in 1990, 1993, 1995, 1996, 2002, and 2006. The 2012 Langley Tomorrow survey was conducted with an emphasis on growth and planning issues that should be addressed in an OCP update. Conducted in March 2012, it consisted of 1,000 telephone interviews of randomly selected households throughout the Township.

Online Engagement Website: An online survey was developed to collect community input on the development of the OCP, providing an opportunity for all residents to help shape the future of their community. The survey was available online from June 6 to June 30, 2012. The survey results were used to inform the vision and goals of the OCP. The online survey also served as a vehicle for collecting names and contact information of people who wanted to be further engaged in the OCP process.

Focus Group Discussions: Four Setting Directions workshops were held in June 2012 to identify opportunities and challenges in the community, sketch out shared goals, and brainstorm strategies to move ahead. Residents and community stakeholders were invited to these workshops to talk about key issues, which formed the basis for the new vision and goals. The workshops were more interactive and in-depth than the online engagement website.

Workshops with Council and Senior Management: From July to September 2012, workshops were conducted with Council and senior managers of the Township to commence work on a draft OCP vision and possible policy choices, based on the results of online engagement and focus group discussions.

Consultation with Government Agencies: Government agencies were consulted during the planning process. These included the BC Agricultural Land Commission, Metro Vancouver, First Nations, Fraser Health Authority, and neighbouring municipalities (City of Abbotsford, City of Langley, City of Surrey, and District of Maple Ridge). Opportunities were provided for these agencies to comment on the draft OCP.

Public Open Houses: In May 2013, four Public Open Houses were held to obtain feedback on the draft OCP from the entire community. Approximately 120 people participated in the events and provided comment on the draft OCP. In addition, during the consultation process, the draft OCP was available for download on the Township website.

Bylaw Process: In June 2013, a bylaw was introduced to amend the OCP, pursuant to Sections 464 and 477 of the Local Government Act. A Public Hearing was held on July 8 and 22, 2013. The OCP was given third reading on July 22, 2013. In November 2013, the Greater Vancouver Regional District Board did not accept the Township of Langley Regional Context Statement. A dispute resolution process ensued, which pursuant to provincial regulations, resulted in a Settlement Agreement endorsed by both parties. Subsequently, a revised Regional Context Statement was adopted by Township Council on November 7, 2016 and accepted by the Greater Vancouver Regional District Board on November 25, 2016. Township Council adopted the new OCP on December 12, 2016.

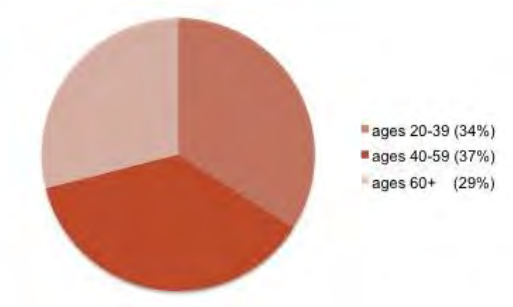
During the entire planning process, all public events were advertised in the local newspapers, and on the Township website, Facebook, and Twitter. Including those who participated in the Langley Tomorrow survey, more than 1,200 voices shared their perspectives on the future of Langley and contributed their ideas on how best to achieve their shared vision for the new OCP.

In 2025, in response to new provincial legislation introduced in 2023 and 2024, the Township initiated an update to the Official Community Plan. This update focused on housing, amenities, and climate action. This process included already-underway work related to updating the Brookswood-Fernridge Community Plan, which conducted an engagement program in 2024, and work to prepare a new Willoughby Community Plan, which included community engagement and involvement in 2023 and 2024 during the 200 Street 2040 planning study process. Engagement continued in 2025 with open houses in the spring and fall related to

updates to the rest of the Community Plans and OCP. Information was also shared on the Township website, through newsletters and advertising, and online information sessions.

1.6 SHAPING A SUSTAINABLE FUTURE

Community consultation (telephone survey, online survey, and workshops) undertaken in 2013 ~~has~~ provided citizen input on the development of the OCP, allowing all residents the opportunity to help shape the future of Langley. Results from this consultation, summarized below, have informed the policies contained in this document.



The survey used two methods to gather feedback from the public. The first was a ranking exercise that asked respondents to select their top five priorities (regarding issues and opportunities to be addressed in the OCP) from a list of twelve, and to place those top five priorities in ranked order. The second exercise asked respondents to use a five-point scale to indicate their level of agreement with statements about directions and elements in the community.

The majority (58%) of respondents were female. The age of respondents was distributed fairly evenly between three age categories, though no responses were identified as being completed by youth (19 and under).

Figure 4 Community Survey demographics.

The twelve priorities were ranked as follows, from most to least important:

1. Land use and growth
2. Fiscal management/taxes
3. Transportation, roads, and traffic
4. Water quality
5. Jobs and economic development
6. Parks and green space
7. Housing diversity and affordability
8. Infrastructure
9. Local food and agriculture
10. Heritage, arts, and culture
11. Leisure and recreation
12. Climate change

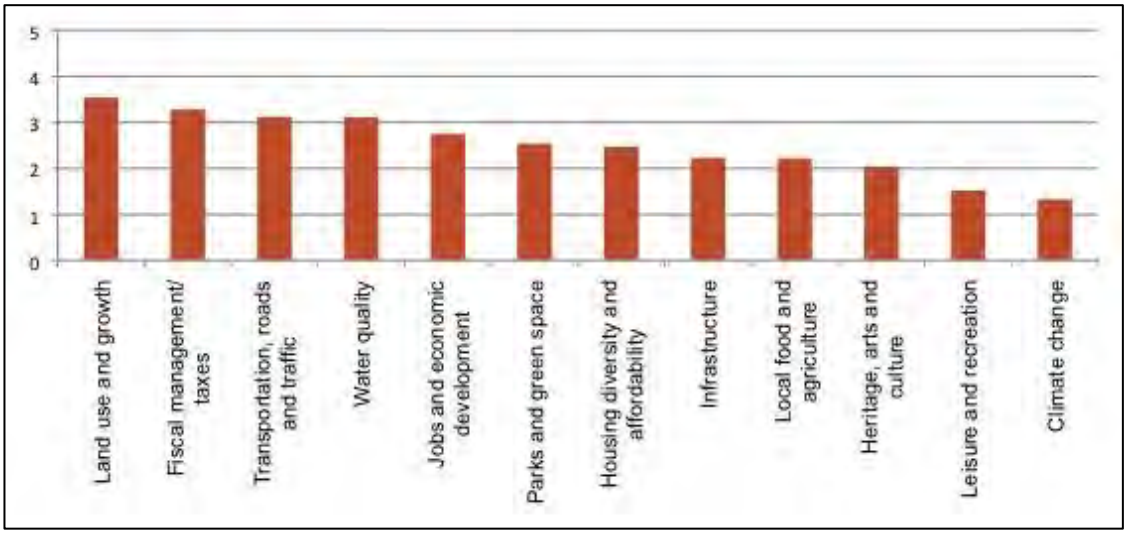


Figure 5 Community priorities.

Respondents were then asked to show how much they agreed or disagreed with a series of statements about directions and elements for the community by using a five-point scale to indicate their level of agreement.

The following list presents the top five statements with the highest support (actual statements are shown in *italics*):

- Proximity of Trails - *All residents should have access to the following: Trails.*
- Water Quality - *There needs to be safeguards in place to protect the quality and quantity of water in the Township.*
- Proximity of Libraries - *All residents should have access to the following: Library.*
- Urban Design - *Urban areas should include pedestrian-oriented streetscapes and small urban plazas for people to gather, encouraging walking and interaction and contributing to the Township's sense of place.*
- Proximity of Swimming Pools - *All residents should have access to the following: Swimming Pool.*

Least supported statements (actual statements are shown in *italics*):

- Public Transit - *I would take public transit if there was a bus within walking distance from my home.*
- Fiscal Management and Taxes - *I would accept a modest increase in taxes to create better quality services in the community*.
- Intensive Farming - *Intensive farming activities (such as large chicken broiler operations, greenhouses, and mushroom barns) should be integral parts of the rural landscape.*
- Reduce Demand for Roads - *Traffic congestion should be managed through decreasing the demand on roads, rather than increasing the supply of roads.*
- Density - Preamble: *The current OCP designates about 25% of the Township for urban development. (The remainder, about 75% of the land base, is in the Agricultural Land Reserve.) Within the existing urban boundary there is sufficient land for development for the next 25 to 30 years.*

I think the Township should accommodate higher density within the urban boundary by allowing more new townhouses and apartments than single family homes.

One question that did not follow the rating scale was on population growth rate, asking respondents what the growth rate should be. The 1979 Official Community Plan set a maximum long-term population growth rate of 3% per year. In actuality, the growth rate has varied from a high of 5% to a low of 1%. Roughly 73% of respondents felt the maximum long-term population growth rate of 3% provided by the 1979 OCP should be retained, or made only slightly altered (higher or lower). Only 5% thought it should be much higher, and 22% felt it should be much lower than 3%.

Respondents identified land use and growth as the number one priority. However, the level of support for increasing density in the developable parts of the Township was the lowest of all the statements (46% agreed). Additionally, respondents were concerned that there isn't enough land in the urban area to support density demands. There was a lot of support for mixing land uses: mixing land uses within walking distance (87% support) is preferred to mixing uses within the same block (60% support).

Fiscal management/taxes was ranked as the second highest priority, though the statement regarding modest increases in taxes to support better quality services was supported by a slight majority of respondents (51% agreed).

In regards to transportation, roads, and traffic, initiatives to reduce reliance on private vehicles received mixed support. Walking and cycling were strongly supported (83% agreed). Traffic demand management and public transit had polarized responses: 49% agreed while 44% disagreed with traffic demand management, and 58% agreed while 32% disagreed about public transit.

There was a very high level of agreement on the importance of water quality. It placed second in the level of support received (97% of respondents agreed) and was fourth in priority.

Jobs and economic development was slightly above the mid-point in priorities, and received a high level of support for provision of jobs close to home (88% agreed).

Parks and green space was a mid-level priority. While there was no specific question in the elements section on this topic, proximity to trails received the highest level of support as a statement (97% agreed).

A majority of respondents supported increasing housing diversity and affordability (69% agreed). This topic was a mid-ranking priority.

While water, sewer, and drainage infrastructure ranked as mid-level priorities, there was a high level of agreement that developers should pay the cost of these items (77% agreed).

Although agriculture is part of Langley's economy and identity, respondents were fairly neutral about the role of intensive agriculture in the rural landscape. Less than 48% of respondents supported intensive agriculture. Support was much higher for urban agriculture (78% agreeing). As an overall priority, indicated by this survey, agriculture ranked fairly low relative to other issues in the community. However, in a survey of agricultural viability conducted in 2011, 95% of respondents thought agriculture was very important or somewhat important in the community.

With respect to heritage, arts, and culture there was strong support for making heritage a key aspect of the community (80% agreed), and also support for arts and cultural expression (77% agreed). Maintaining the character of a small, friendly community was supported by most respondents (80% agreed). Urban design that included pedestrian-oriented streetscapes and small urban plazas for people to gather received very high levels of support (91% agreed).

Leisure and recreation ranked as a lower priority. Proximity to libraries had a fairly high level of support (88% agreed), as did proximity to swimming pools (90% agreed). Proximity to basketball, tennis, and volleyball courts had slightly less support than the other two (80% agreed).

Climate change action was highly supported by respondents. Roughly 64% of respondents supported the Township taking a leadership role in dealing with climate change. However, it ranked as the lowest priority of the other categories provided.

1.7 SUSTAINABILITY UMBRELLA

The Sustainability Charter (2008) outlines the sustainability vision for the Township: "…to build a legacy for future generations by leading and committing the community to a lifestyle that is socially, culturally, economically and environmentally balanced." It outlines guiding principles and defines goals and objectives under the three pillars of sustainability: social-cultural, economic, and environmental. It also aims to integrate strategic municipal initiatives on three levels: sustainability integration, corporate goals integration, and policy-action integration.

The goals and policies articulated in the Sustainability Charter are reflected in this Official Community Plan document. Three sustainability goals from the Charter are used as examples to show how each pillar of sustainability is reflected in the OCP (Table 1). The OCP articulates myriad policies that reflect the Sustainability Charter and, in turn, the various community plans, neighbourhood plans, and functional plans and strategies that echo policies in the OCP therefore also reflect the Sustainability Charter. (This is discussed further in Section 1.4, Purpose of the OCP.)



Sustainability Pillar	Sustainability Charter Goal	OCP Policy Examples
Social-Cultural	**Celebrate our heritage**	Encourage the conservation of Langley's historically significant buildings, sites, landscapes, streetscapes, and areas consistent with the built and natural attributes of these resources and areas. Consider conservation incentives that foster community interest in the retention and revitalization of Langley's urban and rural buildings. Undertake a mapping and management plan of Langley's archaeological potential to support the provincial government's role in managing archaeological resources.
Economic	**Strengthen our economy**	Explore a business diversification program to retain and expand existing local businesses and also attract new businesses, entrepreneurs, and investment from outside the community. Encourage the use of productive ALR lands for agricultural uses by: • establishing appropriate buffers and edge planning between urban and agricultural lands • working with farmers to expand local markets Improve retention of post-secondary graduates through support for co-op education programs in a variety of fields.
Environmental	**Respect our rural character and rural heritage**	Consider land acquisition to conserve high-value wildlife habitat areas and corridors, in partnership with other organizations. Integrate park planning and design into broader community planning initiatives related to land use, residential development, transportation, and community amenity provision. Ensure neighbourhood plan boundaries are consistent with watershed or drainage catchment boundaries, wherever possible.

Table 1 Reflecting the Sustainability Charter in the OCP



1.8 VISION

The Vision of the Township of Langley Official Community Plan is:

The Township of Langley is a self-contained "community of communities" evolved through thoughtful renewal and sustainable development practices, in order to provide the best possible quality of life for residents in the rural and urban areas.

1.9 GOALS

The vision for a strong, self-contained community has several key complementary elements, which are expressed as plan goals. The description supporting each goal provides a brief explanation of its importance, followed by the desired state that Langley is aspiring to reach.

The goals of the Township of Langley Official Community Plan are:



1. Manage sustainable growth.

   As part of the RGS, the Township of Langley accepts its share of the region's population and employment growth. To manage this growth sustainably, the rate of growth should not be so fast that it outpaces the ability to provide amenities and services, but it should not be so slow that residents wait an unreasonably long time before the population reaches a size necessary to support a full range of amenities and services.

   Growth will be managed so that employment, recreation, residential and amenity needs can be met locally without compromising the Township's agricultural or ecological integrity.



2. Promote agriculture and enhance farm viability.

   With approximately 75% of our land base in the Agricultural Land Reserve, the Township of Langley has a thriving farm community. Langley residents have a direct connection to the land that sustains them, and local food production is considered a very important aspect of a self-contained community.

   Agricultural land provides for secure local food resources and a base for an important local industry. Non-farm use of agricultural land may be supported for sound reasons leading to improved overall sustainability of the community in a manner that minimizes impacts to agriculture, subject to the approval of the Agricultural Land Commission.



3. Provide flexible, affordable, and mixed housing options.

   Flexible housing encourages residents to age in place. Affordable housing allows multiple generations to live near each other as they move through various stages of life. Mixed housing results in diversity and choice within a socially inclusive community.

   There will be a diverse range of housing options for people of different abilities, incomes, and ages.

4. Maintain a balance between local job opportunities and labour force growth.



   Offering employment opportunities in the community allows residents the option of working close to home, thereby reducing commuting time, costs, and pollution, while also making local centres vibrant places. Local jobs are a prerequisite for a resilient local economy.

   The Township of Langley has been able to meet its longstanding objective to provide one job for every resident in the labour force. There is sufficient employment land in the community to continue to create good jobs close to home. While most of the job opportunities will be in the urban areas, new agri-businesses have the potential to provide employment growth in the ALR, which occupies approximately 75% of the land base.

5. Encourage high-quality urban design.



   Urban neighbourhoods and communities in Langley are transitioning from a traditional auto-oriented suburban form to a more sustainable form of development that includes transit, bicycle, and pedestrian facilities. Urban design is the key to a high quality of life in high-density residential and mixed-use neighbourhoods.

   Strong urban design will shape the development of mixed-use centres and provision of amenities in a way that creates great places and strengthens community character.



6. Identify infrastructure needs and ensure efficient delivery of services.

   The Township of Langley provides basic infrastructure services, which include clean water, sanitary sewer, storm drainage, roads, and street lighting. Other services include garbage collection, fire and police protection, libraries, recreational facilities, and community planning. Future delivery and management of these assets and services will be based on the general direction laid out in this document.



7. Increase biodiversity and natural capital.

   Natural resources, such as land, water, and forests, provide humans and other species with diverse benefits that are imperative for survival and well-being. Environmental stewardship has focused on protecting and enhancing rivers, streams, environmentally sensitive areas, and wildlife habitat. Future development in Langley is important, but it must respect the natural environment.

   When planning new neighbourhoods, additional emphasis will be placed on the provision of green infrastructure, which is an interconnected network of natural ecosystems, parks, open spaces, and trails. The green infrastructure network will link the community's ecological health and the well-being of Langley residents, providing a framework on which new neighbourhoods can be based.



8. Pursue a low-carbon lifestyle.

   Low-carbon refers to using energy sources and technologies that produce power with substantially lower amounts of carbon dioxide emissions than is presently emitted from conventional fossil fuel power generation. A self-contained community does not rely on energy sources beyond its (municipal) boundaries.

   Buildings will tap into renewable energy sources such as solar, wind, and geo-thermal. Most residents will have the opportunity to take alternative modes of transportation to get around, including walking, cycling, and transit. Climate action planning and implementation will be part of regular municipal activities.



9. Protect and manage heritage resources.

The Township of Langley is built on traditional territories of the q̓i c̓əy̓ (Katzie), q̓ʷɑ:n̓ƛ̓ən̓ (Kwantlen), Máthxwi (Matsqui) and Se'mya'me' (Semiahmoo) First Nations. Langley is recognized as one of the oldest settlements in British Columbia.

Protecting and managing our diverse historic and cultural resources will contribute to the community's unique sense of place, while providing a framework for sustainable community development.

10. Ensure fiscal accountability.



The Township strives to demonstrate integrity and good judgment when making decisions and conducting business on behalf of residents and business and property owners. By ensuring that public money is spent appropriately, we enhance the strength of our organization and optimize municipal performance—ensuring that we provide the highest quality of services to residents, business owners and property owners.

Development will pay as much of the costs of growth as possible. The plan's policies will provide a framework for planning and implementing the Capital Works ~~and~~, Development Cost Charge (DCC) and Amenity Cost Charges (ACC) programs.

11. Support meaningful community engagement.



Good planning requires transparent and collective decision making for the long-term good of the community. Meaningful community engagement during the planning process (especially at the neighbourhood level) promotes greater understanding and more responsive decisions.

Ongoing and long-term partnerships with agencies such as Metro Vancouver, TransLink, Langley School District, neighbouring municipalities, Township Advisory Committees and First Nations will be supported and strengthened.

1.10 PLAN STRUCTURE AND HIERARCHY

The OCP consists of this base document, which sets a framework for planning in the entire Township, as shown on Map 1, and a number of component community plans, which provide more detailed policies for specific areas of the Township. The component plans include the following, as amended from time to time:

	Aldergrove Community Plan	Bylaw No. 1802
5300 23.10.17	Brookswood/Fernridge Community Plan	Bylaw No. 5300
	Fort Langley Community Plan	Bylaw No. 2527
	Gloucester Industrial Park	Bylaw No. 2556
	Langley Town Centre Plan	Bylaw No. 3361
	Murrayville Community Plan	Bylaw No. 2661
	Northwest Langley Community Plan	Bylaw No. 2323
	Rural Plan	Bylaw No. 3250
	Walnut Grove Community Plan	Bylaw No. 1836
	Willoughby Community Plan	Bylaw No. 3800
	Willowbrook Community Plan	Bylaw No. 3008

Some community plans require that neighbourhood plans be completed before development can proceed. These neighbourhood plans will be adopted as part of the OCP.



2. LAND USE AND COMMUNITY STRUCTURE

POLICY AREAS

2.1 Urban Development Area

2.2 Rural Land Use Structure and Designations

2.3 Urban Community Structure and Centres

2.4 Urban Land Use Designations

2.5 Urban Community and Neighbourhood Design

This section concerns specific land use designations throughout the Township, including both rural and urban land uses. Land use designations in the OCP provide a general framework for development and include development permit areas that are applicable across the Township; more explicit land use designations indicating specific land uses, densities, policies, and ~~design~~ development permit area guidelines are provided in more detailed plans at community and neighbourhood levels.

Policies addressing rural land uses are described in this section. Additional and more specific details for rural land uses can be found in the Rural Plan.

The rural land use designations are:

- Agriculture
- Rural
- Rural Commercial Centre
- Conservation and Recreation

The urban landscape is structured by urban centres of varying scales. These urban centres are:

- Regional Centre
- Town Centres
- Community Centres
- Neighbourhood Centres
- Frequent Transit Development Areas

Policies addressing urban land uses are described in this section. Additional details regarding urban land uses can be found within the number of community plans (listed in Section 1.10) and neighbourhood plans adopted by Council.

The urban land use designations within these centres include:

- Urban
- Industrial
- ~~Mixed~~ Employment
- University District

Urban land use is concerned with community and neighbourhood design that looks at the interrelationship between people, the built environment, and the natural environment. The urban land use designations comprise the urban development area, and generally limit urban-type development outside the area (as shown in Map 1). Land within the urban development area is intended to provide housing, employment, shops and restaurants, and institutional, recreational, and entertainment activities for most of the Township's population.

2.1 URBAN DEVELOPMENT AREA



Langley is often referred to as a “community of communities” as it consists of several urban centres separated by large areas of agricultural land. This structure serves to sustain unique communities and keep most of the urban population close to the rural area, reinforcing the importance of rural heritage to Langley’s identity. There are also challenges, such as the cost of providing efficient services to separated communities, and the existence of a long urban-rural interface that has the potential for urban and rural developments to negatively affect each other.

The intent is to provide urban land uses and major transportation and infrastructure works within the urban development area. Subject to other objectives and policies in this Plan and the Rural Plan, rural areas will generally be protected for agricultural, rural, and conservation and other supportive purposes.

Objectives

- Identify areas for urban land uses
- Protect rural areas from urban development
- Provide buffers between urban and rural land uses

Policies

2.1.1. Locate urban development, including residential, commercial, industrial, and institutional uses, within the urban development area. The urban development area is shown on Map 1 and is recognized as the extent of urban development in the Township of Langley.

2.1.2. Discourage urban development outside the urban development area to preserve agricultural land, the rural landscape, and the environment. New development that may be permitted outside the urban development area must conform to the policies of the relevant land use designation and the Rural Plan.

2.1.3. Continue to manage the urban-agricultural interface to protect the viability of agricultural operations and minimize conflicts between urban and rural areas along the boundary of the urban development area as shown on Map A-1, by including provision of setbacks,

landscaped buffers, informational signage, and restrictive covenants and transitional land uses.

2.1.4. Pursue the development of an arbour ribbon between the urban and rural areas. The arbour ribbon would consist of a linear green space, on the urban side of the ALR edge that incorporates trails, parks, buffers, and landscaping.

2.1.5. Recognize the impact of major transportation corridors on the community and give consideration to appropriate development options on major east-west transportation corridors, including along the Fraser Highway, at interchanges along the Trans-Canada Highway and at a key node along 16 Avenue.

2.2 RURAL LAND USE STRUCTURE AND DESIGNATIONS



About 75% of the Township area is outside the urban development area, rural in nature and mostly within the Agricultural Land Reserve (ALR). This area is to remain rural with priority given to agricultural production on lands within the ALR. Land outside the urban development area is included in one of the following designations, as shown on Map 1:

- Agriculture
- Rural
- Rural Commercial Centre
- Conservation and Recreation

These land use designations provide a general framework for rural development. The Rural Plan provides more explicit land use designations indicating specific land uses, densities, policies, and design guidelines.

Most of the rural area is designated Agriculture in the OCP, reflecting the fact that most of the area is in the Agricultural Land Reserve (ALR). Larger portions of land that are not in the ALR are designated Rural. The community of Milner is one of the Township's earliest settlements. While Milner is within the urban development area and designated Urban for the purposes of the RGS, it will continue to reflect its history, location, and character as a rural community. Two other rural centres are also identified in the Rural Plan.

The Conservation and Recreation designation recognizes regional parks and other major open space, and conservation and recreation areas in the Township.

Objectives

- Identify the type, location, and intent of rural land uses outside the urban development area
- Maintain the character of rural areas
- Encourage agricultural uses

Policies

Agriculture

2.2.1. Areas designated as Agriculture shall be used primarily for agricultural uses and supporting services to protect the agricultural land base and support food production. Food production and other forms of agriculture are encouraged within this area.

2.2.2. Implement and update the Agricultural Viability Strategy.~~Develop and implement a strategy to support viable agricultural production and provide a secure agricultural land base and the required services infrastructure for farming.~~

2.2.3. Limit the subdivision of agricultural land, as set out in the Rural Plan, subject to the approval of the Agricultural Land Commission for land within the ALR. Commercial, industrial, and institutional uses are not encouraged in this designation, except in conformity with the Rural Plan and subject to the approval of the Agricultural Land Commission.

2.2.4. Service Agriculture areas with on-site sewer systems. Community sewer systems may be considered to service Sewerage Areas shown on Map 2, subject to land use and density being consistent with the Agriculture designation of the RGS. Extension of sewer services into other Rural areas not shown on Map 2 will be considered for building footprints only in cases where servicing is needed to address public health issues, protect natural assets, or service agriculture and agri-industrial uses.

2.2.5. Consider developing agro-industrial areas in appropriate locations to accommodate industrial uses directly related to agriculture. Existing industrial uses are identified on Map 1. New commercial, industrial, and institutional uses are discouraged in this designation, except in conformity with the Regional Context Statement (Schedule 1) and the Rural Plan. Direct new agro-industrial uses to Industrial areas within the urban development area.

Rural

2.2.6. Areas designated as Rural are intended to maintain the existing rural residential character of the area. Rural residential development and agricultural uses are permitted in conformity with the provisions of the Rural Plan and the Zoning Bylaw, unless otherwise approved by the Agricultural Land Commission. Development at gross densities based on the current Zoning Bylaw is permitted within the Salmon River Uplands area as defined in the Rural Plan, subject to the approval of the Agricultural Land Commission where applicable.

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.

2.2.8. Service Rural areas with on-site sewer systems. Community sewer systems may be considered to service Sewerage Areas shown on Map 2, subject to land use and density being consistent with the Rural designation of the RGS. Extension of sewer services into other Rural areas not shown on Map 2 will be considered for building footprints only in cases where servicing is needed to address public health issues, protect natural assets, or service agriculture and agro-industrial uses.

2.2.9. Consider undertaking more detailed plans to provide a vision and appropriate policies for the Salmon River Uplands and Fraser Highway corridor areas.

Rural Commercial Centres

2.2.10. Rural Commercial Centres are identified in the Rural Plan as Rural Commercial Centres and the Agro-Service Centre. Areas designated as Rural Commercial Centres are intended to provide retail and service commercial services for the rural area. The Agro-Service Centre is intended to provide commercial and industrial operations related to agriculture.

2.2.11. Maintain Milner as a rural neighbourhood. A more detailed plan for Milner should be completed that provides a vision for the neighbourhood, recognizes its historical character, and provides appropriate land use policies.

2.2.12. Consider assembly uses such as places of worship and schools for Rural Commercial Centres identified in the Rural Plan, with adequate services to support these uses.

2.2.13. Direct new commercial development, that conforms to the intent of the Rural Plan, to the Rural Commercial Centres identified in the Rural Plan. Existing commercial uses are identified in the Zoning Bylaw.

Conservation and Recreation

2.2.14. Areas designated as Conservation and Recreation are intended to preserve significant ecological and recreational lands, including regional parks, major municipal parks, and other conservation areas. Conservation and Recreation lands will be used for outdoor recreation purposes and environmental and ecological conservation, including educational, research, and training facilities associated with conservation and recreation.

2.2.15. Directly relate any commercial activities in Conservation and Recreation areas to the intent of the designation. The location, scale, and design of buildings should respect the natural environment and the use of the site.

2.2.16. In accordance with the intent of the RGS and subject to the necessary Agricultural Land Commission approval, agricultural uses in areas designated as Conservation and Recreation may be limited to primarily soil-based agriculture. Where necessary, buffer Conservation and Recreation areas from activities in adjacent areas through setbacks, vegetation or other appropriate means.

2.3 URBAN COMMUNITY STRUCTURE AND CENTRES



Langley's urban area consists of six urban communities: Aldergrove, Brookswood-Fernridge, Fort Langley, Murrayville, Walnut Grove, and Willowbrook/Willoughby. Each of these communities is unique in terms of history, character, density, land use, and ultimate development capacity. To create a sustainable urban area, the communities will be designed based on the principles of centres, walkability, and viable transit.

Centres provide focal points within the urban area for the location of commercial and higher-density residential developments and various community amenities. Centres can provide commercial retail, service, and office activities, as well as mixed forms of development that typically incorporate commercial activities on the lower floors and residential above. Mixed-use development allows for increased livability and vibrancy, with shops and restaurants that provide daily needs drawing more people to the area.

Denser development and a mix of uses in centres will support non-automobile, active forms of transportation. Walking, cycling, and especially transit infrastructure are made more efficient and less expensive on a per person basis when supported by higher densities. Connections between centres and surrounding neighbourhoods are made with an integrated grid road system that supports alternate forms of transportation. This system is also interconnected with parks and open spaces, including greenways, that enhance opportunities for walking and cycling.

Clustering residential development within a five-minute walk (400 m to 500 m) of a centre provides walkable neighbourhoods that allow residents the opportunity to shop for most of their daily needs and work within a short distance of their homes—thus reducing travel time, congestion, pollution from auto emissions, and costs associated with travel, infrastructure, and maintenance.

Centres can vary in size and scale, from the Regional Centre that contains many large stores serving the entire municipality and beyond, to Town Centres and Community Centres that provide for the retail and office needs of the local community, to small Neighbourhood Centres that consist of a few small shops serving the day-to-day needs of the local neighbourhood. The type, amount, and density of development in each centre are dependent on the scale of the centre.

Terms used for centres in the Regional Growth Strategy are different from the terms used in this document (Table 2).

Regional Growth Strategy (RGS) Terminology	Langley Official Community Plan (OCP) Terminology
Regional City Centre	Regional Centre
Municipal Town Centre	Town Centre
Local Centre	Community Centre
------	Neighbourhood Centre
Frequent Transit Development Area	Frequent Transit Development Area
Major Transit Growth Corridors	--

Table 2 Terminology

The Willowbrook Regional Centre (part of the Langley Regional City Centre in the Regional Growth Strategy) is intended to be a primary focal point for regional-scale commercial and mixed employment (commercial and industrial) activities, and to serve as a sub-regional transportation hub. This designation also supports high- and medium-density housing, mixed-use forms of development, institutional and entertainment activities, and community amenities.

Town Centres (Municipal Town Centres in the RGS) are located in Willoughby and Aldergrove, and are intended to provide commercial (retail and office), institutional, and entertainment activities, and community amenities all at a scale to best serve those communities. Town Centres are designated to promote high- and medium-density housing.

Community Centres (Local Centres in the RGS) are the focal points for development in Brookswood-Fernridge, Fort Langley, Murrayville, and Walnut Grove. Community Centres provide a similar function to Town Centres, and, in the case of Fort Langley, also provide tourism-related activities.

Neighbourhood Centres are smaller centres that will be provided where appropriate in community plans and neighbourhood plans. They will consist of a limited number of commercial establishments to serve the day-to-day needs of local residents and provide lower-density forms of multi-family housing as defined in neighbourhood plans.

Frequent Transit Development Areas (FTDAs) focus growth along TransLink's proposed Frequent Transit Network. The Frequent Transit Network is a network of corridors along which transit is provided at least every 15 minutes in both directions, during the day and into the evening for every day of the week. Frequent Transit Development Areas are focal points along this network for higher-density forms of residential, commercial, and mixed-use development.

Centres in the Township of Langley are shown on Map 3 Centres. The specific boundary of Willowbrook Regional Centre is shown on Map 4, and those of Aldergrove Town Centre and Willoughby Town Centre are shown on Map 5. The boundaries of the Carvolth Frequent Transit Development Area are shown on Map 6.

Major Transit Growth Corridors include 200 Street, between the Carvolth FTDA and Langley City. These areas extend approximately 1km in either direction from select key areas of the Major Transit Network, anchored by an Urban Centre or FTDA. These corridors are intended to support regional growth around transit, and be designed with transit-oriented development principles and objectives.

In addition to the terminology used in Metro 2050, the Ministry of Transportation and Transit has also introduced a land use planning approach called Transit Oriented Areas (TOAs). An 800m radius around the future Willoughby Station on the Surrey-Langley SkyTrain route has been designated a TOA by the Province. The Township is required to ensure minimum development densities, remove residential off-street parking minimums, and follow Provincial guidance in these areas.

Objectives

- Create a sustainable urban area by designing communities based on the principles of centres, walkability, and viable transit.
- Provide appropriate services and amenities at each scale of centre

Policies

2.3.1. The Regional Centre, Town Centres, Community Centres, and Frequent Transit Development Areas are shown on Map 3. Specific boundaries of the Regional Centre, Town Centres and Frequent Transit Development Areas are shown on Maps 4, 5 and 6.

2.3.2. Use the Regional Centre as the primary location for business and employment activities for the Township, including:

- high- and medium-density housing and mixed-use forms of development
- regional-scale commercial (retail and office)
- mixed employment activities (business parks and industrial activities)
- entertainment
- ~~high- and medium-density housing and mixed-use forms of development~~
- community amenities
- parks, green space, and ecological services (as defined in Section 3.13)
- transit (the Township will work with TransLink to establish a transit exchange in the Regional Centre)

2.3.3. Provide services for the local community in Town Centres, including:

- commercial
- institutional
- entertainment and recreation

- high- and medium-density housing and mixed-use forms of development
- community amenities
- parks, green space, and ecological services (as defined in Section 3.13)

2.3.4. Provide services for the local community in Community Centres, similar to Town Centres as outlined in Section 2.3.3.

2.3.5. Designate Neighbourhood Centres in community plans, as required, to provide mixed-use and multi-family development and small-scale commercial development to supply basic services within walking distance of most residences.

2.3.6. Provide services in Frequent Transit Development Areas to serve the local area, including:

- commercial (retail and office)
- entertainment and recreation
- institutional
- high- and medium-density housing and mixed-use forms of development
- community amenities
- parks, green space, and ecological services

2.3.7. Encourage major office development in the Regional Centre, Town Centres, and Frequent Transit Development Areas. The Township may consider incentives to encourage development of office uses, such as variable Development Cost Charges (DCCs), financial incentives, or bonus density provisions.

2.3.8. Encourage higher-density residential and commercial development and high trip-generating uses in the Regional Centre, Town Centres, Community Centres and Frequent Transit Development Areas. Major commercial development, especially development serving the Township as a whole or residents from other municipalities, is encouraged in the Regional Centre and Carvolth Frequent Transit Development Area, subject to the provisions of the applicable plans.

2.3.9. Encourage mixed-use development in all centres, including mixed-use building forms (that incorporate residential uses above commercial retail or office uses or institutional uses in the same building), subject to detailed policies in applicable community and neighbourhood plans.

2.3.10. Develop centres with pedestrian- and transit-friendly design. Create a strong sense of place by using streetscape design and providing amenities to enrich the public realm. Strip commercial development is discouraged.

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.

2.3.12. Support existing industrial activities and new Urban areas in the Regional Centre and Frequent Transit Development Areas by minimizing impacts on existing industrial areas through appropriate buffering, landscaping, and building design.

2.3.13. Encourage transit improvements in all centres and Frequent Transit Development Areas. As transit service improves in these areas, consider reducing parking requirements for residential and commercial uses based on a review of parking needs.

2.3.14. Encourage efficient and safe transit, cycling, and walking in all centres and Frequent Transit Development Areas by using supportive land use, road design, and greenway design. Transit-priority measures may be implemented where appropriate.

~~2.3.14.~~2.3.15. Plan transit-supportive, mixed use areas in the Major Transit Growth Corridor and Transit-Oriented Area(s).

2.4 URBAN LAND USE DESIGNATIONS



Lands within the urban development area shown on Map A-1 are designated for one of the following uses, as shown on Map 1:

- Urban
- Industrial
- ~~Mixed~~ Employment
- University District

Land within the urban development area is intended to provide housing, shopping, employment, recreation, and civic services for most of the Township's population.

Generally, lands designated Urban consist of commercial, residential, institutional, entertainment, and recreational uses. Specific uses and densities are defined in community plans or neighbourhood plans.

Provision of employment is an important consideration for both the Township and the region as a whole. Areas designated Industrial or ~~Mixed~~ Employment are intended to provide industrial, commercial, and other employment opportunities. Industrial and ~~Mixed~~ Employment areas are located in Northwest Langley, Carvolth, Gloucester, Aldergrove, Willoughby, Willowbrook, and Murrayville.

The University District provides for expansion of Trinity Western University and development of cultural and recreational opportunities, employment, and housing linked with the university.

Objectives

- Identify the type, location, and intent of land uses within the urban development area
- Encourage higher-density development
- Encourage a variety of housing, commercial development, and employment opportunities through appropriate land designations

Policies

Urban

2.4.1. Areas designated as Urban are intended for residential neighbourhoods and centres, supported by related commercial, institutional, recreational and park uses. Development within urban areas must conform to the design-related policies in Section 2.5.

2.4.2. Provide mixed-use and multi-family development and locally serving commercial development in Neighbourhood Centres as required to supply basic services within walking distance of most residences. Strip commercial development is discouraged.

2.4.3. Consider mid-rise residential developments (7 to 12 storeys in height with a net density of up to 80 residential units per acre) and high-rise residential developments (over 12 storeys in height with a net density greater than 80 residential units per acre) in the Regional Centre, Town Centres, and Frequent Transit Development Areas. Also consider such developments in areas along 200 Street within the Willoughby community, within 250 m of key arterial intersection nodes and within 400 m (walking distance) of transit routes.

2.4.4. Consider mid-rise and high-rise development only in the context of an adopted community plan or neighbourhood plan. Additionally, the following prerequisites for high-density residential development must be considered in community plans and neighbourhood plans:

- secure suitable land for park and school needs
- submit a geotechnical review of the site
- provide full urban services with sufficient capacity to serve the proposed development
- conduct a traffic impact analysis and secure any identified upgrades to the municipal road system (and, where applicable, provincial road system)
- comply with Crime Prevention Through Environmental Design (CPTED) principles and the Child Friendly Amenity Area requirements
- incorporate social amenities such as daycare centres, a range of housing affordability options, and public art as integral components of proposed developments
- consideration of “green” initiatives, such as green roofs, green walls, Leadership in Energy and Environmental Design (LEED) standards, energy efficiency design, etc.
- conduct a view impact analysis to reduce the impact on views down road corridors to the Coast Mountains, Mount Baker, and the Agricultural Land Reserve.

2.4.5. Consider affordable housing in all designations, especially in high-density developments in the Regional Centre, Town Centres, Community Centres, and Frequent Transit Development Areas, as well as in areas near transit services.

2.4.6. Consider appropriate infill development, subject to applicable community plans and neighbourhood plans.

2.4.7. Support existing industrial activities within Urban areas by minimizing impacts of adjacent urban development through appropriate buffering, landscaping, and building design.

2.4.8. Encourage efficient and safe transit, cycling, and walking in Urban areas by using supportive land use, road design, and greenway design. Transit-priority measures may be implemented where appropriate.

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)

2.4.10. Locate schools and neighbourhood parks adjacent to each other to make efficient use of sports field space and parking facilities.

Industrial

2.4.11. Areas designated as Industrial are intended for manufacturing and warehousing activities, and in some cases office use, subject to policies in community plans. Retail activities directly related and accessory to industrial uses, and limited commercial activities supporting industrial activities, may be considered subject to policies in community plans. Residential uses are limited to one dwelling unit per lot for use by an owner, manager, or caretaker. Other commercial or residential uses are not permitted.

2.4.12. Encourage efficient utilization of industrial lands and intensification of industrial development.

~~Mixed~~ Employment

2.4.13. Areas designated as ~~Mixed~~ Employment are intended primarily for industrial uses. Efficient utilization of land and intensification of industrial development is encouraged. Residential uses are limited to one dwelling unit per lot for use by an owner, manager, or caretaker. Other residential uses are not permitted.

2.4.14. Allow more intensive forms of commercial development, where ~~Mixed~~ Employment areas are located within the Regional Centre and Frequent Transit Development Area. ~~Mixed~~ Employment areas located outside the Regional Centre and Frequent Transit Development Areas, may consider commercial activities that are not normally attracted to these locations (including locally serving office and retail activities) if they are compliant with a community plan or neighbourhood plan.

2.4.15. Continue the service commercial uses designated as ~~Mixed~~ Employment at 264 Street and Fraser Highway (in Aldergrove), but discourage expansion to new parcels.

2.4.16. Encourage industrial and business park development in the Willowbrook area in conformity with the Willowbrook Community Plan.

2.4.17. Complete and/or update detailed plans for the Gloucester and Northwest Langley areas to ensure that they continue to provide employment lands for the Township. The plans should consider how these areas can be developed or retrofitted as more sustainable and complete districts and be compatible with adjacent land uses.

University District

2.4.18. Areas designated as University District are intended to provide for integrated development of learning, cultural, employment, recreational, and housing opportunities, subject to the approval of the Agricultural Land Commission where needed. This may also include residential uses linked to the university, convenient day-to-day services and commercial uses for future academic and residential population, and the development of research, high-technology, and related uses.

2.4.19. Encourage the expansion of Trinity Western University on its current site and immediately adjacent lands. ~~with an extension of 80 Avenue eastward from 216 Street, to provide better access from the university to Willoughby~~.

2.5 URBAN COMMUNITY AND NEIGHBOURHOOD DESIGN



Township residents care about the design of the community. Urban design takes a wider perspective than just the design of an individual building, looking at the relationship of buildings to each other in terms of site design, orientation, form, and character. Importantly, urban design is also about the relationship between the private realm (buildings and their sites) and the public realm (streets, plazas, parks, greenways, and other public open spaces).

Urban design addresses the integration and preservation of ecological functions in the built environment, including the minimization of impacts on habitat and other environmentally sensitive areas, through appropriate stormwater management and other approaches.

High-quality urban design can contribute greatly to a community's identity, pride, and sense of place, making each neighbourhood feel unique. It can also contribute to overall sustainability and residents' quality of life.

This plan promotes the development of sustainable communities. A sustainable urban community is compact, to minimize impact on lands of agricultural and environmental value and to allow economic provision of transit and other non-auto modes of transportation. Compactness also provides more efficient extensions of urban services. Infrastructure and other services, including parks and recreation facilities, roads, water supply, sanitary sewers, and storm management works, must be provided but can be made less impactful on the environment.

A transit-oriented community is one component of a sustainable urban community. Automobile use adds greenhouse gases to the atmosphere and contributes to climate change, but a transit-oriented community is designed to decrease reliance on the automobile and encourage walking, cycling, and public transit in urban centres. This is achieved by creating pedestrian-scale streetscapes and higher-density, mixed-use developments within walking distance of frequent transit. Mixed commercial and residential uses allow people to shop closer to home and walk to services and amenities. Provision of other employment opportunities in a community, such as business parks, helps the community to become more complete.

Sustainable communities allow for a wide range of housing types and tenures based on income, age, and ability to support a broad population mix in each community. A range of affordable housing alternatives provide a variety of adequate dwelling sizes and prices to meet residents' needs. Sustainable communities also promote the health and social well-being of residents through the design of public spaces to be universally accessible and inclusive.

The policies in this section outline design principles intended to make communities and neighbourhoods more sustainable.

Objectives

- Capitalize on opportunities for creating efficient, well-connected, attractive development
- Minimize the negative environmental impacts of development
- Minimize the public cost of development while maximizing public gain
- Maximize the positive social benefits of development
- Encourage complete communities

Policies

2.5.1. Include a well-planned mix of land uses in each community, including residential, commercial, industrial, institutional, ~~residential,~~ and recreational uses. Residents should be able to live, work, shop, learn, and play in their local community.

2.5.2. Include a mix of housing types in each community to provide a wide variety of units to meet the needs of all members of the community, including:

- a variety of housing types and densities (single-detached lots of various sizes, manufactured homes, duplexes, rowhouses, townhouses, apartments)
- a variety of tenures (fee simple, strata title, rental, cooperative, cohousing)
- mixed forms such as secondary rental suites in houses and residential units in mixed-use developments (commercial-residential and live-work)
- affordable housing to meet a variety of income levels

2.5.3. Design each community to have a Town Centre or Community Centre as a central node. Locating the highest density of commercial and residential development in the node will encourage walking and transit use. Design neighbourhoods with Neighbourhood Centres as nodes, providing basic services and amenities within walking distance of all residences.

2.5.4. Balance employment and residential uses in each community to provide residents with the option to work close to home. This balance can be achieved by:

- creating a stable and diverse economic base
- providing a wide variety of educational and cultural facilities to help make the Township of Langley attractive to business
- matching population growth with employment growth
- incorporating in each community commercial, industrial, and institutional land uses that provide employment
- encouraging mixed-use development
- allowing and encouraging home-based businesses, provided they do not detract from residential living environments
- providing support services that make home offices more attractive (e.g., ensuring the provision of high-quality telecommunication networks in new communities)

- supporting the agricultural sector by ensuring that urban development does not impair the viability of agricultural areas
- encouraging agricultural production for local markets

2.5.5. Connect communities to each other and to urban centres in the region by:

- designing communities to support efficient transit service
- providing effective arterial roadway links to meet the travel demand
- providing park-and-ride facilities
- providing good walking, cycling, and transit links

2.5.6. Design each community and neighbourhood to be efficient and convenient for a variety of transportation modes, including walking, bicycles, transit, delivery trucks, and private automobiles. New communities and neighbourhoods should be located and designed so that:

- the community or neighbourhood is accessible by a variety of transportation methods
- there is direct and safe pedestrian and bicycle access to the transit system
- roads are efficient, convenient, and capable of accommodating the volume of vehicles without harming existing communities or neighbourhoods
- the resulting travel patterns minimize impacts on rural areas

2.5.7. Design neighbourhoods to encourage walking for pleasure, meeting daily needs, and accessing transportation by:

- providing a fine-grained and well-connected street grid, with short blocks to minimize walking distances, and avoiding cul-de-sacs
- providing walking paths to maintain pedestrian connectivity where street connectivity is not possible
- using public amenities such as landscaping and street furniture to provide a high-quality pedestrian environment

2.5.8. Encourage pedestrian and bicycle use with public realm design that provides high-quality open space or plazas, weather protection, pedestrian-scale lighting, street furniture, bus shelters, street trees, and public art.

2.5.9. Ensure a high-quality interface between private and public realms. When designing buildings:

- create active frontages with many doors and windows, with parking lots located at the back or underground
- orient buildings to the street to help create an attractive pedestrian environment and encourage on-street activity
- ensure multi-unit housing is rear loaded where feasible

2.5.10. Develop comprehensive community design guidelines for public and private realm development that balance cohesive design with respect for unique neighbourhoods and character areas. These guidelines will include universal design approaches for the public realm, such as curb ramps, tactile paving, and accessible traffic signals.

2.5.11. Make all streets publicly accessible and publicly owned. Avoid creating gated (private) housing developments because these isolate portions of the neighbourhood and result in inward-oriented housing developments that do not contribute to on-street activity, pedestrian safety, or community interaction.

2.5.12. Provide multi-use, year-round community facilities that can act as community focal points. The overall plan for community facilities in Langley should strike a good balance between centralized facilities that serve the entire community and facilities that serve individual neighbourhoods. Community facilities should:

- include a mix of play spaces, large and small, formal and informal, natural and structured
- reduce costs and encourage community interaction by integrating with schools and commercial uses

2.5.13. Work with the Langley School District to ensure that school needs are addressed in community and neighbourhood plans. Plan school sites in conjunction with parks. Encourage community use of school facilities.

2.5.14. Minimize public costs of developing new communities by:

- finding creative ways to partner with the private sector, the Langley School District, and community groups to provide community services and facilities
- staging development in a cost-effective way
- examining municipal standards for roads and other services to see if revised standards could reduce costs, reduce environmental impacts, and improve neighbourhood design and identity
- clearly defining the public facilities to be provided and putting a financial strategy in place to provide the facilities concurrent with the emerging community.

2.5.15. Phase development based on storm catchment boundaries and elementary school catchment area considerations. Phasing policies should set criteria for opening subsequent phases and must be consistent with the Township's ability to provide services to a new neighbourhood.

2.5.16. Design the boundary, or edges, between urban areas and rural areas to create a clear limit on urbanization, but also an attractive edge that integrates the Township's rural and agricultural character into its communities. This can be achieved by:

- creating greenbelts between urban areas and the ALR
- using park land or other transitional land uses that minimize conflict as a buffer between urban and agricultural uses, with vegetated buffers on the urban side
- minimizing negative impacts on rural areas.

2.5.17. Protect the natural environment using land use planning, urban design, and development regulations, such as:

- providing incentives (e.g., density bonusing) to set aside and conserve significant or unique natural assets during the development process
- protecting sensitive environments and incorporating environmentally sensitive areas within the overall park system

- providing significant green spaces and, where appropriate, linking these green spaces
- retaining existing significant trees and requiring the planting of new trees
- integrating places to live, work, and play within the features of the natural landscape
- ensuring that infrastructure standards and design minimize negative impacts on the environment, cultural resources, and agricultural lands
- protecting wildlife habitat.

2.5.18. Reduce energy use and greenhouse gas emissions using land use planning, urban design, and development regulations, such as:

- facilitating lifestyles that minimize energy consumption (e.g., encourage walking and transit use; support composting and recycling)
- encouraging innovative, energy-conscious design of the built environment, particularly buildings.

2.5.19. Support the development of strong community spirit with urban design and community services that consider:

- distinctive community character and identity
- local climate, topography, and history
- high-quality public squares or parks near or adjacent to civic, commercial, or institutional buildings, to support formal and informal activities
- volunteerism, community pride, and neighbourliness
- neighbourhood stability
- opportunities for worship and celebration.

2.5.20. Design safe and secure communities by increasing on-street activity and "eyes on the street,"[1] using:

- active public or semi-private pedestrian-oriented streets
- buildings that are oriented to the street, encouraging walking, neighbourhood interaction, and monitoring
- a mix of land uses and activity programming that contribute to on-street activity in the day and at night
- appropriate separation between vehicles and pedestrians
- storefront community policing premises
- adequate resources for policing, block-watch programs, and other services.

2.5.21. Establish a public art policy to encourage the creation and installation of public art. This could include a formula for funding contributions for both private and public landowners. Public art may include permanent and temporary installations of statuary, sculpture, murals, and other visual art displays reflecting local culture.

[1] "Eyes on the street" refers to the natural surveillance that occurs when people are using a street or public place or watching from buildings that overlook these places.



3. SUSTAINABILITY POLICIES

The Sustainability Charter provides a vision for the Township based on three elements of sustainability: social-cultural, economic, and environmental. This section of the plan presents policies that address each of these elements and provides direction to help build a balanced and sustainable community. The integrated nature of sustainability means many policies will fit within more than one element. They have been grouped below to aid with general understanding and navigation of the OCP document.

Social and cultural policies recognize the importance of building a healthy, inclusive, livable and resilient community that respects its heritage and culture. The policy areas that are most relevant to social and cultural sustainability are:

- housing
- inclusion and involvement
- health and leisure
- emergency response and public safety
- arts, culture, and heritage

Economic policies are based on encouraging the development of a competitive and diverse economy, and striving to meet infrastructure requirements—including development servicing and creation of a safe and efficient multi-modal transportation system. Policy areas related to economic sustainability are:

- economic development
- employment lands
- road network and goods movement
- walking, cycling, and transit
- infrastructure asset management
- solid waste
- water resources

Environmental policies are based on increasing biodiversity, improving ecosystem health with green infrastructure, and creating energy-efficient buildings and neighbourhoods. Policy areas focused on environmental sustainability are:

- ecological services
- wildlife habitat and environmentally sensitive areas
- streams and riparian areas
- parks and open space
- lands subject to hazardous conditions
- energy
- climate action and emissions

Many policies address more than one of the three sustainability elements, underlining the inter-related nature of planning for a sustainable community.







SOCIAL AND CULTURAL POLICIES

POLICY AREAS

3.1 Housing

3.2 Inclusion and Involvement

3.3 Health and Leisure

3.4 Emergency Response and Public Safety

3.5 Arts, Culture, and Heritage

3.1 HOUSING



The Township of Langley is one of the fastest growing communities in the region. ~~This trend can be attributed to its relatively affordable housing, local employment opportunities, availability of services, and high-quality community amenities.~~ Recent projections show an almost doubling of today's population to more than 211,000 by 2041. ~~This translates into a demand for over 37,000 additional housing units—an average of 1,300 every year. Much of this demand is anticipated to be for apartment living, both owned and rented.~~

~~The vast majority of housing built by 2041 is expected to be market housing. However, as the population grows and diversifies, there will also be an ongoing need for non-market housing for seniors, lower-income families, adults with disabilities, youth-at-risk, and others with special needs. Market and non-market housing form either end of the housing continuum, which encompasses a range of tenures (Figure 6).~~

As Langley's population grows and diversifies, there is a direct impact on housing availability, affordability, and suitability for households. New housing is planned and expected, but there is an on-going need to ensure that the right variety of housing is built to meet the market and non-market housing needs for existing, new, and future residents. The housing continuum, illustrated in Figure 6, shows the range of housing types needed to serve the diverse needs of the population, including special-needs housing such as affordable rental units, family-friendly housing, seniors housing, adaptable and accessible housing, emergency shelters, and transitional units.

The Township of Langley has prepared and will regularly update a Housing Needs Report (HNR), which identifies current and anticipated housing needs in the Township. The HNR provides critical data to inform policy that is built on an accurate understanding of existing housing stock, population growth projections, expected household types, estimates for future demands, and key housing issues and opportunities. The HNR informs the directions and priorities for Langley's housing objectives and policies outlined below in the OCP. A housing vision, priorities, and goals are provided in the Housing Action Plan (HAP), as well as implementation initiatives for meeting them. These include planning and policy measures, advocating to and coordinating with other levels of government, continued studies, acquiring funds to provide and operate housing, and others.



Figure 6 Housing continuum.

Objectives

- Provide tools and incentives to encourage affordable housing options, including rental, affordable, special needs, and emergency housing, for all who need them
- Ensure each community provides a diverse range of housing types, tenures, densities, and sizes to meet the needs of the population
- Address the scope of special-needs housing in the community, such as:
    - affordable rental
    - non-market housing
    - family-friendly housing
    - senior's housing
    - adaptable and accessible housing
    - emergency shelters
    - transitional units
- Understand and address the housing needs in the Township by updating the Housing Needs Report and Housing Action Plan
- Encourage new housing in areas serviced by public transportation, active transportation networks, and walkable centres
- ~~Provide tools and incentives to encourage affordable housing options, including rental, social, and emergency housing, for all who need them~~
- ~~Ensure each community provides a diverse range of housing types, tenures, densities, and sizes to meet the needs of the population~~

~~Address the scope of special-needs housing in the community~~

Policies

3.1.1. Periodically update and ~~work towards implementing~~implement the objectives and actions of the Housing Action Plan, informed by the regularly updated Housing Needs Report~~n.~~

3.1.2. Work with other levels of government, including the region and province by participating in programs such as BC Builds or BC Housing's Community Housing Fund program, to increase the number of affordable housing units.~~Work with other levels of government and the Metro Vancouver Housing Corporation to increase the number of affordable housing units~~.

~~3.1.2.~~3.1.3. Focus the development of new housing units within the Urban Containment Boundary, in Community and Neighbourhood Plan Areas, specifically in areas serviced by public transit, active transportation networks, and walkable centres.

~~3.1.3.~~3.1.4. ~~Establish a Township of including~~ing Langley Affordable Housing Reserve Fund ~~and budget for annual municipal contributions.~~Fund the Langley Affordable Housing Reserve Fund through available sources including budgeting for annual municipal contributions. Designate funds in this reserve to financially support non-market housing, particularly on housing that helps meet the needs of renters, seniors, families, people experiencing or at risk of homelessness, and other groups with special needs as identified in the Housing Needs Report.

~~3.1.4.~~3.1.5. Use Inclusionary Zoning and Density Benefit Zoning in transit-oriented communities to collect funds directed to an 'Affordable and Special Needs Housing' reserve fund and a Density Benefits Reserve Fund for Affordable and Special Needs Housing, respectively.

3.1.6. Implement incentives to encourage developers to include affordable market rental housing and/or non-market housing in new developments, using:

- parking relaxations for non-market units
- density benefits zoning bylaws including provisions for Inclusionary housing units
- waiver of Amenity Cost and Development Cost Charge waivers, reductions, and relaxations on voluntary affordable housing
- floor area exemption of voluntary amenities from total FSR

~~3.1.5. Create incentives to encourage developers to include affordable market rental housing and/or non-market housing in new developments, using:~~

- ~~parking relaxations for non-market units~~
- ~~density bonusing~~
- ~~community amenity contributions that include affordable housing as a community benefit (new units or cash)~~

3.1.7. Use tools provided to municipalities in the Local Government Act to plan and provide for a diverse range of housing to meet different types of housing needs including:

- Contributing towards overall 20-year housing need through Small-Scale Multi-Unit Housing
- Contributing towards overall 20-year housing need by designating new housing in transit-oriented areas
- Supply sufficient affordable units to reduce extreme core housing need
- Supply sufficient housing units to reduce homelessness in a 10-year timeframe
- Supply sufficient rental units to meet at least a 3% vacancy rate

~~3.1.6.~~3.1.8. Require developers to provide some consideration for existing tenants in rental buildings, non-market housing projects, and manufactured home parks being redeveloped. Consideration may include:
compensation

- extended tenant notification standards
- first right of refusal to purchase or rent new units

- a rent-to-own provision
- retention of rental land use (by area or number of units)

5994
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6015
13.05.24

~~3.1.7.~~3.1.9. Encourage a wide range of multi-family housing unit sizes throughout the community, including larger units suitable for families with children (three or more bedrooms) as well as smaller units.

New development applications with ten or more residential units are required to provide family-friendly units with two, three or more bedrooms as follows:

a) That a minimum of 15% of the total project units be at least two-bedroom, unless otherwise stated.
b) That a minimum of 10% of total project units be at least three-bedroom, unless otherwise stated.
c) That the overall average project unit size be no less than 725 square feet (67.36 square metres).
d) Any application submitted prior to the final adoption of this policy shall be granted an eighteen (18) month grace period from the date of final adoption of this policy, in order to receive fourth and final reading by Council of the Zoning Amendment Bylaw. If the process is not completed within the year-and-a-half grace period, the policy requirements shall apply.
e) To encourage market and non-market affordable housing options, and choice in housing tenure, consider the use of the following tools available to encourage/increase the supply of rental housing:
    i. Reduce two-bedroom and three-bedroom requirements for purpose built rental housing projects.
    ii. Reduce the overall average project unit size for purpose built rental housing projects.

~~3.1.8.~~3.1.10. Support ~~innovative housing types and tenures such as freehold townhouses, shared equity homeownership, flex housing~~diverse housing types, innovative construction methods, and alternative forms of tenure such as~~,~~ co-housing and co-operative housing models, non-profit housing models, and modular housing.

~~3.1.9.~~3.1.11. ~~Develop criteria and identify suitable areas to support secondary suites and detached accessory dwellings such as coach houses and granny flats.~~ Require development of small-scale multi-unit housing to comply with SSMUH DPA [forthcoming]. Support development of suitable secondary suites and detached accessory dwellings such as coach houses and granny flats in areas including rural areas.

~~3.1.10.~~3.1.12. Require adaptable design features in housing and community design. These are flexible design features that accommodate accessibility modifications, which can be made over a resident's lifetime. ~~Adaptable design features as provided in Schedule 2 shall be required in a minimum of 5% of single family, townhouse or rowhouse units and 10% of apartment units in each development, unless otherwise specified in a Neighbourhood Plan. Review the proportion of units required to be built with adaptable design features periodically based on the needs of the community.~~
Refer to BC Building Code for acceptable adaptable unit provision and standards.

~~3.1.11.~~3.1.13. Allow the distribution of special needs or supportive housing in all neighbourhoods and in the majority of zoning districts, and as required by the Community Care and Assisted Living Act. Develop partnerships with community groups and other agencies to increase the availability of well-managed, supportive, and

transitional housing for special needs groups.

~~3.1.12.~~ Allow the distribution of emergency shelters for people experiencing or at risk of experiencing homelessness in all neighbourhoods and in the majority of zoning districts. Collaborate with and support non-profit agencies that provide short-term emergency and transitional shelter, food, and access to social services for those in need. ~~Collaborate with and support non-profit agencies that provide short-term emergency and transitional shelter, food, and access to social services for those in need.~~

3.1.14. Inventory municipally owned lands and create a priority register for surplus public lands to locate special needs housing projects provided by the Langley Housing Society and/or in partnership with regional or provincial levels of government or non-profit housing providers.

3.2 INCLUSION AND INVOLVEMENT



As the Township's demographics change with time, the needs of residents are also expected to change. According to the ~~2011~~ 2021 Census, ~~13~~17% of the Township of Langley's population is over the age of 65. This part of the population will grow rapidly in the next few decades, up from 13% in 2011. More than half of this population will then be over the age of 85, the age when support may be necessary to ensure good quality of life.

An inclusive community values all of its members—regardless of age, culture, identity, and ability—and helps them to meet their basic needs so they can age in place, live with dignity, engage actively, and contribute to the community.

Objectives

- Seek to involve all residents in civic affairs and community life
- Consider the social well-being of all residents, especially the elderly, the young and those with special needs

Policies

3.2.1. ~~Consider the creation of a Social Sustainability Plan~~Implement actions within the six priority areas of the Social Sustainability Strategy to address social needs of equity, health, and inclusion.

3.2.2. Consider the creation of a Youth Strategy.

3.2.3. ~~Analyze~~ Implement the ~~results of the Age-Friendly Community Evaluation Study to create age-friendly policies and actions.~~Age- and Dementia-friendly Action Plan

3.2.4. Provide opportunities for all residents to meaningfully engage and participate in civic affairs.

3.2.5. Continue to facilitate volunteer opportunities for residents with a range of abilities and means.

3.2.6. Communicate and collaborate with residents' associations, community organizations and government agencies to keep residents up to date with Township projects, networking opportunities, and services to help them engage in civic life.

3.2.7. Encourage the on-site inclusion of open space and play areas in new multi-family developments.

3.2.8. Facilitate the development of childcare, preschool spaces, and elder care in the community. This may involve including such facilities in new residential and mixed-use developments.

3.2.9. Consider locating new group childcare centres, public schools, and seniors' facilities in close proximity to each other, and promote joint programming and volunteer opportunities.

3.2.10. Support community-based youth services and programs such as those that encourage skills development, engagement in civic life, and development of self-esteem.

3.3 HEALTH AND LEISURE



Health is a state of physical, mental, and social well-being, not simply the absence of disease or infirmity. Wellness is an active process of becoming aware of and making choices towards a more successful existence. Important components of health and wellness include active living and healthy eating, recreation and leisure, community food security, health promotion and support services, cultural health and safety, and disaster preparedness.

Objectives

- Facilitate healthy and active living
- Increase urban agriculture activity
- Improve access to facilities, programs, and services

Policies

3.3.1. Continue to implement the Community Connections Trail Network Plan and Parks and Recreation Master Plan, consulting with the Agricultural Land Commission where trails or parks are being contemplated within or adjacent to the ALR. Consider updating these with a new Parks and Open Space Master Plan and a Recreation Master Plan.

3.3.2. Support and facilitate a diverse range of recreation and leisure options for teams and individuals of all ages and abilities, at indoor facilities and outdoor natural and programmed areas.

3.3.3. Support the provision of passive and active recreation opportunities within walking distance of every urban neighbourhood to give residents more access to nature and opportunities for physical activity.

3.3.4. Support recreation programming and infrastructure development that meet emerging recreation trends.

3.3.5. Encourage the development of commercial recreation facilities to complement municipal facilities.

3.3.6. Consider economic sustainability in the provision of recreation and leisure services with a reasonable level of cost-recovery, while ensuring price-related challenges do not act as a barrier for participation.

3.3.7. Improve access to parks, open spaces, and trails for people of all ages and abilities, and enhance signage and wayfinding.

3.3.8. Continue the development of a multi-use trail system, and cooperate with organizations in the development of such trails.

3.3.9. Partner with Fraser Health on initiatives to support healthy lifestyles and prevent chronic diseases through promotion of physical activity, healthy eating and healthy-built environments.

~~3.3.9.~~3.3.10. Advocate to the Provincial Government and Fraser Health for the provision of health services, including expansion of the hospital, to support community growth.

~~3.3.10.~~3.3.11. Review existing policies and bylaws to check whether they encourage and support local food production and sustainable agriculture.

~~3.3.11.~~3.3.12. Encourage food and agricultural uses in education and community facilities and parks and open spaces, such as community kitchens and community gardens.

~~3.3.12.~~3.3.13. Encourage the planting of edible plants as part of the landscaping in public and private developments, parks, and local streets, where appropriate, to provide public awareness and access to local food and to encourage urban agriculture.

~~3.3.13.~~3.3.14. Support food fairs, farmers' markets, and celebrations of local food in areas near housing and transit, where possible, to build a local food culture and encourage viable, locally based commercial agriculture.

3.4 EMERGENCY ~~RESPONSE~~ MANAGEMENT AND PUBLIC SAFETY



Even the ~~healthiest~~ most prepared residents ~~may have to respond to stress or unforeseen events~~may be impacted by emergencies and disasters. Building the resilience of our community will not only help ~~A community's resiliency helps its~~ residents recover from emergencies or disasters quicker, it reduces the negative consequences of~~, and proactively attempts to prevent or diminish negative effects from~~ these events. ~~This includes essential emergency responder services such as ambulance, fire, police, and emergency response programs. These services save lives, reduce suffering, protect property, mitigate damage to the environment, and control the economic consequences of emergencies and disasters.~~First Responders and Emergency Management partners are the backbone of any emergency response.

Objectives

- Create communities that support personal and public safety

Policies

3.4.1. Ensure that services supporting personal and public safety (policing, emergency aid, fire safety, ~~disaster response, support services~~emergency management) are mutually supportive and complementary.

3.4.2. Collaborate with other service providers on violence prevention.

3.4.3. Continue to use community policing to complement RCMP services.

3.4.4. Prioritize policies and actions that promote safe access and connectedness to and around school, park, greenspace, and other public facility environments for all ages and abilities.

3.4.5. Support school and community efforts to provide anti-bullying and harassment programs.

3.4.6. Apply CPTED principles in the design and development of public and shared spaces.

3.4.7. Consider the location of fire halls to ~~strategically deliver effective service and~~ensure effective service delivery consider opportunities for these to contribute to align the neighbourhood character.

3.4.8. Support and encourage initiatives that reduce the number of deaths, injuries, and property loss, such as ensuring the use of working smoke alarms and sprinklers (including in single-family houses).

3.4.9. Support ~~preventable~~ prevention-oriented safety programs and initiatives, as opposed to reactive responses (e.g., ~~dike mitigation work, neighbourhood watch, community Emergency Preparedness educational programs, fire safety and other public education programs~~flood mitigation, neighbourhood watch, fire safety, and other public education programs).

3.4.10. Continue to support programs such as the Fire Department Superior Tanker Shuttle Accreditation ~~and large-diameter hose program~~ that assist in reducing fire insurance costs for residents living in rural areas.

3.4.11. Consider methods to reduce the environmental impact of public safety equipment, such as the use of environmentally friendly alternatives to fire retardants.

3.4.12. Facilitate mitigation measures such as natural hazard Development Permit Areas to ~~reduce risks arising from landslides, flood, debris flow, and forest interface wildfire~~ensure safety and mitigate potential damage of future disasters.

3.4.13. Consider climate change and its anticipated impacts regarding the designation of land as a hazardous condition area.

3.4.14. ~~Continue to support the Langley Emergency Program for community notification and emergency response and recovery procedures, and facilitate community preparedness.~~Continue to support effective Emergency Management and build the resilience of our systems and services to ensure community preparedness and robust emergency response.

3.5 ARTS, CULTURE, AND HERITAGE



The term “culture” describes the shared set of values, beliefs, and customs that form the essence of individual and collective identity. Culture is also used to describe the foundation and inspiration for creating and sharing products such as visual art, performing arts, architecture, and heritage interpretation. Culture plays a significant role in day-to-day choices, and an important role in fostering creativity and sustainability in Langley.

Residents increasingly want to live in a municipality that supports a balance between work and play, with opportunities to attend arts and cultural events near to where they live. Diversity, artistic expression, and distinctive cultural heritage contribute to a strong sense of place, identity, and inclusivity.

Heritage is an important pillar of arts and cultural life in the Township. Langley’s heritage is a reflection of pre and post-contact First Nations inhabitants, the early European settlement on British Columbia’s mainland, and successive waves of immigration and community development—resulting in a unique legacy of archaeological sites, historic buildings, museums, transportation infrastructure, country roads, trails, and cultural landscapes. Historic communities and rural lands contribute significantly to Langley’s unique sense of place by maintaining historical context and providing a framework for new development.

Investment in heritage conservation provides economic stimulus that results in enhanced tax assessments, more interesting urban environments, and provides opportunities for business incubation. In today’s world of global competiveness and mobile capital, a strong sense of identity along with beauty, creativity, and diversity is critical to attracting and retaining the kind of talent, tourism market, and businesses that keep our economy strong.

Objectives

- Provide opportunities for all residents, from amateurs to professionals, to explore and share their cultural and artistic expression
- Support the conservation of heritage and archaeological assets
- Increase awareness of Langley’s historic places
- Promote arts, entertainment and sports

Policies

Arts and Culture

3.5.1. Update and work towards implementing the Arts and Cultural Services Plan.

3.5.2. Develop new connections, relationships, and working partnerships for collaborating and promoting the arts, and cultural events and programming that reflects the cultural diversity of our communities.

3.5.3. Promote accessible, culturally relevant, and age-relevant art and cultural experiences.

3.5.4. Provide opportunities for residents to participate in the planning and delivery of cultural events and programs.

3.5.5. Continue to provide local, educational arts and history programs and support Langley's unique cultural celebrations.

3.5.6. Support the expression of unique cultural and subcultural groups (community gardeners, skateboarders, etc.) in the public realm.

3.5.7. Improve existing places and create new spaces for arts and culture to thrive by reducing barriers that inhibit the use of some venues.

3.5.8. Continue to support the Township's Museum, salishan Place by the River, in its ongoing role as a repository for the community's material culture, in the form of local art, artifacts, photographs and other archival documents that preserve the community's history.

3.5.9. Explore partnerships to pursue a variety of cultural spaces and a new Performing Arts Centre.

3.5.10. Consider development of an Arts, Entertainment and Sports District near the Langley Events Centre.

Heritage

3.5.11. Ensure that plans and policies related to the conservation of Langley's historic places consider the full range of heritage conservation tools enabled under the Local Government Act, including the use of the Community Heritage Register for formal recognition of heritage value.

3.5.12. Utilize the Township's Historic Context Statement and Thematic Framework for understanding and evaluating Langley's historic places, including buildings, sites, landscapes, and streetscapes, and establish formal recognition of heritage value through additions to the Community Heritage Register.

3.5.13. Follow the Standards and Guidelines for the Conservation of Historic Places in Canada as best practices for the interpretation, conservation, and management of the Township's recognized heritage buildings, landscapes, and other historic places.

3.5.14. Ensure that the Township's heritage information, education and awareness programs and resources are readily accessible and advance public understanding of, and appreciation for the Township's historic places.

3.5.15. Develop a coordinated interpretative strategy for Langley's historic places, including signage, community wayfinding, and digital information tools, as part of a broader heritage information, education and awareness program.

3.5.16. Undertake a comprehensive review and update of the 2012 Heritage Strategy to build upon past work and reflect current best practices in heritage conservation.

3.5.17. Monitor the Heritage Building Incentive Program to ensure that grant categories and available funding are most impactful in supporting private conservation efforts, and in advancing public interest and support for heritage conservation.

3.5.18. Continue to work with and support the efforts of local heritage organizations, and explore working partnerships with First Nations, other governments, owners of heritage properties, and provincial-level heritage organizations in promoting public awareness and conservation of the Township's historic places.

3.5.19. Consider the use of Heritage Revitalization Agreements to support conservation of historic places, including adaptive re-use of vulnerable rural heritage buildings.

3.5.20. Support the BC Archaeology Branch in managing inquiries related to properties with archaeological potential, including information sharing about Provincial procedures and permitting.

3.5.21. Ensure opportunities for recognition and interpretation of historic places on public land and along trails and pedestrian networks .

~~3.5.11. Update and work towards implementing the Heritage Strategy (2012).~~

~~3.5.12. Develop and update plans to conserve and enhance the character of Langley's historic communities.~~

~~3.5.13. Encourage the conservation of Langley's historically significant buildings, sites, landscapes, streetscapes, and areas consistent with the built and natural attributes of these resources and areas.~~

~~3.5.14. Support approaches to the preservation, restoration, and rehabilitation of heritage buildings and resources that retain character-defining elements.~~

~~3.5.15. Consider conservation incentives that foster community interest in the retention and revitalization of Langley's urban and rural buildings.~~

~~3.5.16. Develop, maintain, and enhance the municipal heritage building incentive program to reflect the changing needs of property owners.~~

~~3.5.17. Demonstrate flexibility in the assessment of adaptive reuse projects that support the economic viability of historic sites and areas. Consider flexible and nonconventional use in the zoning for historic farm buildings to support their adaptive reuse and retention.~~

~~3.5.18. Undertake a mapping and management plan of Langley's archaeological potential to support the provincial government's role in managing archaeological resources.~~

~~3.5.19. Update the Township's heritage evaluation system to provide an enhanced thematic framework for understanding and evaluating Langley's historical resources.~~

~~3.5.20. Foster partnerships with other local governments, First Nations, community organizations, and owners of heritage properties to promote and advance common goals for Langley's heritage.~~

~~3.5.21. Continue to recognize and celebrate Langley's historical assets through interpretive strategies that promote and raise awareness of Langley's history.~~

~~3.5.22. Explore opportunities for linking Langley's historic sites and areas with the parks and open space networks of the Township and Metro Vancouver, consulting with the Agricultural Land Commission and obtaining approval as necessary, where links or networks affect the ALR.~~










ECONOMIC POLICIES

POLICY AREAS

3.6 Economic Development

3.7 Employment Lands

3.8 Road Network and Goods Movement

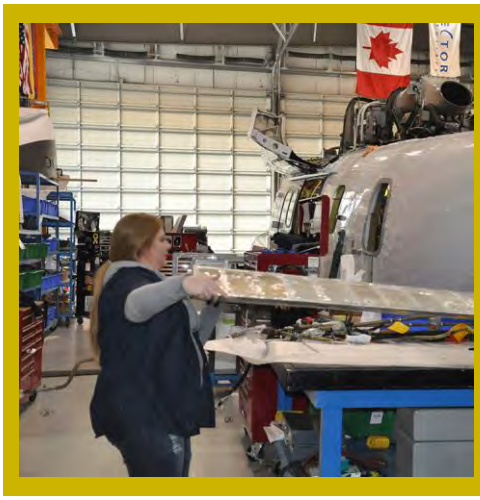
3.9 Walking, Cycling, and Transit

3.10 Infrastructure Asset Management

3.11 Solid Waste

3.12 Water Resources

3.6 ECONOMIC DEVELOPMENT



An important component of sustainability in Langley is a strong, local, and diverse economy in harmony with rural and urban communities. A competitive local economy that offers a wide range of good jobs broadens the municipal tax base and provides the capacity for sustained capital projects. Creating and maintaining local jobs will also help reduce commuting trips, decreasing greenhouse gas (GHG) emissions and air contaminants and improving quality of life.

Objectives

- Retain existing businesses and attract new businesses to locate in the community
- Increase economic activity in all sectors of the community, including commerce, agriculture, and industry
- Increase education, skills training, and life-long learning opportunities for all residents

Policies

3.6.1. Update and work towards implementing the initiatives of the Economic Development Strategy.

3.6.2. Explore a business diversification program to retain and expand existing local businesses and also attract new businesses, entrepreneurs, and investment from outside the community.

3.6.3. Acknowledge and support the role of Business Improvement Associations to develop, maintain, and redevelop commercial areas.

3.6.4. Coordinate and integrate information, marketing, and communications activities with local business groups to effectively promote economic development and a unique brand for the Township.

3.6.5. Periodically review the Township's environment for business to ensure it remains a competitive and attractive business destination.

3.6.6. Consider marketing and promotion strategies for key employment areas.

3.6.7. Consider appropriate home-based businesses in all parts of the community.

3.6.8. Support live-work zoning in areas in and around the Regional Centre, Town Centres, and Frequent Transit Development Areas.

3.6.9. Encourage the use of ALR lands for agricultural uses by:

- establishing appropriate edge planning policies between urban and agricultural lands, with vegetated buffers on the urban side and appropriate farm management guidelines on the rural side
- restricting residential development, subdivision, and non-farm uses
- working with farmers to expand local markets for their products

3.6.10. Explore the creation of an Agriculture Centre of Excellence to celebrate and promote agriculture in the Township. Create links to:

- educational institutions
- the equestrian sector
- agricultural producers

3.6.11. Facilitate political, business, and civic dialogue on relevant economic research and news of interest, to exchange ideas and share opportunities.

3.6.12. Collaborate with local post-secondary institutions and the Langley School District to ensure educational programs meet changing labour force needs.

3.6.13. Improve the retention of post-secondary graduates through support for co-op education programs in a variety of fields.

3.6.14. Support initiatives to mentor and train new farmers.

3.7 EMPLOYMENT LANDS



Protecting employment lands is an important function for the Township. The focus of this section is to ensure that land is available for a range of industrial uses, thus providing stability and reassurance to existing and potential business owners and industries, offering a more enticing environment to secure long-term business investment in the community, while recognizing that the agricultural industry and its land base provide a source of employment.

Employment lands are designated as Industrial and ~~Mixed~~ Employment in this OCP, to provide land for industrial and commercial uses as outlined in Section 2.4. Limiting residential uses and directing most retail toward more walkable locations will help protect employment lands for employment uses.

Traditional industries such as construction, manufacturing, transportation, and warehousing will continue to play a strong role in the economy, although they may change based on current and future trends. Growth will continue in tourism and service sectors. Other employment sectors that feature higher intensity employment (more jobs per acre) and higher-paying and knowledge-based jobs may emerge to further diversify the economy. Post-secondary institutions provide a valuable talent pool of skilled future workers.

Objectives

- Maintain a good supply of employment land to ensure job growth is able to match population growth
- Protect employment land for industrial uses

Policies

3.7.1. Update and implement the goals and strategies outlined in the Employment Lands Study .

3.7.2. Ensure a long-term supply of employment lands is maintained, with a match between available land and the requirements of future market demand.

3.7.3. Limit and discourage major retail developments to the Regional Centre and Town Centres, and to the Carvolth Frequent Transit Development Area (as permitted in the Carvolth Neighbourhood Plan). Limit major retail developments in employment lands.

3.7.4. Encourage industrial development that has a high employment ratio.

3.7.5. Preserve industrial designated lands for industrial uses and uses accessory to industry.

3.7.6. Consider designation of new employment lands where appropriate.

3.7.7. Encourage buffering between employment and non-employment lands.

3.7.8. Work towards increasing the amount of employment land to increase its proportion in the tax base.

3.8 ROAD NETWORK AND GOODS MOVEMENT



Transportation plays a major role in the livability and quality of the environment in Langley. The Township is heavily dependent on automobile transportation due to limited transit service. An efficient road network is needed to facilitate movement within and between the Township's neighbourhoods and communities, and to travel to locations further away. A road system is also crucial for goods movement and other economic development activities.

Objectives

- Improve the safety of all road users
- Maintain the efficient movement of goods while minimizing impacts on local neighbourhoods
- Maintain the integrity of the existing road network

Policies

3.8.1. Work towards a multi-modal transportation system that includes all major transportation modes (pedestrian, cycling, public transit, goods movement, and automobile).

3.8.2. Implement the Master Transportation Plan and the Road Classifications, shown on Map 7, consisting of provincial highways and arterial and collector roads. Arterial roads carry higher volumes of traffic over longer distances with limited access to adjacent parcels of land. Collector roads provide for traffic movement (gathering traffic from local roads and directing it to arterial roads) and access to adjacent land.

3.8.3. Work towards the creation of a fine-grained network of streets, including incorporation of laneways where appropriate.

3.8.4. Adopt a municipal street classification, including definitions, speed, and design considerations for each street classification.

3.8.5. Establish a capital works program for roadway development based on the Master Transportation Plan and Official Community Plan (and accompanying Map 7 Road Classifications).

3.8.6. Consider roadway construction standards that fit within a "complete streets"[2] strategy to reflect the needs of all users and protect and preserve the community's environment and character. Adopt standards that conform to good engineering practice and provincial government requirements.

3.8.7. Ensure emergency vehicle access throughout the road network.

3.8.8. Identify portions of the road network within transit corridors appropriate for priority transit use and/or high-occupancy vehicles.

3.8.9. Explore opportunities for new park-and-ride facilities near transit exchanges, including new exchanges.

3.8.10. Incorporate on-street parking where possible and appropriate, particularly adjacent to pedestrian-oriented retail uses and ground-oriented residential projects.

3.8.11. Integrate direct pedestrian connections between on-street parking, public sidewalks, and entrances of ground floor residential units.

3.8.12. Participate in further studies regarding railway crossing, overpass requirements with respect to the Trans-Canada Highway, and traffic control systems within urban community areas, as needed.

3.8.13. Continue to liaise with the regional transportation authority, Fraser Valley Regional District, BC Transit, rail companies, and other transportation stakeholders, and participate in regional transportation studies.

3.8.14. Protect rail rights-of-way and access points to navigable waterways to reserve the potential for goods movement.

3.8.15. Facilitate safe and efficient goods movement to key industrial and commercial areas, primarily through designated truck routes (Map 8).

3.8.16. Regulate the movement and parking of heavy trucks and trailers on municipal roads to minimize negative impacts.

3.8.17. Maintain infrastructure, mobility, and safety along designated dangerous goods routes at an acceptable level of service to minimize incidents involving dangerous goods.

[2] Complete streets are designed and operated to enable safe, attractive, and comfortable access and travel for users of all ages and abilities, including pedestrians, cyclists, public transit users, and motorists. This approach acknowledges that streets have more than one type of user and more than one function. A complete streets strategy could include considerations of livability, place-making, age-friendly design, and vibrant retail uses.

3.8.18. Consider implementation of demand management strategies such as ridesharing, car-sharing programs, and transit priority measures, where appropriate.

3.8.19. Recognize the significance of the Trans-Canada Highway, the Fraser Highway and 16 Avenue in their capacity as major transportation corridors in ensuring the sustainable growth of the community. Develop plans that ensure efficient transportation is maintained along these routes with consideration of land uses that require access to transportation.

3.9 WALKING, CYCLING, AND TRANSIT



Land use and growth are intrinsically connected to transportation. Auto-oriented, single-use neighbourhoods tend to promote vehicle use, resulting in congestion over time as the population grows. Traffic noise, air quality, collisions, street lights, and the impacts of pavement and parking lots affect the livability of the environment as well as the health of local ecosystems. While development of a road network will continue to be important, attention must also be given to provision of other forms of transportation, including transit, walking, and cycling.

Physical fitness is linked to our transportation choices. Walking, cycling, and other “active transportation” modes can improve health and provide opportunities for interacting with neighbours and the environment.

The provision of effective transit service is difficult and expensive in lower-density areas because of lower ridership and a higher per capita cost. High-density mixed-use nodes support a higher level of transit service, and allow residents to live, work, and play within close proximity. This provides an opportunity to reduce the need for vehicle travel while going about daily activities.

Objectives

- Increase the use of alternative modes of transportation such as walking, cycling, and transit

Policies

3.9.1. Develop a multi-modal transportation system that accommodates walking, cycling, single-occupancy vehicles, multi-occupancy vehicles, transit, and goods movement.

3.9.2. Direct residential, major employment, and commercial development to facilitate the appropriate density and mix of uses that support transit.

3.9.3. Consider reducing parking requirements as transit service improves, based on a review of parking needs.

3.9.4. Require, where appropriate, the integration of transit access, high-quality pedestrian environments, cycling routes, and end-of-trip facilities such as bicycle parking and change rooms into the design of new commercial, multi-family residential, and institutional developments.

3.9.5. Take advantage of road improvement projects to incorporate improvements to pedestrian and cycling facilities.

3.9.6. Build on existing assets by connecting the park and trail system with pedestrian and cycling networks, where feasible.

3.9.7. Support pedestrian connectivity within and leading to centres through attention to the public realm, including a continuous pedestrian network, and mobility and navigation aids such as audible signals and wayfinding signage.

3.9.8. Improve pedestrian and cyclist comfort and safety through traffic calming, physical separation from vehicle traffic, and intersection improvements, where appropriate.

3.9.9. Encourage major employers and public institutions to establish transportation demand management programs.

3.9.10. Provide safe walking and cycling routes to schools.

3.9.11. Work to provide universal access at all transit stops.

3.9.12. Continue to liaise with the regional transit authority to improve transit infrastructure, facilities, and service, and to make bicycle-transit integration convenient and easy.

3.9.13. Update and implement the Cycling Plan with policies and maps relating to the cycling network, facilities, maintenance, and programs.

3.9.14. Provide a range of cycling facility types, both on-street and off-street, to connect key destinations.

3.9.15. Continue to promote the corporate anti-idling policy and consider expanding the policy Township wide.

3.10 INFRASTRUCTURE ASSET MANAGEMENT



Infrastructure, including water distribution networks, sewer and drainage systems, waste management facilities, transportation systems, vehicle fleets, parks, and community facilities, make up a municipality's assets. Asset management includes a systematic process to guide the planning, acquisition, operation and maintenance, renewal, and disposal of assets.

The majority of infrastructure systems have been developed in response to the pressures of rapid urbanization, and they share some key similarities. Generally, infrastructure systems:

- are centralized
- have high capital costs
- are designed for a single purpose
- are often health-oriented but not necessarily environmentally-friendly
- are guided by rigid rules and practices
- are only minimally integrated and coordinated with other systems

A broader understanding of sustainability and increased financial pressures have led us to reconsider how infrastructure services are delivered. Efficient systems that take a "whole-system" approach recognize the relationships between infrastructure functions and use approaches with multiple benefits.

Objectives

- Manage infrastructure assets to meet the required levels of service and reduce risk in the most cost-effective manner, for present and future consumers
- Ensure responsibility of developers to supply infrastructure for new development

Policies

3.10.1. Continue to implement actions specified in the Corporate Asset Management Policy.

3.10.2. Develop an Infrastructure Asset Management Renewal and Replacement Policy.

3.10.3. Continue to develop and update the Infrastructure Asset Management Program.

3.10.4. Explore opportunities to integrate or co-locate infrastructure and facilities to take advantage of energy and resources.

3.10.5. Prioritize maintenance, renewal, and replacement programs and projects to reduce environmental, social, and financial risks.

3.10.6. Adopt a life-cycle asset management approach to aid decision making on design, maintenance, and renewal of infrastructure assets.

3.10.7. Prolong the life of aging infrastructure by reducing wear, where possible, through design, preventable maintenance, and controlled use.

3.10.8. Develop and maintain asset inventories for all infrastructure assets. Routinely report on the physical condition of civic infrastructure and resources required for maintenance, upgrade, and replacement.

3.10.9. Offset utility operation and maintenance costs with reasonable user fees and charges.

3.10.10. Review Amenity Cost Charges and Development Cost Charges to ensure new development pays for additional services and amenities required.

3.10.11. Ensure resources are available over the long term to maintain and replace infrastructure as required. Plan financially for the appropriate level of maintenance of assets to deliver the required level of service and extend the useful life of assets.

3.10.12. Build community awareness of infrastructure asset management and its importance.

3.11 SOLID WASTE



Metro Vancouver's integrated Solid Waste and Resource Management Plan (2010) provides a solid waste management plan for the region based on:

- minimizing waste generation
- maximizing reuse, recycling and material recovery
- recovering energy from waste
- disposal of remaining waste after recycling and recovery

While most municipalities have improved their ability to divert recyclable material from the landfill, there are still many products that fall outside mainstream recycling capabilities, and more could be done to reduce and recover waste. These efforts will not only extend the life of a landfill, but will also help reduce GHG emissions.

Objectives

- Continue to encourage programs that promote material reduction, reuse, recycling, and recovery
- Use waste as a resource

Policies

3.11.1. Work towards implementing municipal actions specified in the regional Integrated Solid Waste and Resource Management Plan, and participate in future updates.

3.11.2. Consider the creation of a municipal Solid Waste Management strategy.

3.11.3. Promote responsible product stewardship among retailers and manufacturers in regards to product packaging.

3.11.4. Review operational capability and investigate expansion of municipal waste and recycling collection services.

3.11.5. Work with partners to explore opportunities to transform waste into resource and generate local economic development.

3.11.6. Collaborate with institutions and businesses to promote waste reduction and establish waste diversion programs.

3.11.7. Work towards implementing bylaws or policies that encourage increased waste diversion practices associated with construction and demolition projects.

3.11.8. Provide increased recycling opportunities in public spaces.

3.11.9. Encourage residents to reduce, reuse, and recycle materials.

3.12 WATER RESOURCES



As water moves through the physical environment it takes many forms. Rainwater infiltrates into the ground to replenish aquifers, runs off into creeks and watercourses, is collected in urban areas in storm sewer systems, and groundwater is pumped to become drinking water and water for domestic, commercial, or municipal uses. Liquid waste is treated and re-enters the environment into water bodies to ultimately fall again as rainwater or recharge aquifers to become groundwater.

Though we use water in many different ways, requiring a variety of infrastructure functions, water is a resource that never stops cycling through the greater system. Recognizing this about water, we must consider all water-based infrastructure assets and functions as a whole system and look for ways to increase water efficiency, reduce water consumption, maintain water quality, and limit the impact of our water use on the natural environment.

Objectives

- Protect public health and the environment in consultation with other agencies
- Use liquid waste as a resource
- Protect and preserve potable water sources to maintain high-quality drinking water
- Ensure sustainable groundwater extraction from aquifers
- Improve water conservation community wide
- Promote alternative stormwater management measures which replicate pre-development conditions
- Minimize impacts of development on downstream watercourses, water supply aquifers, and properties

Policies

Liquid Waste

3.12.1. Work on implementing municipal actions specified in the regional Integrated Liquid Waste and Resource Management Plan, and participate in future updates.

3.12.2. Continue to implement a management plan for on-site (decentralized) wastewater treatment to reduce contamination risks.

3.12.3. Explore partnerships for on-site wastewater treatment and reuse at a neighbourhood or community scale.

3.12.4. Investigate integrated wastewater management and treatment technologies for social, economic, and environmental benefit.

3.12.5. Explore opportunities to harvest waste heat or generate energy from wastewater systems.

3.12.6. Consider long-term needs when planning, designing, prioritizing, and constructing new sanitary sewer and wastewater treatment facilities. The existing sanitary sewer system and proposed major expansions are provided on Map 9.

3.12.7. Examine and implement ways to reduce groundwater and rainwater entering sanitary sewers.

Potable Water and Groundwater

3.12.8. Update and implement the recommendations of the Water Management Plan.

3.12.9. Identify and develop sustainable water supply sources for the future. The existing water system and proposed major expansions of are provided on Map 10.

3.12.10. Ensure that new developments maintain or increase their pre-development infiltration rates through on-site rainwater infiltration and other technically feasible means.

3.12.11. Encourage infiltration of filtered runoff from public sites and roadways before it infiltrates the ground.

3.12.12. Minimize the amount of groundwater pumped into drainage infrastructure from building levels constructed below the water table and other dewatering operations that may influence aquifer water levels.

3.12.13. Promote artificial aquifer recharge and aquifer storage recovery to maintain groundwater levels and base flows at optimum levels for the long term.

3.12.14. Protect and actively manage municipal well capture zones and water supply aquifers.

3.12.15. Ensure sustainable municipal and other groundwater extraction operations result in an acceptable level of impacts on aquifer water levels, baseflows and natural environment.

3.12.16. Enact policies and procedures to integrate land use, water, and environment planning to achieve sustainable water resources.

3.12.17. Enhance public outreach and education about water conservation and aquifer protection.

3.12.18. Collaborate with other agencies, including federal and provincial departments and Fraser Health Authority on strategies to protect drinking water.

Stormwater Management

3.12.19. Provide and implement integrated stormwater management plans for all Township watersheds in Urban areas to:

- prevent flooding and minimize erosion
- inhibit pollutants and hydrocarbons from entering streams
- recharge groundwater levels

3.12.20. Require that new developments use on-site source controls to reduce rainwater runoff volumes, infiltrate filtered runoff on site, and treat runoff to remove pollutants before it leaves the site.

3.12.21. Ensure that new developments do not exceed their pre-development flow rates for the 2/5/100-year rainfall events, through the use of detention ponds and other means.

3.12.22. Consider introducing stormwater management requirements for greenhouse operations in agricultural areas.







ENVIRONMENTAL POLICIES

POLICY AREAS

3.13 Ecological Services

3.14 Parks and Open Space

3.15 Lands Subject to Hazardous Conditions

3.16 Energy

3.17 Climate Action and Emissions

3.13 ECOLOGICAL SERVICES



The Township has over 1,800 hectares (4,400 acres) of green space, including parks and open spaces, natural terrestrial areas, watercourses, and wetlands. We also have over 1,700 kilometres (1,055 miles) of watercourses in 14 watersheds. Over 1,200 kilometres (745 miles) are streams providing direct or indirect habitat for local fish species. The remaining 500 kilometres (310 miles) are primarily seasonal roadside and field ditches that only contain flowing water for a short part of the year and during rain events.

Such green spaces and watercourses include permeable landscapes and natural areas that provide many important ecological services:

- improved air quality
- noise reduction
- water retention and flood prevention
- cleaner streams and groundwater
- groundwater recharge
- temperature moderation
- carbon sequestration
- wildlife habitat

Many of these ecological services result in additional benefits, such as the local tax savings from managing stormwater to reduce flooding and maintenance costs. Green spaces in general contribute to increased property values and aesthetics, and improved physical and mental health of residents.

Watersheds are dynamic systems that respond to changes in land use and hydrology, which, if not properly managed, can lead to reductions or disappearance of fish and wildlife, increased contamination of surface and ground waters, increased frequency and magnitude of floods, and a general decrease in the quality of life of local residents.

Objectives

- Enhance the ecological service capacity of lands in the Township
- Protect and improve the long-term health of wildlife habitat areas and environmentally sensitive areas
  - Protect and improve the health of watersheds

Policies

Ecological Capacity

3.13.1. Maintain or increase total green space area in Langley to provide ecological services.

3.13.2. Maintain or increase the amount of green space that is in a natural or naturalized state. Natural areas provide greater ecological benefit than green spaces that are groomed.

3.13.3. Integrate ecological services into broader community planning initiatives related to urban design, stormwater management, wildlife habitat and environmentally sensitive areas, parks and open space, and streams and riparian areas.

3.13.4. Promote native habitat restoration and integrated pest management in all public landscaping.

Wildlife Habitat and Environmentally Sensitive Areas

3.13.5. Update and implement the Wildlife Habitat Conservation Strategy.

3.13.6. Integrate wildlife habitat protection efforts with national, provincial, regional, and First Nation visions and initiatives. Collaborate with these other levels of government.

3.13.7. Integrate protection, restoration, and maintenance of wildlife habitat with other Township plans, policies, and programs.

3.13.8. Create a habitat and environmentally sensitive areas map to assist in identifying high-value wildlife habitats. Update mapping of environmentally sensitive areas as part of ongoing planning and development initiatives.

3.13.9. Consider land acquisition to conserve high-value wildlife habitat areas and corridors, in partnership with other organizations.

3.13.10. Encourage protection of wildlife habitat found on private lands through land covenants, eco-gifting, land trusts, stewardship, education, tax incentives, or other means.

3.13.11. Facilitate the connection and restoration of wildlife habitat, natural features, and environmentally sensitive areas to create a comprehensive network of wildlife corridors.

3.13.12. Consider creating Development Permit Areas for environmentally sensitive areas (ESAs). Control access to and development adjacent to ESAs through sensitive design.

3.13.13. Consider the nocturnal activities of local wildlife in lighting designs for urban development and design these to minimize negative impacts on wildlife.

3.13.14. Promote and support the Township's Invasive Species Control Strategy to ensure that habitat and environmentally sensitive areas are protected from the threat of invasive species.

Streams and Riparian Areas

3.13.15. Require that Integrated Stormwater Management Plans be completed in advance of, or in conjunction with, future neighbourhood plans.

3.13.16. Ensure neighbourhood plan boundaries are consistent with watershed or drainage catchment boundaries, wherever possible.

3.13.17. Update the Watercourse Classification Map (Map 11) showing the location and classification of watercourses requiring streamside protection and enhancement at the time of development.

3.13.18. Facilitate the protection and enhancement of streams and riparian areas, including the maintenance of fish passage in streams.

3.13.19. Watercourses and adjacent riparian areas, other than those located in the Agricultural Land Reserve, are designated as Streamside Protection Development Permit Areas. Provisions related to the Development Permit Area are provided in Schedule 3.

Urban Tree Canopy Cover

3.13.20. Update and implement the Community Forest Management Strategy.~~Require that Integrated Stormwater Management Plans be completed in advance of, or in conjunction with, future neighbourhood plans.~~

3.14 PARKS AND OPEN SPACE



Parks and open spaces contribute to the ecological, historical, and recreational strengths and social well-being of Langley. Outdoor recreation activities draw local residents together, facilitating healthy living and connecting them with the Township's natural heritage. The amount, proximity, and quality of these spaces provide the municipality with a unique character and sense of place.

Objectives

- Expand and connect natural areas, parks, and open spaces
- Provide a variety of spaces for year-round outdoor recreation opportunities throughout the Township
- Emphasize ~~indigenous~~ Indigenous plant species and manage invasive species

Policies

3.14.1. Update and implement the Parks and Recreation Master Plan.

3.14.2. Consider the creation of a Parks and Open Space Plan, separate from recreation.

3.14.3. Integrate park planning and design into broader community planning initiatives related to land use, residential development, transportation, and community amenity provision.

3.14.4. Continue to develop a multi-use recreational greenway system, as shown on Map 12, to provide a connected system throughout the Township. Additional greenways within communities will be identified in community and neighbourhood plans.

3.14.5. Continue to establish a greenway (arbour ribbon) along the urban-rural interface through acquisition of properties or rights-of-way. The arbour ribbon would limit development within the urban boundary, act as a buffer for agricultural uses, protect natural habitat, and offer passive recreational opportunities.

3.14.6. Work with Metro Vancouver and other organizations to expand the regional park system and extend regional trails (such as the Trans-Canada Trail, Fort-to-Fort Trail, and South Langley Regional Trail).

3.14.7. Pursue opportunities to enhance and link recreational opportunities within natural areas, such as developing pedestrian walkways or bikeways along greenbelts.

3.14.8. Enhance wildlife habitat within the urban forest and urban landscaping through appropriate choice of plant species, location and density of plantings, and minimization of hard landscape where appropriate.

3.14.9. Promote the use of Iindigenous plants for private development, and require this in municipal landscaping.

3.14.10. Consider opportunities for volunteer citizen engagement in park maintenance, clean-up and enhancement, including removal of invasive species related to trees and tree canopy.

3.15 LANDS SUBJECT TO HAZARDOUS CONDITIONS



A portion of the rural area is in the Fraser River floodplain. Diking is provided along some portions of the river, but maintenance and improvement of the dikes is required. Other watercourses in the Township are also subject to flooding or cause erosion leading to bank instability and slope failure. Building elevation and setback requirements have been put in place to protect buildings from flood damage and erosion.

Objectives

- Protect land and buildings subject to flooding

Policies

3.15.1. Development in floodplain areas adjacent to the Fraser River (Map 13) will be protected from flooding through appropriate building elevation requirements and setbacks. Maintenance and improvement of existing dikes and building of new dikes will be undertaken in conjunction with funding from other sources, including senior governments.

~~Development along other watercourses in the Township will be protected from flooding and slope instability through appropriate building requirements and streamside setbacks.~~

3.15.2. Select areas at risk of flooding are designated as Natural Hazard Development Permit Areas. Provisions related to the Development Permit Area are provided in Schedule 5.

3.15.3. Development along other watercourses not in the Natural Hazard Development Permit Areas ~~in the Township~~ will be protected from flooding and slope instability through appropriate building requirements and streamside setbacks.

3.15.4. Continue flood mapping for high-risk areas and incorporate into the Natural Hazard Development Permit Area or other relevant policy.

~~3.15.2.~~

3.16 ENERGY



In 2007, the community used 18.5 million gigajoules of energy, which resulted in 962,590 tonnes of CO_2 emissions. The approximate retail value of energy consumed by residents and businesses to run buildings and vehicles is currently over $400 million annually, equivalent to spending approximately $4,100 per person for energy services.

Objectives

- Reduce overall energy use and improve per capita energy efficiency
- Foster the transition to local, low-carbon, renewable energy sources and district-based energy systems

Policies

3.16.1. Continue evaluating opportunities for district energy systems within the Township using recommendations from the District Energy Prefeasibility Study. Where sufficient demand exists, support the development of district heating and cooling systems that increase energy efficiency, increase the share of energy production from renewable resources, reduce operating costs of buildings, and decrease greenhouse gas emissions.

3.16.2. In all areas of the Township, encourage district-energy-ready buildings that have hydronic-based heating and cooling systems (as opposed to electric systems) to enable connection to a future district energy system and renewable energy sources.

3.16.3. Consider the development of district energy plans and/or the designation of district energy service areas in new neighbourhoods and areas of redevelopment.

3.16.4. Explore district energy partnership opportunities with utilities, developers, and other stakeholders. Explore models for ownership and operation of district energy systems and mechanisms for financing the construction.

3.16.5. Prioritize energy conservation in rezoning and development permit approvals by:

- encouraging applicants to incorporate green building design and technologies to achieve decreased energy demand and enhanced energy performance in new residential, commercial, industrial, and institutional buildings
- encourage applicants to identify energy conservation opportunities in their project plans
- encourage energy labelling and disclosure of anticipated energy performance for new homes and buildings

3.16.6. Develop and implement Development Permit Areas for energy and water conservation and greenhouse gas emissions reduction in new neighbourhoods.

3.16.7. Implement the Solar Hot Water-Ready Regulation requiring all new single-family houses in the Township to be built ready to accommodate a future rooftop-mounted solar thermal system.

3.16.8. Create an incentive structure to encourage energy-efficient, low-carbon construction, renovation, and development practices.

3.16.9. Encourage increased uptake of federal, provincial, and utility-based building energy-efficiency rebate and incentive programs (e.g., BC Hydro's Power Smart New Home Program, New Construction Program, etc.).

3.16.10. Encourage increased energy self-sufficiency through the promotion of building-scale renewable energy generation opportunities in existing and new buildings (e.g., solar thermal, solar photo-voltaic, geo-exchange, air-source heat pumps, waste heat recovery, etc.).

3.16.11. Foster decreased reliance on mechanical heating, cooling, lighting, and ventilation systems through the promotion of passive design in new buildings and neighbourhoods.

3.16.12. Support provincial building code extensions and other tools that maximize the extent that local building regulation can require or support improved energy performance and renewable energy systems in local development and construction.

3.16.13. Support the development of and increased access to reduced-carbon fuel options such as ~~natural gas,~~ hydrogen, biofuels, and electricity.

3.16.14. Reduce the energy consumed by commuting activities by investigating opportunities to include live-work use designations within existing zones where this inclusion would not have adverse impacts on the neighbourhood's character.

3.16.15. Assess interest in electric, hybrid, or alternative-fuel vehicles, and consider key locations for refuelling/charging stations to meet demand.

3.16.16. Integrate support for electric vehicle charging infrastructure into relevant municipal development policies.

3.16.17. Reduce local and regional transportation-related energy consumption by supporting appropriate opportunities for increasing local food production.

3.16.18. Work with the agricultural community and industry groups to facilitate the approvals process for on-farm anaerobic digestion systems and amend the Zoning Bylaw to adopt the Minister of Agriculture's Bylaw Standard on cogeneration.

3.16.19. Ensure decision making is structured to achieve energy goals and greenhouse gas emissions reduction targets, recognizing that several factors contribute to energy use in a community—in particular, the overall pattern of land use, buildings, transportation systems, and infrastructure. Refer to sections throughout Part 2 and Part 3 for policies that relate to these areas.

3.16.20. Create opportunities for capacity building among building industry stakeholders.

3.16.21. Continue to utilize existing tools and investigate new tools for ensuring compliance with the energy objectives of the BC Building Code.

3.16.22. Continuously evaluate and improve the Township's energy policies to ensure relevancy to the stated objectives.

3.17 CLIMATE ACTION AND EMISSIONS



Buildings account for 30~~35~~% of GHG emissions in the Township, transportation contributes 54~~59~~%, and the remainder is produced by agriculture and solid waste. Consumption of fossil fuel energy produces greenhouse gas emissions through burning. Taking action to reduce reliance on fossil fuels, improve energy efficiency, and reduce air contaminants that affect human health is good long-term policy.

It is a legislative requirement for municipalities to establish GHG reduction targets and work towards achieving them. The Township of Langley has already taken a number steps on climate action. Our commitments and actions include the following:

- The Township joined Partners for Climate Protection, a network of Canadian municipal governments formed through a partnership between the Federation of Canadian Municipalities (FCM) and Local Governments for Sustainability (ICLEI). Partners are committed to reducing GHGs and acting on climate change.

- The Township signed the British Columbia Climate Action Charter (CAC) in December 2007, committing the municipality to achieving carbon neutrality in corporate operations by 2012, measuring and reporting GHG emissions at the community level, and creating complete, compact, more energy-efficient communities.

- ~~As a member municipality of Metro Vancouver, the Township of Langley is committed to the Sustainable Region Initiative (adopted by Metro Vancouver in 2002) as its framework for decision making and a mechanism by which sustainability principles are moved from ideas into action.~~

- The Township adopted the Sustainability Charter in 2008, containing the vision to leave a positive legacy for future generations by leading and committing the community to a lifestyle that is socially, culturally, economically, and environmentally balanced.

The Township adopted the Climate Action Strategy in 2021, outlining over 140 actions to support climate change mitigation and adaptation.

Objectives

- Integrate climate change adaptation planning into community decision making
- Reduce GHG emissions on a per capita basis ~~by~~ to ~~10% from 2007 levels by 2021~~45% by 2030 and to achieve carbon neutrality by 2050.

Policies

3.17.1. Support the British Columbia Climate Action Charter by developing strategies to achieve the goals of the agreement:

- be carbon neutral in municipal operations by 2012
- track and report community greenhouse gas emissions
- create complete, compact, energy-efficient rural and urban communities

3.17.2. Update and implement the Corporate Greenhouse Gas Emissions Reduction Plan, which focuses on reducing corporate emissions by implementing building, fleet, and other operational efficiencies.

3.17.3. Use the Community Energy and Emissions Inventory (CEEI) developed and hosted by the Province of British Columbia to track and report community greenhouse gas emissions on a regular basis.

3.17.4. Support the climate action and sustainability initiatives of Metro Vancouver, such as the ~~Metro Vancouver Sustainability Framework~~Climate 2050 Strategic Framework, the Regional Growth Strategy, and the ~~Air Quality Management Plan~~Clean Air Plan.

~~3.17.4.~~3.17.5. Support the climate action and sustainability initiatives of the Province of BC, such as Clean BC, the Energy Step Code and the Zero Carbon Step Code.

~~3.17.5.~~3.17.6. Implement the Climate Action Strategy to meet both community and corporate GHG emission reduction targets and improve the Township's resilience to climate change and extreme weather. ~~a Community Energy and Emissions Plan that would provide actions for specific sectors of the community to meet the GHG emissions reduction target.~~

3.17.7. Improve community ~~building's~~ resilience to climate change and extreme weather through guidance and support on climate change mitigation, including the reduction of embodied carbon in buildings~~, and climate change adaptation, including a~~ with a focus on overheating in existing buildings.

~~3.17.6.~~3.17.8. Promote awareness of climate change mitigation and adaptation, as well as the importance of energy conservation in reducing GHG emissions, through community outreach that targets personal energy and emissions reduction opportunities.

~~3.17.7.~~3.17.9. Pursue strategic adaptation planning that regularly assesses the potential impacts of climate change and ensures that strategic directions related to climate change risk management and climate change adaptation actions are considered in decision making processes.



4. IMPLEMENTATION

POLICY AREAS

4.1 Municipal Policy Framework

4.2 Monitoring and Evaluation

4.3 Consultation

4.4 Financing Development

4.5 Plan Interpretation

4.1 MUNICIPAL POLICY FRAMEWORK



The OCP must be implemented in a manner that ensures its goals, objectives, and policies are achieved. A commitment is required on the part of local elected officials and the municipal administration to ensure that community and neighbourhood plans, the zoning bylaw, and other bylaws and policies conform to the OCP.

~~The OCP must also be periodically reviewed to reflect ongoing social and economic change. Reviews will be more easily achieved if the supply of land in the various land use designations is constantly monitored. New plans will be developed and existing plans updated when necessary to ensure that a sufficient supply of developable land is available.~~Per the Local Government Act, the OCP must be updated every five years to reflect current conditions, particularly in relation to growth. Reviews will consider housing needs, amenity and infrastructure provision, and population and economic growth.

Within the larger framework of the Sustainability Charter, the Township's OCP provides a long-term planning vision, municipal goals, and general policies to guide progress toward these goals. Community plans provide a land use and servicing framework for each community within the Township at a finer grain of detail. Neighbourhood plans provide specific details for smaller areas within a community plan to guide development applications considered by Council, including:

- specific land use, development, and environmental protection policies
- green space, park, and school needs
- road, water, sewer, and storm drainage management requirements

Functional (or strategic) plans address a particular theme or focus related to the Township. These plans are expected to be consistent with the community vision and goals expressed in the OCP and written specifically to implement the OCP's goals and objectives. Functional plans explore the subject area in more depth than the OCP and include an action plan to implement the objectives. They are expected to have a shorter implementation horizon than the OCP and to be updated regularly. Examples of functional plans include:

- Master Transportation Plan
- Parks and Recreation Master Plan
- Housing Action Plan
- Economic Development Strategy

- Agricultural Viability Strategy
- Engineering Servicing Plans

The hierarchy for these plans is provided in Figure 1. Each of these plans will be developed in consultation with the public.

Objectives

- Ensure Township plans, policies, and bylaws conform to the OCP
- Ensure any amendments to the OCP and related plans conform to provincial and regional legislative requirements
- Ensure community plans, neighbourhood plans, and functional plans are up to date and consistent with other plans

Policies

4.1.1. Develop community plans, neighbourhood plans, functional plans, and the Zoning Bylaw in conformance with the vision, goals, objectives, and policies of the OCP.

4.1.2. Review the OCP on a regular basis to ensure that it continues to address the needs and issues related to development of the community.

4.1.3. Update community plans, neighbourhood plans, and functional plans on a regular basis and ensure that they are consistent with the OCP.

4.1.4. ~~Monitor the supply of developable land to ensure that a reasonable supply is available at all times. Staff will undertake the continuing process of p~~Prepar~~inge~~ new plans or updat~~eing~~ existing plans to ensure that the needs of the community are addressed. Develop new neighbourhood plans as needed to ensure that ~~adequate land is available for development~~land use needs are accounted for.

4.1.5. Notify Metro Vancouver of all adjustments ~~under Sections 6.2.7 and 6.2.8 of~~to the RGS as soon as practicable after adoption of the amendment bylaw.

4.1.6. Work with TransLink to update future OCPs, ~~Master Transportation Plans~~Transportation and Mobility Strateg~~ies~~y and Area Transit Plans and coordinate on increases to transit service along with supportive land use changes~~. in the 200 Street corridor between Carvolth and Langley Regional City Centre. In~~ and Frequent Transit ~~Development Areas.~~

4.2 MONITORING AND EVALUATION



A monitoring and evaluation tool will be developed to assess the effectiveness of implementing the OCP. Development of a monitoring program will first require selection of appropriate indicators or performance measures that will measure progress in reaching the objectives.

Objectives

- Monitor progress in reaching plan objectives

Policies

4.2.1. Develop a framework to evaluate progress in achieving the goals and objectives of the plan.

4.2.2. Select meaningful indicators for the framework that reflects the desired objectives. The information must be easily and accurately measurable and be available over a long period of time.

4.2.3. Develop a system of regular reporting to Council and the public.

4.3 CONSULTATION



on the preparation and implementation of community plans. The Township is particularly affected by BC's Agricultural Land Commission (ALC), which administers the Agricultural Land Reserve that encompasses a significant portion of the municipality. The Department of Fisheries and Oceans plays an important role in protecting watercourses in the Township. The Fraser Health Authority provides important leadership and services for the health of Langley residents. TransLink provides cycling, transit and major road network support and will be included in relevant consultations to help implement the OCP.

Consultation with these agencies, adjacent municipalities, the Langley School District, First Nations, and other government departments and agencies is necessary in the planning process. Effective communication between all levels of government and their various departments will greatly assist implementation of the OCP in Langley. Consultation with owners, residents, and other stakeholders is also a critical element in preparing plans.

Objectives

- Consult with stakeholders in all planning processes.

Policies

4.3.1. Consult with the public, affected government bodies, and other stakeholders when preparing or updating a community plan, neighbourhood plan, or functional plan.

4.3.2. Provide opportunities for input from landowners, residents, and other stakeholders ~~in all planning processes~~in all planning processes that are not consistent with adopted plans. These opportunities may include, but are not limited to:

- public open houses
- meetings
- workshops
- working groups
- charrettes
- surveys

4.4 FINANCING DEVELOPMENT



Municipal development requires funding for new infrastructure facilities, including roads, water, sewer, and storm utilities, and parks and recreation facilities. Funding is also required for other services such as police and fire protection, recreation programming, and maintenance of infrastructure and facilities. Financial resources are allocated annually in the Municipal budget in conjunction with an annual update of the five-year financial plan.

Municipalities are required to balance their budgets, which means the demand for new capital infrastructure and improvements must be kept within current fiscal and economic limits. To fund operations, the budget includes revenue from property taxes, user fees, and other charges (water, sewer, and garbage collection). Primary sources of revenue to fund capital infrastructure, including capital infrastructure related to new development, are capital reserves, contributions from operating funds, Amenity Cost Charges (ACCs), Development Costs Charges (DCCs), Density Benefit funds, and grants.

ACCs are pre-determined rates that apply to new development, and are a primary source of funding for community centres, recreation facilities, public plazas and other community amenities. The Township of Langley's Amenity Cost Charge Bylaw applies to new development that increases the population of residents or workers in growth areas within the Township ACCs will ensure the provision of features that provide social, cultural, heritage, recreational or environmental benefits to the community, which will be listed within the bylaw.

DCCs are a primary source of funding especially for roads, water, sewer, and stormwater systems, and park land acquisition and improvement. The provincial regulation empowering municipalities to collect DCCs require that a minimum of 1% of the costs related to provision of new infrastructure related to growth be borne through existing taxes. The 1% portion acknowledges that the existing population will receive some benefit from the new development. The Township of Langley's Development Cost Charge Bylaw specifies DCCs for various categories of development. As such, the Township of Langley's DCC Bylaw has historically included 99% of related costs, which may change subject to Council approval.

~~DCCs do not assist in providing all facilities required for new development communities. Facilities such as trails, greenways, pocket parks, and other amenities in the urban area may be funded through zoning amenity charges or community amenity charges.~~ The cost of land acquisition for new school facilities is provided partly by a School Site Acquisition Charge on

new development, with the remainder provided by the Province of BC through the Langley School District.

Density Benefit zoning and Inclusionary Zoning are tools with the purpose of achieving additional community amenities and affordable and special needs housing. These are specifically applied to transit-oriented development.

Other infrastructure cost recovery or cost sharing programs, such as the Greenway Amenity Program, should be considered and implemented to ensure provision of high-quality community amenities as neighbourhoods grow.

When infrastructure related to development is completed, long-term financial planning and annual capital budget development should consider and include life-cycle cost analysis of the new assets. Life-cycle cost is the total cost of an asset throughout its life, including costs for planning, design, construction, acquisition, operation, maintenance, rehabilitation, disposal, and ultimate replacement. It is incumbent upon the municipality to have policies in place that recognize this important responsibility and stewardship role.

Objectives

- Ensure that new development pays for the capital costs of providing new infrastructure and facilities to serve that development
- Diversify revenue sources and use a mix of sustainable financial tools
- Consider and include life-cycle cost analysis in capital budget development

Policies

4.4.1. Update the Amenity Cost Charge and Development Cost Charge Bylaws on a regular basis and ensure that theyit reflects an accurate cost of providing required infrastructure.

4.4.2. Work with Langley School District to update the School Site Acquisition Charge on a regular basis.

~~4.4.3. Investigate potential for community amenity charges to cover the costs of facilities and amenities required for urban development that are not funded by DCCs.~~

~~4.4.4.~~4.4.3. Update development application fees on a regular basis.

~~4.4.5.~~4.4.4. Continue to recover planning costs through a Neighbourhood Planning Administration Fee for new development.

~~4.4.6.~~4.4.5. Pursue infrastructure grants from senior levels of government to lessen the impact on local property taxation and user fees.

~~4.4.7.~~4.4.6. Contribute to capital works reserve funds to minimize the need to borrow for future capital projects and to take advantages of strategic opportunities as they arise.

~~4.4.8.~~4.4.7. Build up renewal and replacement reserve funds to provide a sustainable source of capital infrastructure renewal and replacement.

4.5 PLAN INTERPRETATION



The OCP is intended to provide overall policies to guide development in the Township. More specific guidelines are contained in community and neighbourhood plans, intended to ~~be complementary~~be components of to the OCP.

Objectives

- Assist in interpreting ~~this plan~~the Official Community Plan

Policies

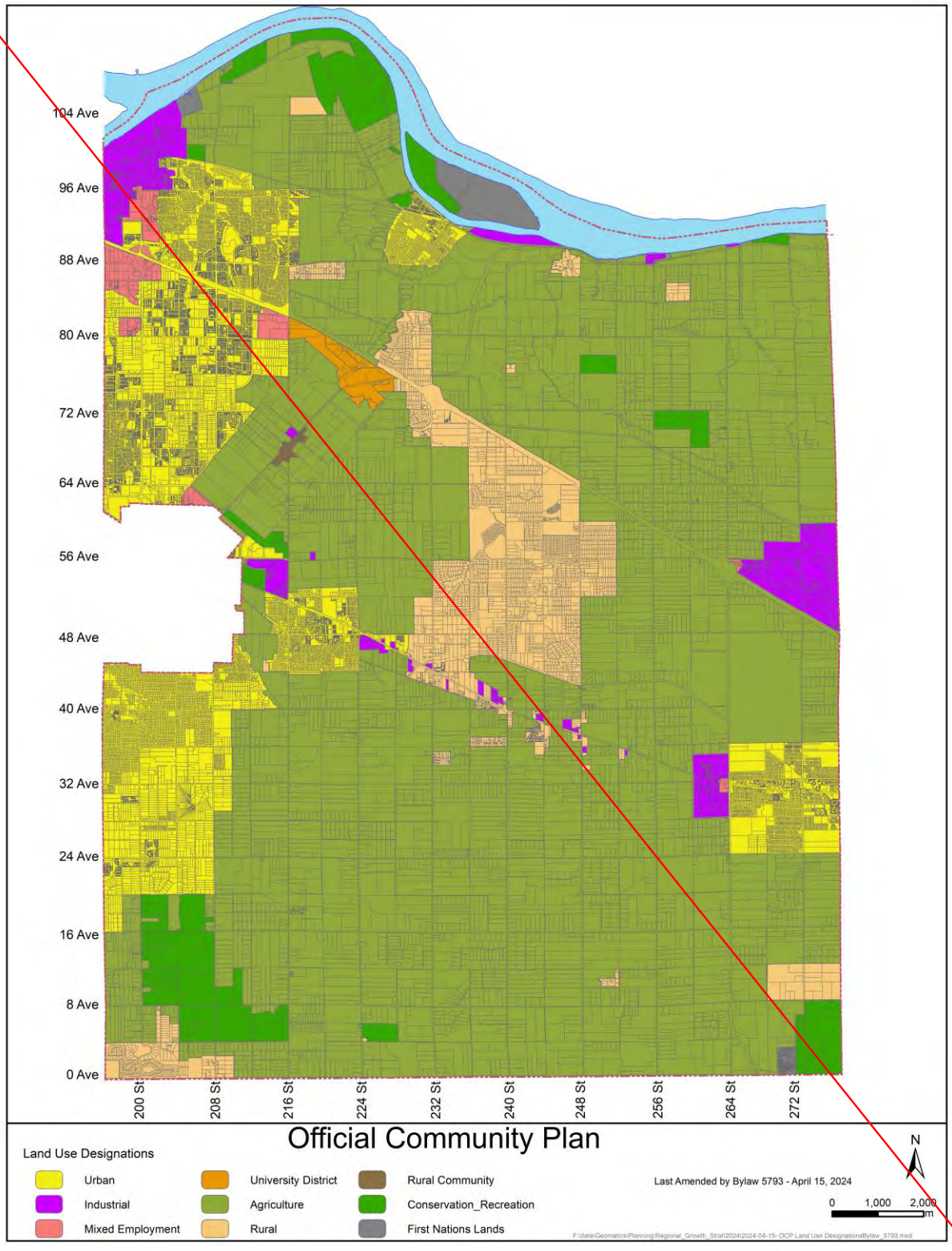
4.5.1. If there is a conflict with respect to a land use designation on Map 1 and land use designations in a community or neighbourhood plan, the land use designations in the community or neighbourhood plan will take precedence.

4.5.2. If there is a conflict with respect to a policy in this plan and a policy in a community or neighbourhood plan, the policy in the community or neighbourhood plan will take precedence.

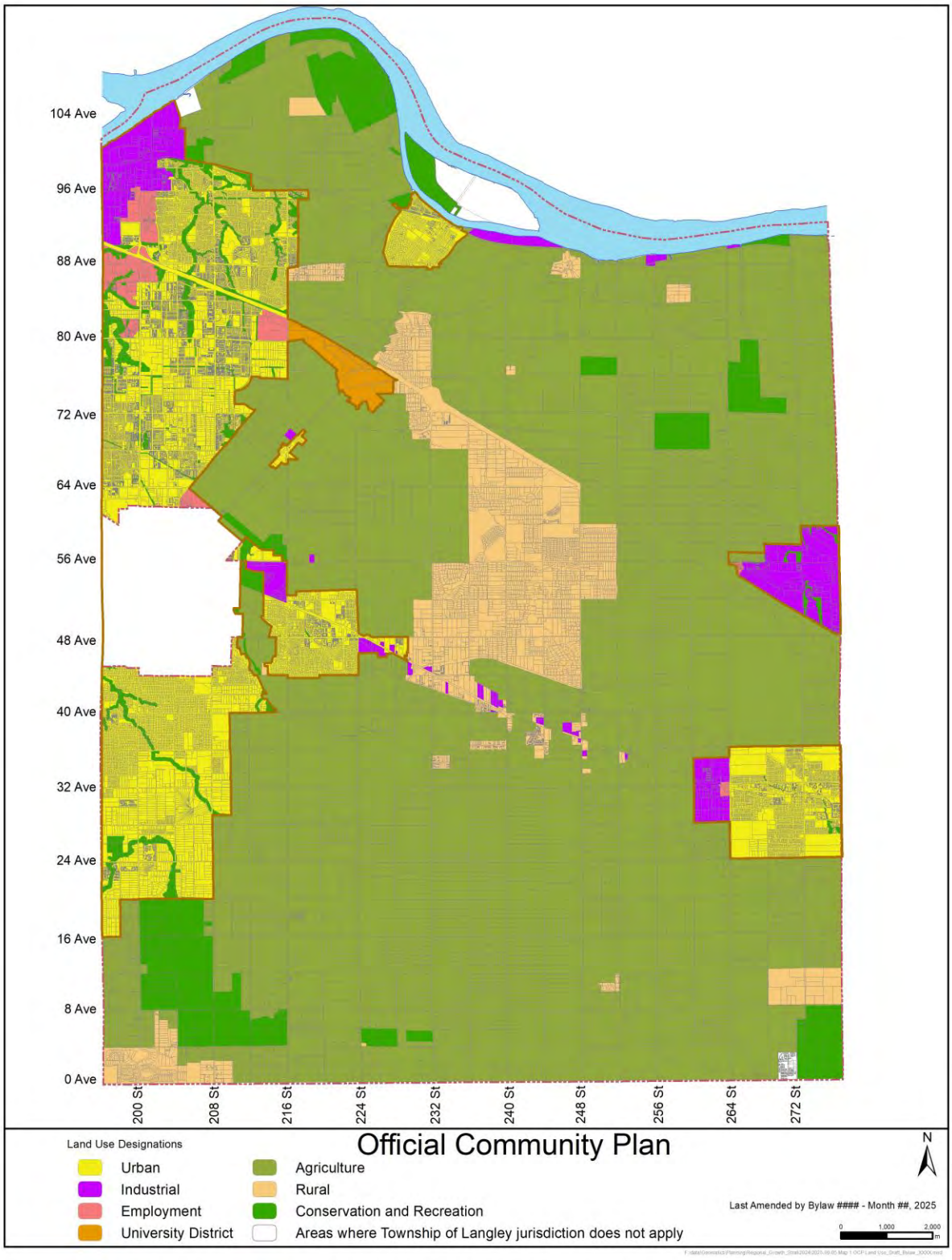
4.5.3. If any section, subsection, clause, or phrase of this bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, the invalid portion will be severed and the decision that is invalid shall not affect the validity of the remaining parts of this bylaw.

MAPS

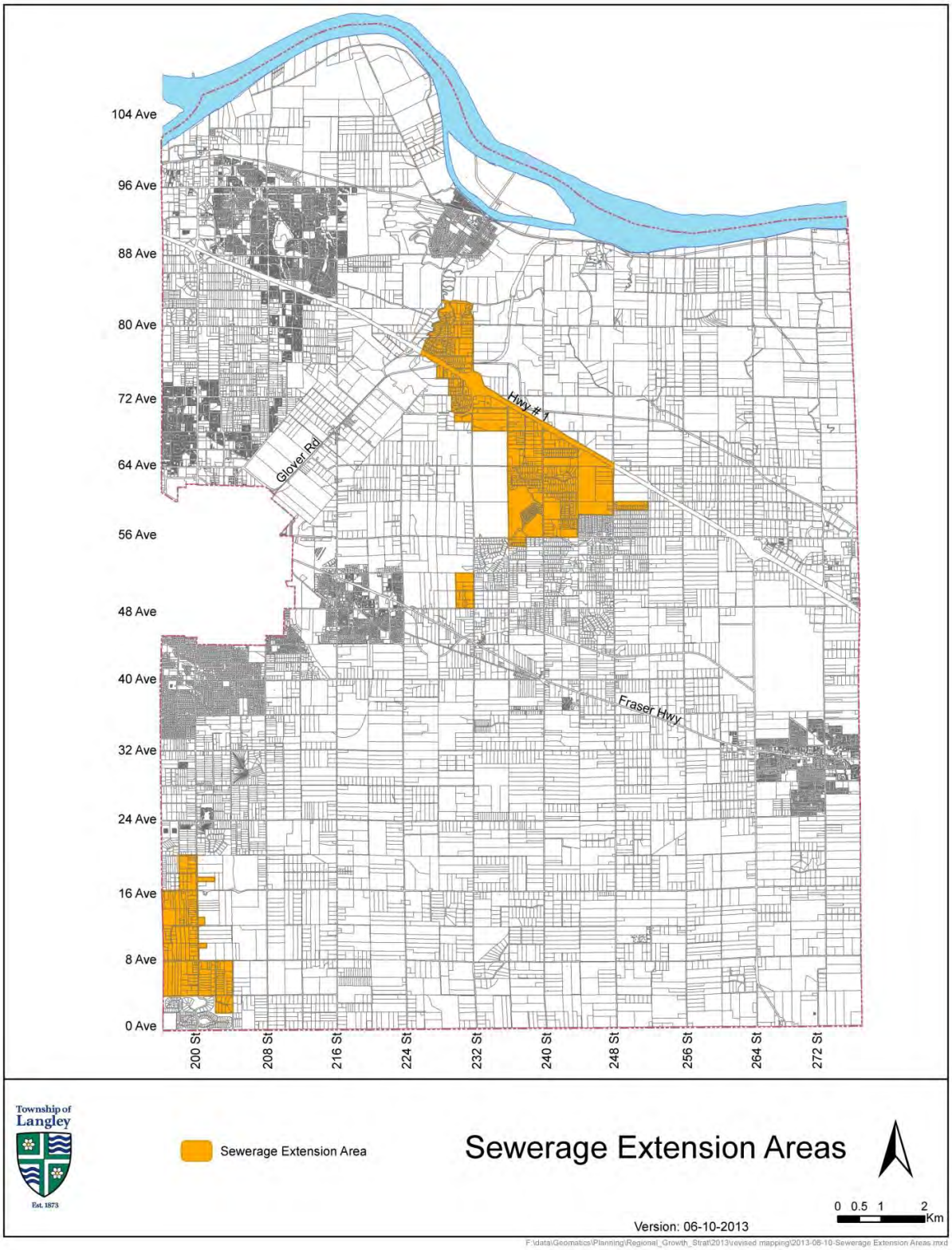
MAP 1 – LAND USE



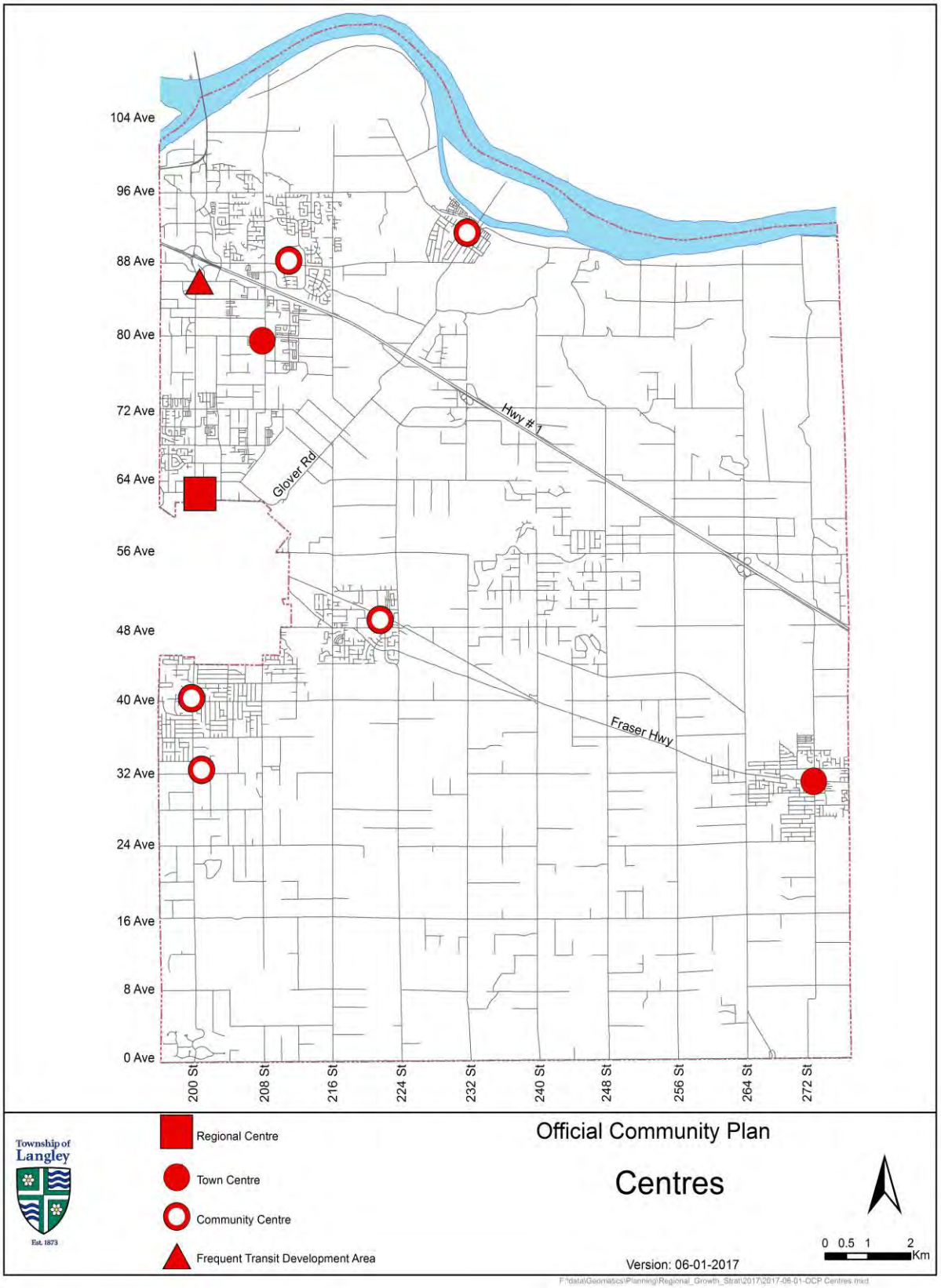
MAP 1 – LAND USE



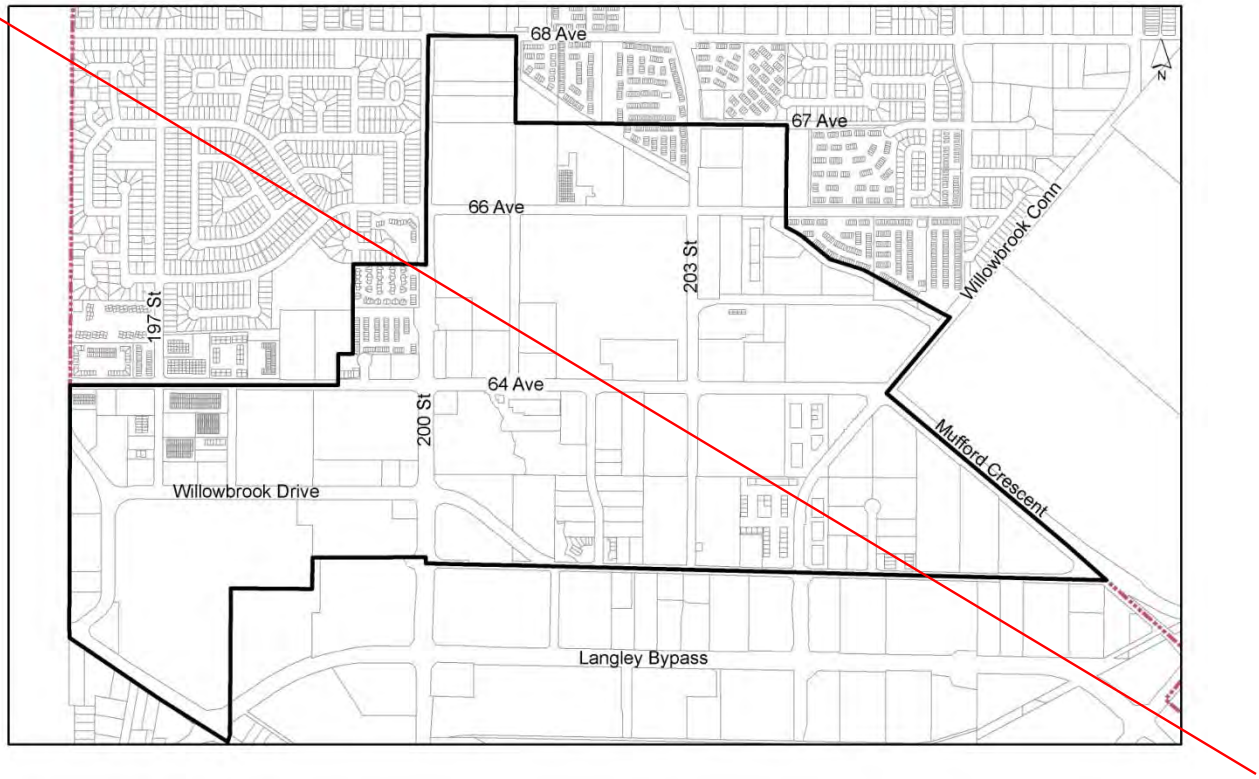
MAP 2 – SEWAGE EXTENSION AREAS



MAP 3 – CENTRES



MAP 4 – WILLOWBROOK REGIONAL CENTRE



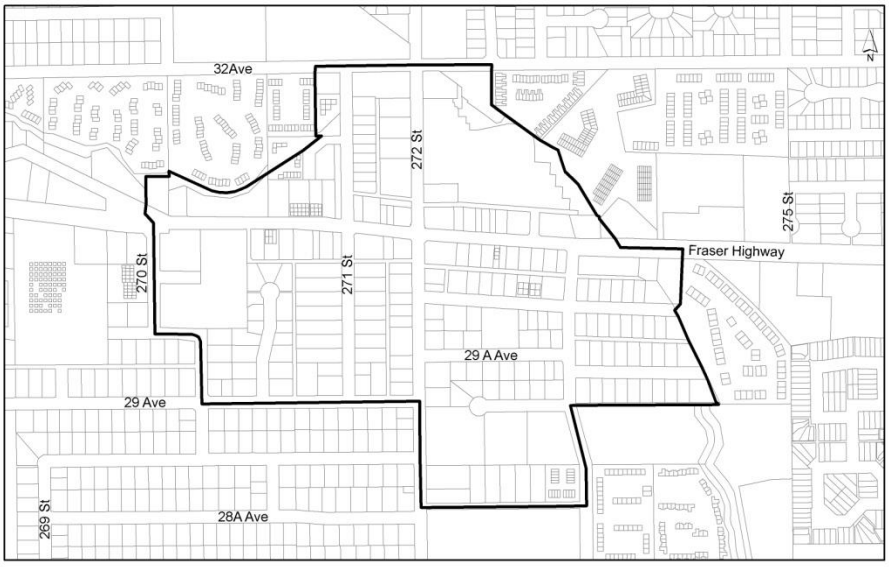


MAP 5 – WILLOUGHBY AND ALDERGROVE TOWN CENTRES

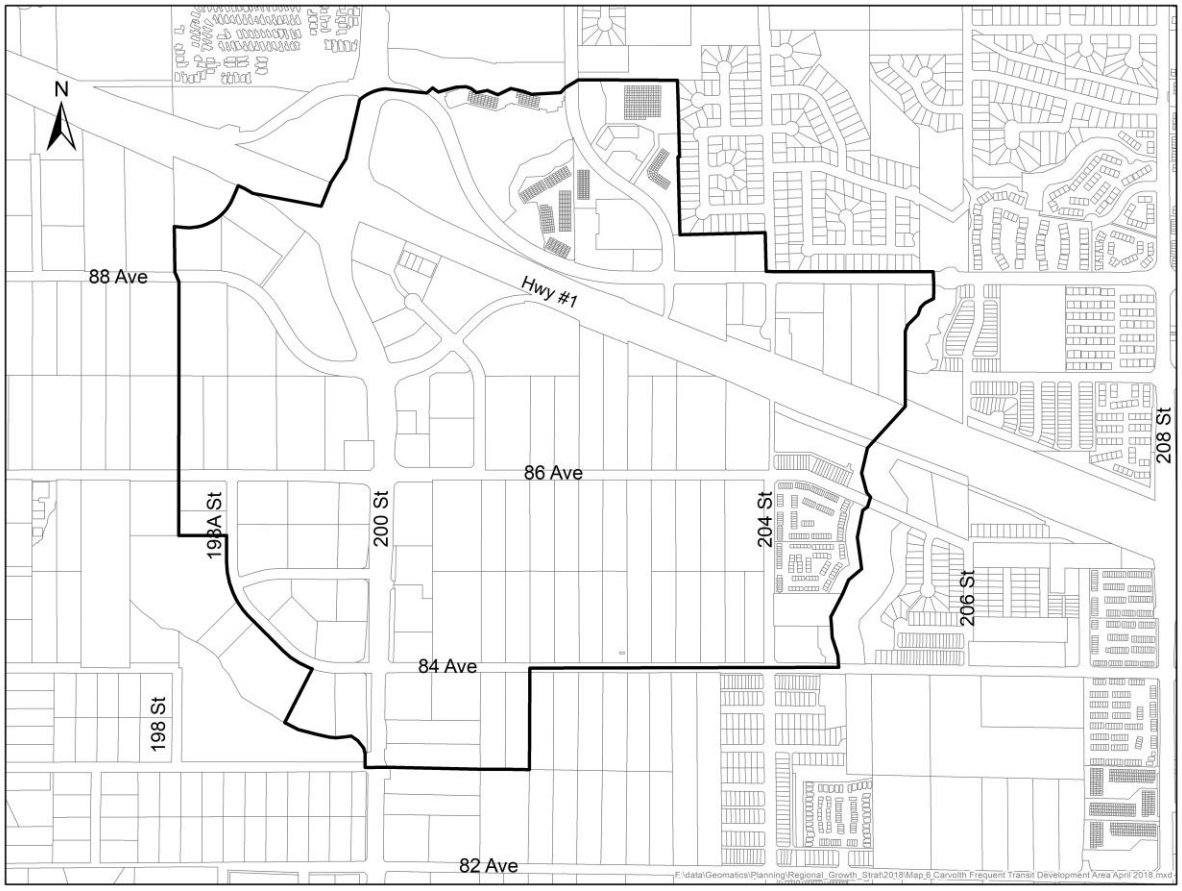
Willoughby Town Centre



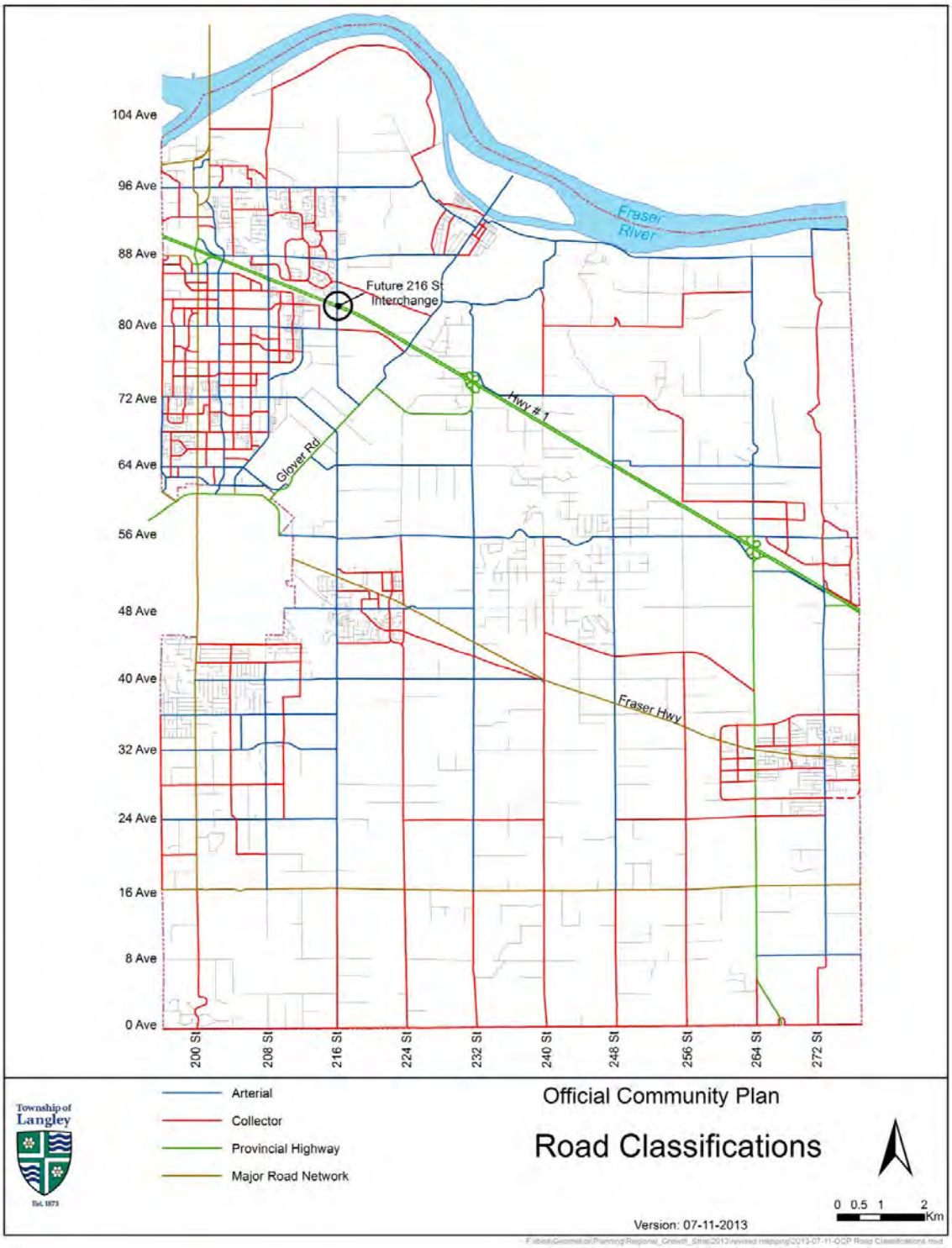
Aldergrove Town Centre



MAP 6 – CARVOLTH FREQUENT TRANSIT DEVELOPMENT AREA

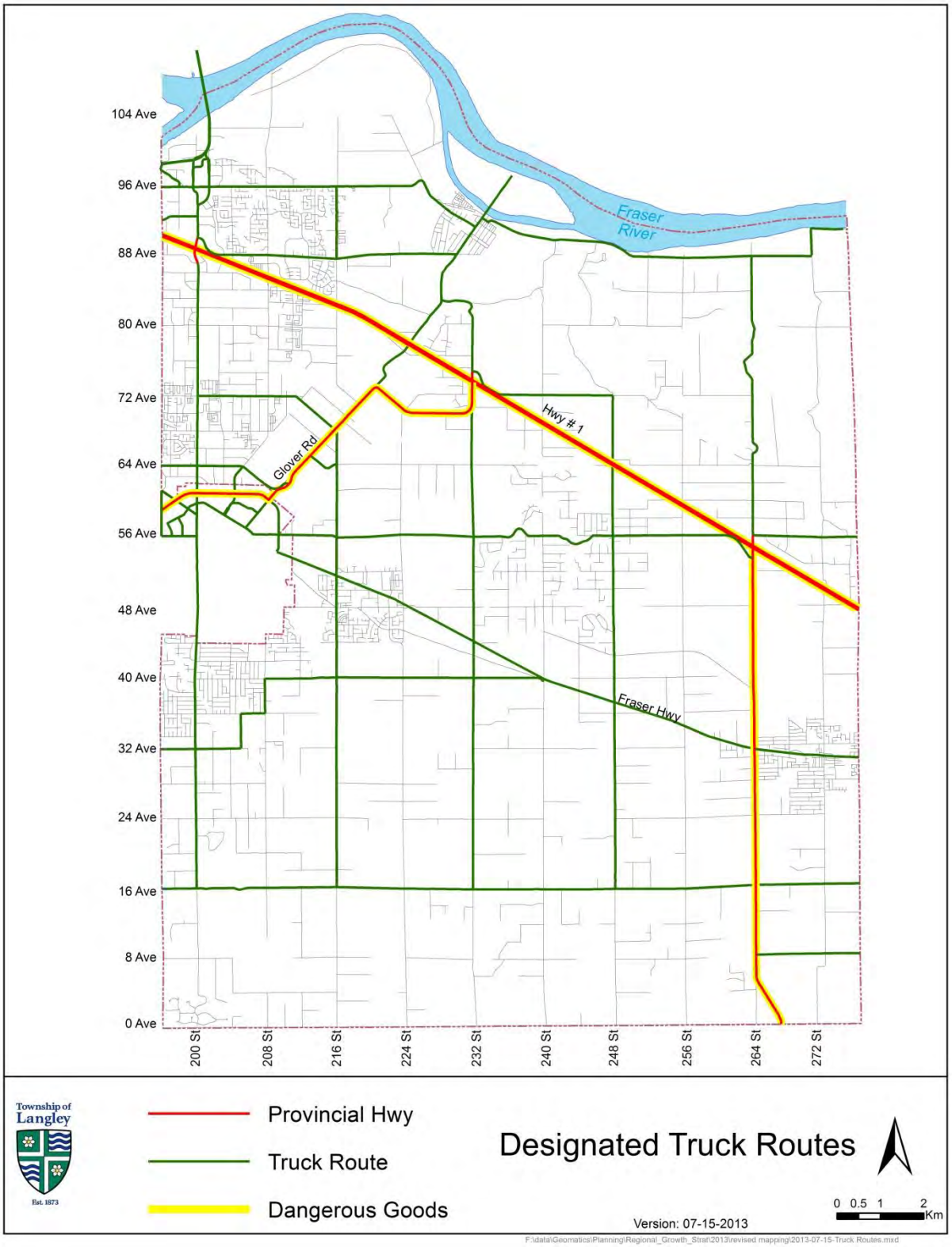


MAP 7 – ROAD CLASSIFICATIONS



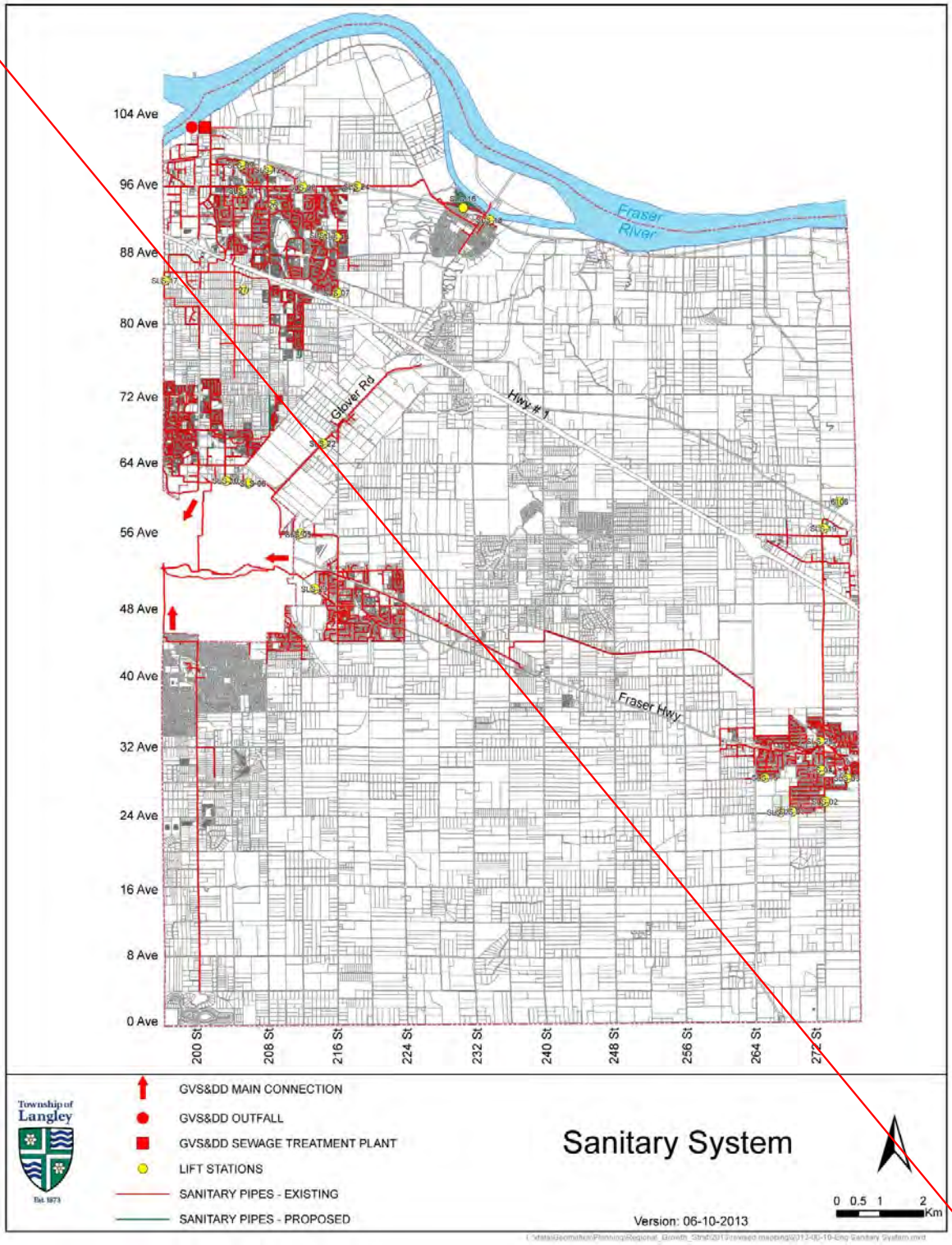
[UPDATE IN PROGRESS]

MAP 8 – DESIGNATED TRUCK ROUTES

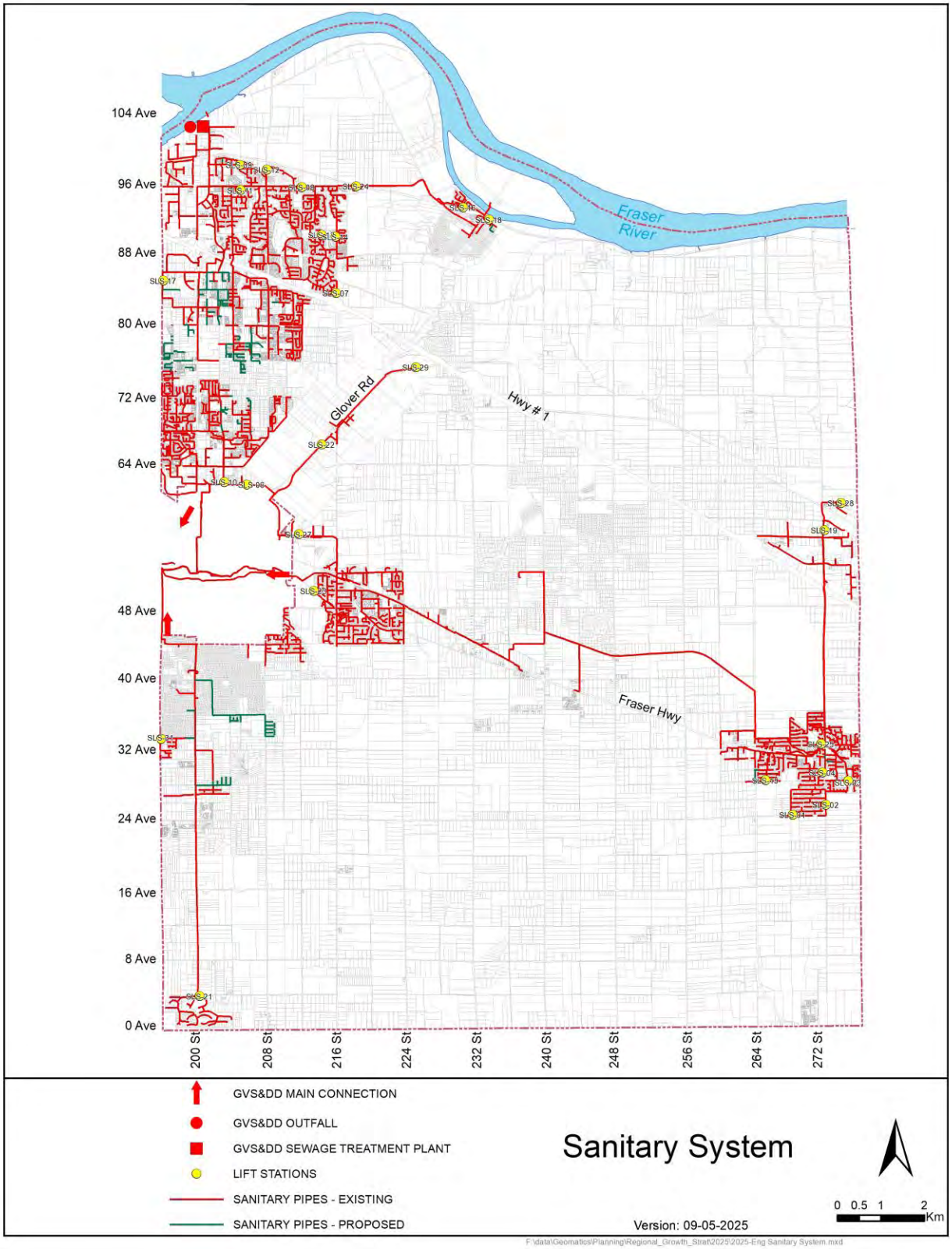


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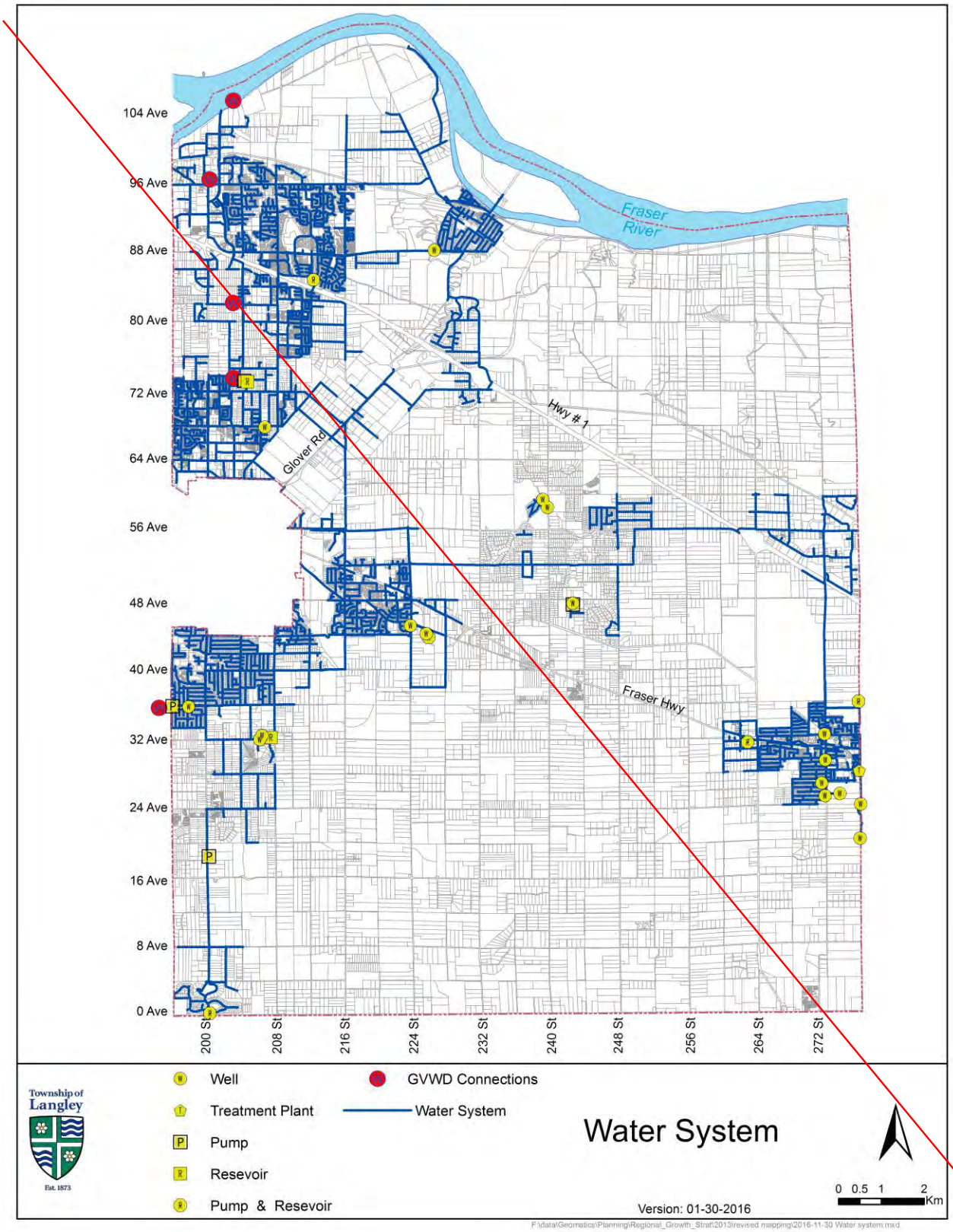
MAP 9 – SANITARY SYSTEM



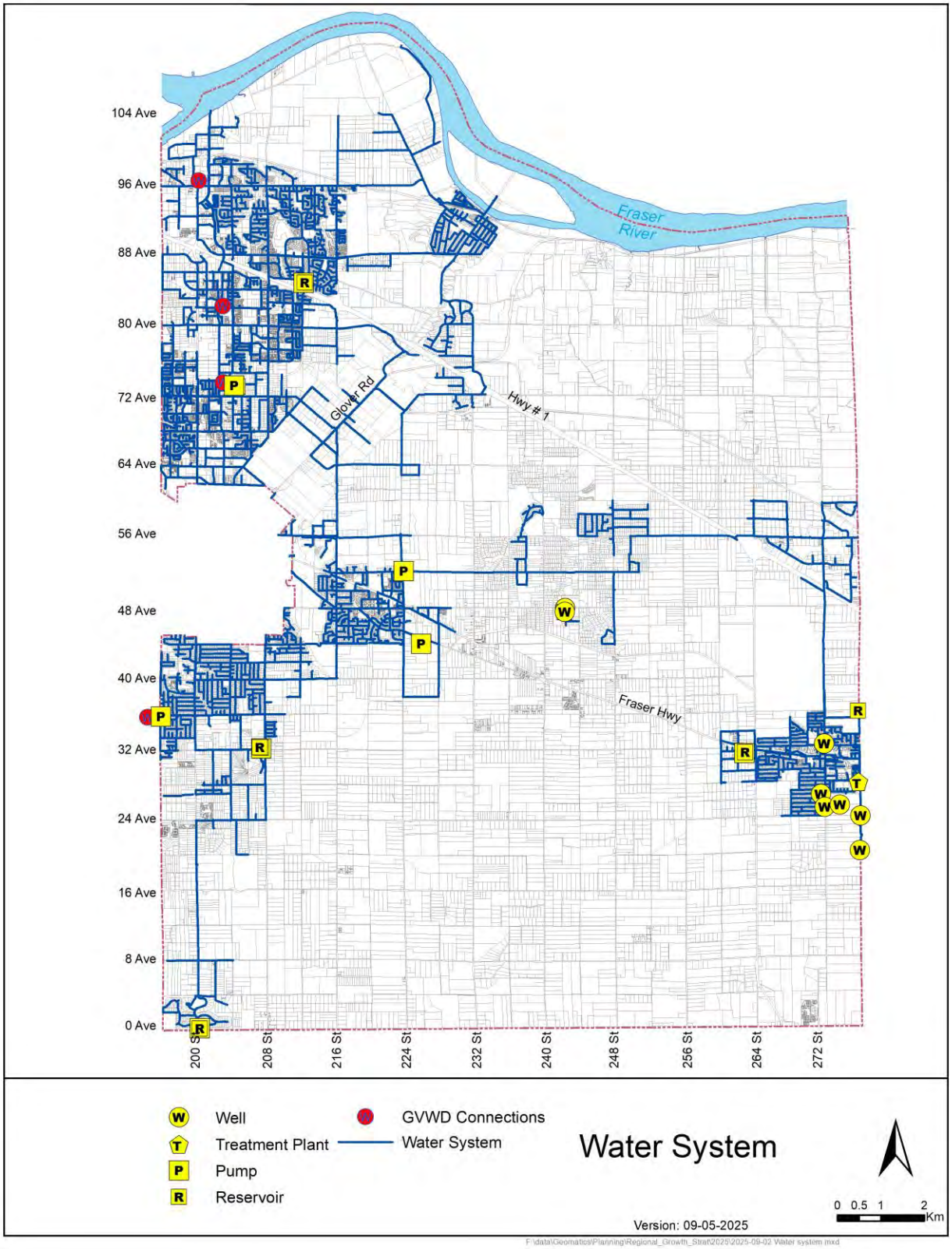
MAP 9 – SANITARY SYSTEM



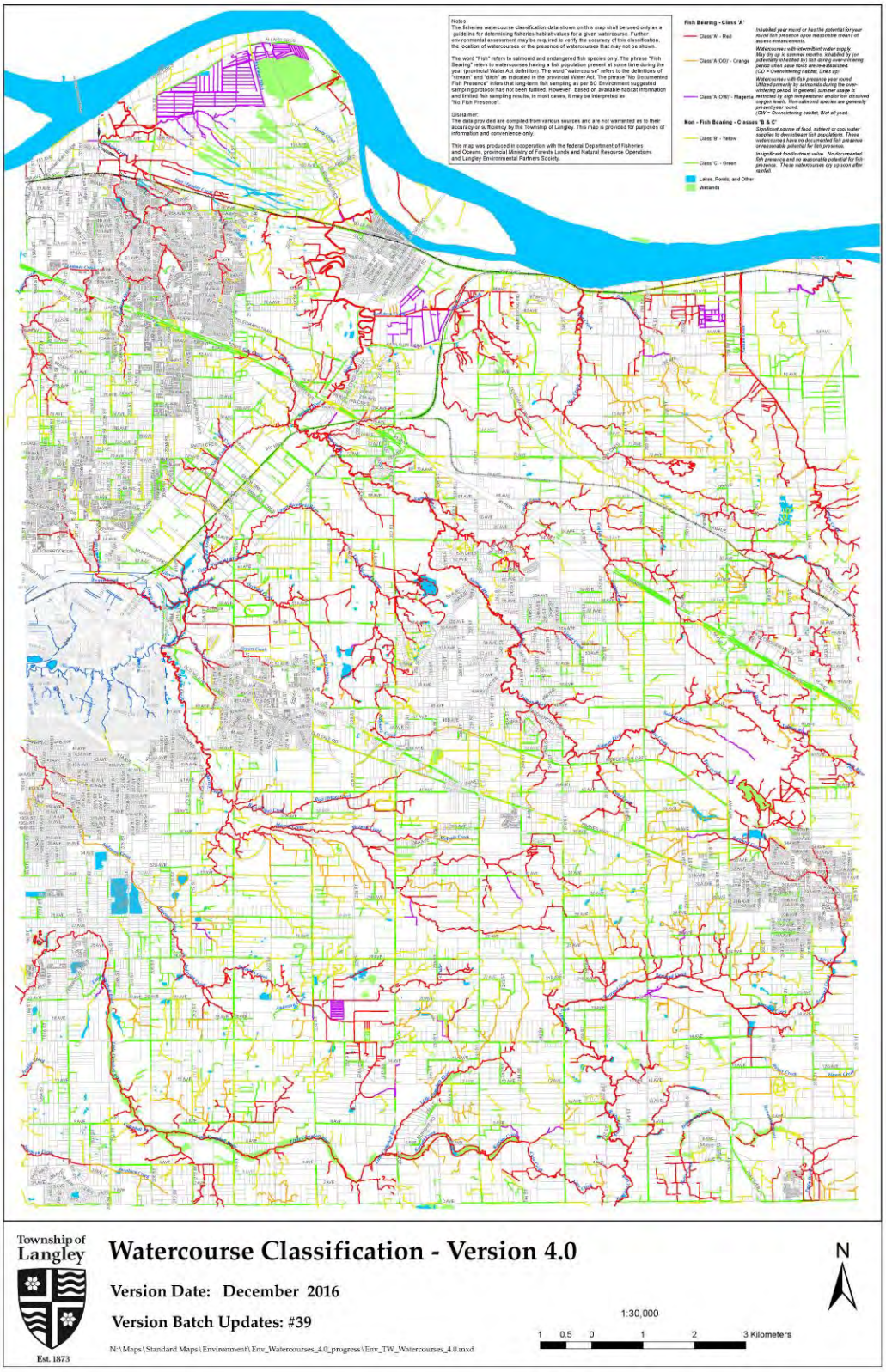
MAP 10 – WATER SYSTEM



MAP 10 – WATER SYSTEM

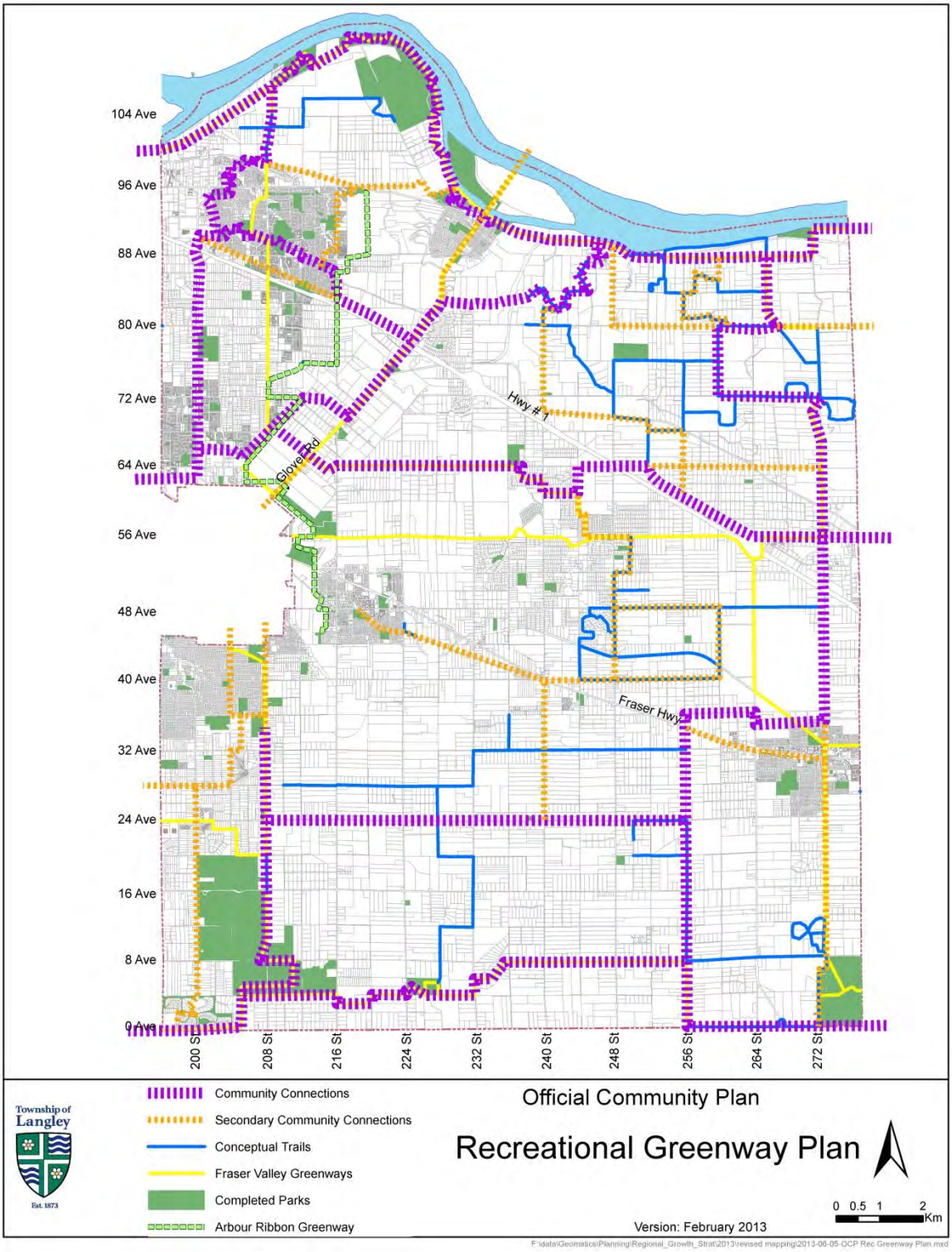


MAP 11 – WATERCOURSE CLASSIFICATION

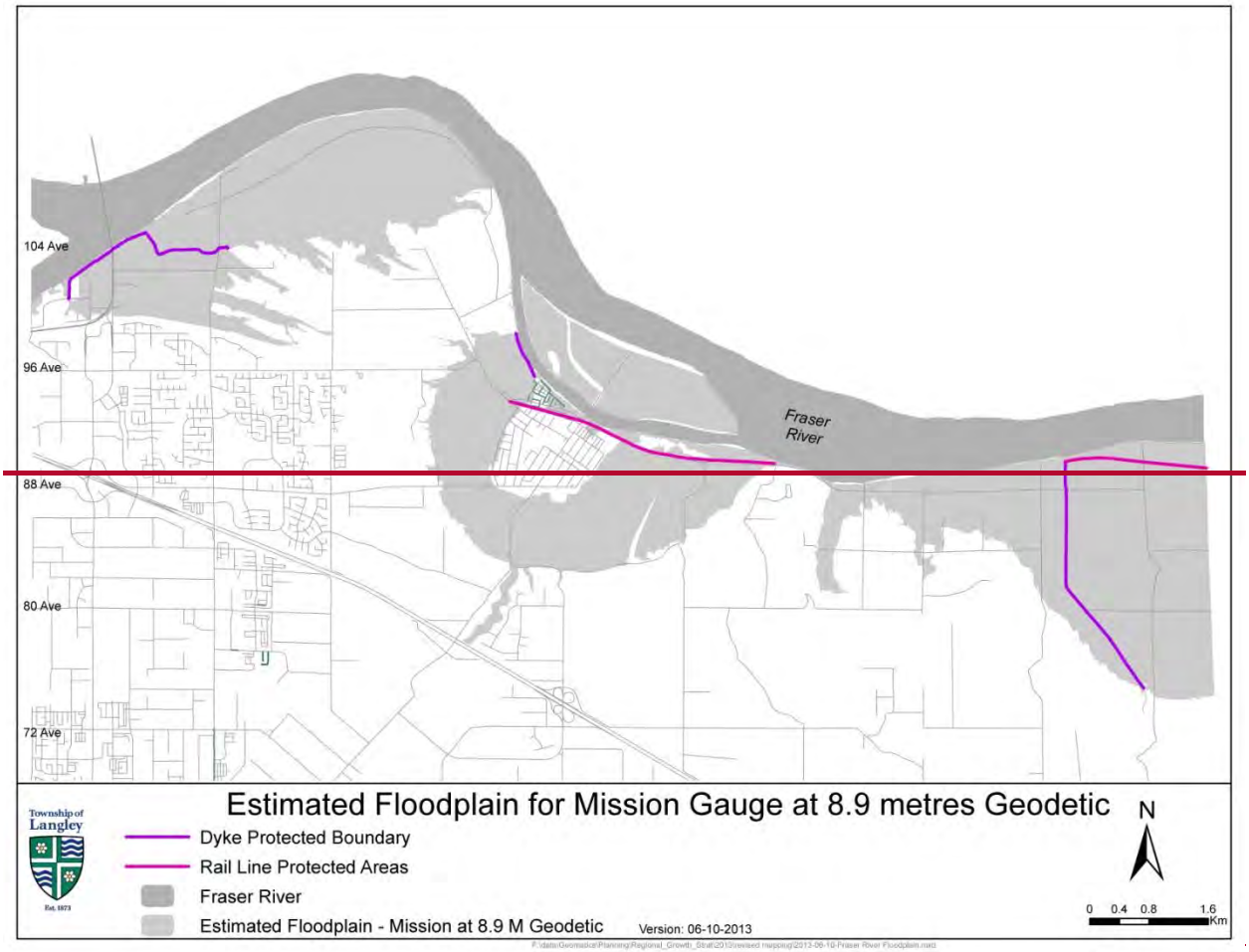


[UPDATE IN PROGRESS]

MAP 12 – RECREATIONAL GREENWAY PLAN



MAP 13 – ~~FLOODPLAIN~~FLOOD HAZARD MAP



[UPDATE IN PROGRESS]

MAP 14 – SLOPE HAZARD MAP

[UPDATE IN PROGRESS]

SCHEDULE 2 ADAPTABLE HOUSING REQUIREMENTS

This Policy is intended to provide specific guidelines for application of adaptable housing requirements in new developments. Some people have a mobility disability and with an aging population there will be more people with mobility challenges. To address this issue, a proportion of housing units in all new developments are required to provide adaptable features to allow easy retrofitting of dwellings to basic universal housing and allow them to be used by residents who are disabled or want to 'age in place'.

1. OBJECTIVE

1.1 Facilitate easy retrofitting of dwellings to provide basic universal housing for occupancy by aging or disabled persons.

2. ADAPTABLE HOUSING REQUIREMENTS

2.1 Circulation

2.1.1. All stairs should be of appropriate width and have space at the bottom for later installation of a platform lift or at least one set of stacked closets, pantries, or storage space with a knockout floor with a minimum floor space of 0.9m X 1.2m to allow for future installation of a residential elevator.

2.1.2. Indicate on a plan how a dwelling can be retrofitted for barrier free access to front door, parking space and onsite amenities.

2.2 Parking

2.2.1. At least 1 parking space (3.7m wide) is required for each adaptable unit.

2.2.2. When stepless entrances are located in a garage additional space may be required to provide maneuvering for the doorway. Stall design may overlap with maneuvering areas as long as sufficient space is provided.

2.3 Doors and Doorways

2.3.1. At least one stepless entrance with a maximum 13mm rise at the entrance threshold shall be provided.

2.3.2. The minimum clear openings for all entry doors to every dwelling unit and doors in common areas shall be no less than 800mm (which will be provided by a swing door).

2.3.3. The minimum clear opening for the interior doors in every dwelling unit shall be no less that 800mm (which will be provided by a swing door).

2.3.4. Flush thresholds throughout the interior shall be a maximum of 13mm in height.

2.3.5. The above-noted requirements for doors do not apply to mechanical rooms, service areas, closets, etc. where through access is not required and access to a person with a disability is not anticipated.

2.3.6. Clear openings shall be measured as illustrated in Figure 9.

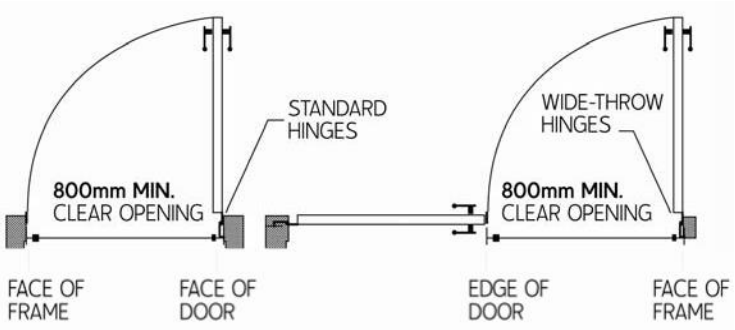


Figure 9 Clear opening measurement for doors.

2.4 Maneuvering Space at Doorways

2.4.1. Entry doors to every dwelling unit and door assemblies in common areas shall have a clear and level area which is not less than the following:

a. Where the door swings toward the area (pull door), 1220mm long by the width of the door plus at least 600mm clear space on the latch side, as illustrated in Figure 10.

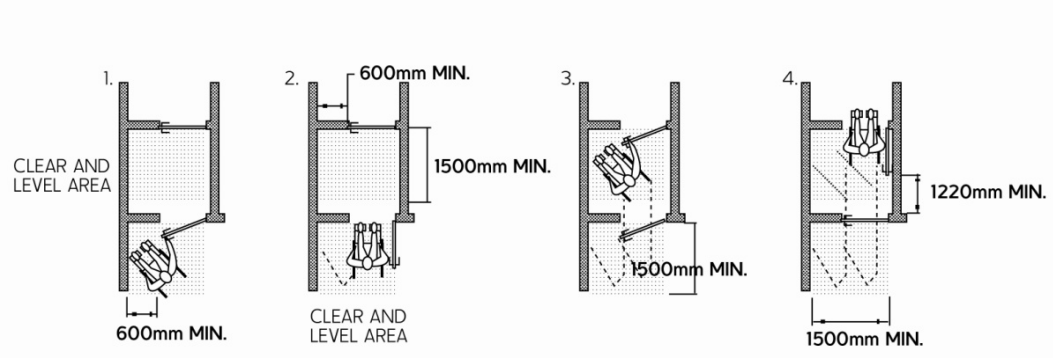


Figure 10 Front approach, pull side.

b. Where the door swings away from the area (push door), 1220mm long by the width of the door plus at least 300mm clear space on the latch side, as illustrated in Figure 11.

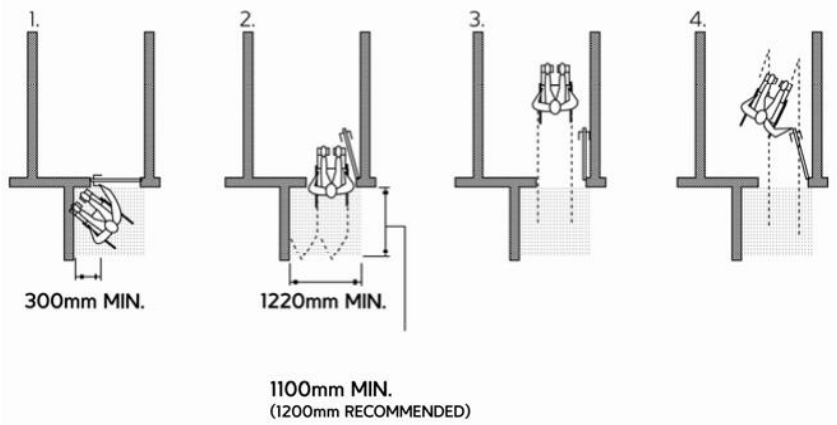


Figure 11 Front approach, push side.

c. Where there are doors in a series in common areas, there must be separation of at least 1220mm plus the width of the door, as illustrated in Figure 12.

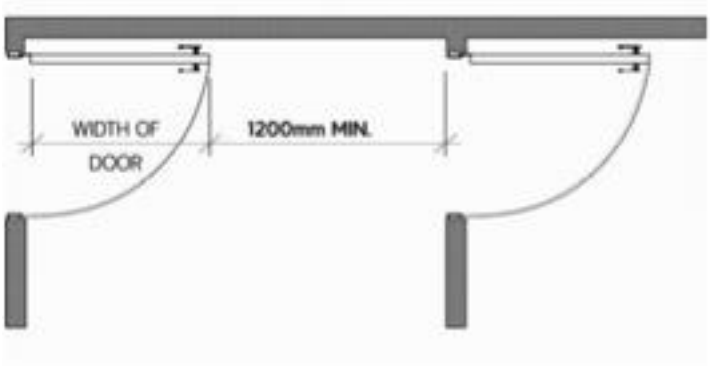


Figure 12 Separation of doors in series.

d. Entry doors to every dwelling unit are exempted from the requirement to provide the 1220mm long clear area and 600mm clear space if rough in wiring is provided for future conversion for an automatic door opener.

2.5 Corridor Widths

2.5.1. Common corridors shall be no less than 1100mm wide.

2.6 Windows

2.6.1. Windows which are accessible shall have a window sill height that does not exceed 750mm above the floor to afford seated viewing. At least one window in the common area shall afford such seated viewing.

2.6.2. Windows which are accessible shall have opening mechanisms operable with one hand and of a type that does not require tight grasping, pinching or twisting of the unit.

2.7 Outlets and Switches

2.7.1. Light switches, thermostats and intercom buttons shall be located between 900mm and 1200mm from the floor.

2.7.2. Electrical outlets, cable outlets, and telephone jacks shall be located between 455mm and 1200mm from the floor, including one (1) electrical outlet on the inside and outside of the front door.

2.7.3. The operable part of controls shall be located within reach of a clear floor area that has a width of not less than 750mm.

2.7.4. Light switches will be rocker or paddle-type switches.

2.7.5. The top of the electrical panel shall be no higher than 1371mm above the floor.

2.8 Bathrooms

2.8.1. At least one full accessible bathroom shall be located on either the main living level or the primary bedroom level. The accessible bedroom (as described in Section 2.10) and the full accessible bathroom shall be located on the same level. If the full accessible bathroom is provided on the primary bedroom level an accessible half bathroom will also be required on the main living level. An accessible bathroom shall:

a. have a toilet positioned with the centre line of the toilet 420mm to 480mm from a side wall on which a grab bar can be installed and at least 1020mm potential clear floor area from any obstruction on the non-grab bar side or in front of the toilet;

b. have a clear floor area at the sink of 800mm by 1100mm positioned for a parallel approach and centred on the sink, as illustrated in Figure 13;

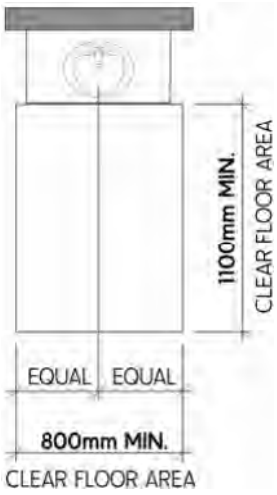


Figure 13 Clear floor area at sink.

c. have a minimum clear area of 800mm in depth along the full length of the bathtub (where provided), as illustrated in Figure 14; and

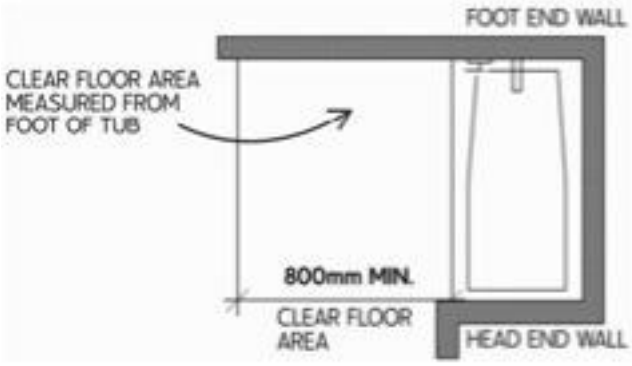


Figure 14 Clear floor area at tub.

d. have structural reinforcement in walls behind and beside the toilet and the walls around a tub and/or shower to facilitate the installation of grab bars (installed heights in accordance with the BC Building Code).

2.8.2. Where bathrooms are provided to serve a common amenity space, at least one shall be wheelchair accessible as described in the B.C. Building Code.

2.9 Kitchens

2.9.1. The kitchen must have plumbing and utility pipes located to provide for a potential 810mm wide under counter workspace so as not to prevent the easy future conversion of counter space and sinks to being universally accessible for knee space under the sink and where there is a counter top stove built in.

2.10 Bedroom & Closet

2.10.1. The space around a bed in a dwelling unit that consists of a bachelor suite and at least one bedroom in every other dwelling unit shall have sufficient space to provide a turning diameter of 1500mm on one side of a double bed.

2.10.2. The clothes closet in a dwelling unit that consists of a bachelor suite and at least one bedroom in every other dwelling unit shall have a clear opening of at least 900mm, clear floor space of at least 750mm by 1200mm and a clothes hanger rod and at least one shelf capable of being lowered to 1200mm.

2.11 Patios and Balconies

2.11.1. Access doors shall have a minimum clear opening of 800mm.

2.11.2. Minimum dimensions of any balcony or patio shall be 1500mm by 1500mm.

2.12 Implementation

2.12.1. A covenant shall be placed on title ensuring the adaptability of the dwelling units to provide for flex or universal housing in accordance with this schedule.

2.13 Council Discretion

2.13.1. Nothing in this schedule will fetter the discretion of the Council of the Township in the exercise of its legislative powers and functions.

SCHEDULE 3 DEVELOPMENT PERMIT AREAS: STREAMSIDE PROTECTION AND ENHANCEMENT

The Township contains over 1,700 kilometres (1055 miles) of watercourses. Over 1,200 kilometres (745 miles) are streams providing direct or indirect habitat for local fish species. The remaining 500 kilometres (310 miles) are primarily seasonal roadside and field ditches that only contain flowing water for a short part of the year and during rain events.

The Township contains fourteen watersheds or drainage catchment areas. Watersheds collect precipitation, which is retained in headwaters, wetlands and soils, and slowly conveyed through a system of small streams to larger streams and ultimately rivers. Watersheds are dynamic systems that respond to changes in land use and hydrology, which if not properly managed, can lead to irrevocable reductions or disappearance of fish and wildlife, increased contamination of surface and ground waters, increased frequency and magnitude of floods and a general decrease in the quality of life of local residents. Since watersheds are natural landscape units that integrate many natural processes, they provide a useful basis for land use planning that is sensitive to the protection of the water resources and the environment in general.

Maintaining undisturbed, naturally vegetated zones along streams is highly beneficial for a number of reasons as detailed below.

1. OBJECTIVES

Ecological

1.1 Native vegetation provides shade to moderate stream temperatures; roots and fallen logs provide refuge areas; and overhanging branches and leaf litter provide habitat for insects; all of which are critical for young rearing salmon.

1.2 Native trees, shrubs and ground cover in riparian zones provide critical habitat (food, nesting and hiding places) for over 50% of the wildlife species found in Langley.

Public Health and Well-being

1.3 Vegetated buffers filter pollutants that wash off the land (such as oil and heavy metals from roads and parking lots, and pesticides from lawns) before they enter surface waters.

1.4 Many drinking water wells are located in the vicinity of streams where water supplies are more abundant. Streamside vegetation filters and absorbs contaminants, preventing their entry into streams or groundwater drinking supplies.

1.5 Vegetation improves air quality, moderates the local climate and acts as a noise barrier.

Property Protection

1.6 Well-established roots along stream banks minimize erosion of hazardous slopes and streamside properties. Less sands and silts released into streams means less deposition downstream and hence less flooding of lowland properties.

Economics

1.7 Vegetation allows for better infiltration of stormwater runoff which reduces stress on the public drainage infrastructure.

1.8 Streamside vegetation is very effective at capturing sediments before they reach watercourses, reducing the need for maintenance of watercourses.

1.9 Protecting natural riparian areas before they have been impacted is much more cost effective and successful than attempting to regain or restore after the fact.

1.10 Well-established vegetation alongside streams has been shown to increase nearby property aesthetics and values.

Recreation, Archaeology and Aesthetics

1.11 Vegetated buffers create opportunities for passive recreation, such as bird watching, nature viewing and walking trails.

1.12 Recreational trails alongside sensitive streamside areas provide an important buffer between conservation areas and adjacent human land use activities.

1.13 First Nations people have traditionally used streamside areas for travel, fishing, food gathering and ceremonial purposes.

1.14 Watercourses and treed riparian areas provide attractive views of the community for residents.

Stormwater and Flood Management

1.15 Streamside vegetation slows and dissipates flood waters during high stream flows.

1.16 Streamside areas typically retain water in soils and slowly release it to the stream during droughts.

1.17 Streamside vegetation protects stream water quality from pollutants and high temperatures typical of stormwater runoff from upland paved surfaces and land use activities and dissipates and filters this runoff through the vegetated area.

2. POLICIES

Since encroachment on watercourses by urban development can cause rapid deterioration of watercourse ecosystems, Development Permit Area designations are implemented to ensure necessary precautions are undertaken so that fisheries, wildlife, trees, water resources, soils, recreation and archaeological values, property and human safety within these areas are adequately protected and enhanced, and development impacts are efficiently and properly mitigated. The following policies apply:

2.1 Community and Neighbourhood Plan boundaries shall be consistent with watershed or drainage catchment boundaries, wherever practically possible.

2.2 The Township shall review and amend from time to time a Watercourse Classification Map (Map 11) delineating the location and classification of watercourses requiring streamside protection and enhancement at the time of development.

2.3 Where a Community or Neighbourhood Plan adopted before March 27, 2006 includes requirements pertaining to streamside protection and enhancement, and where these requirements conflict with each other or with the requirements of this Bylaw, the requirements and regulations providing the greater degree of streamside protection and enhancement shall apply. Nothwithstanding this:

2.3.1. The watercourse location, classification and streamside protection and enhancement provisions of the Northeast Gordon Estate Neighbourhood Plan, as well as valid, site specific letters of authorization from the Department of Fisheries and Oceans and/or the Ministry of Environment Lands and Parks for other lands, shall supersede the provisions of Map 11 “Watercourse Classification Map” and Schedule 3-1 of this Bylaw, although the remainder of the provisions of this Bylaw continue to apply.

2.3.2. The terms and conditions of Authorization No. 99-HPAC-PA2-000-000217 from the Department of Fisheries and Oceans dated August 29, 2000, as may be extended or amended by the Department of Fisheries and Oceans, shall supersede the provisions of this Bylaw for lands located within the Langley Official Community Plan Bylaw, 1979 No. 1842 Amendment (Gloucester Industrial Park) Bylaw 1988 No. 2556.

2.4 Community and neighbourhood plans adopted after March 27, 2006 may incorporate updated watercourse locations and classifications and updated Streamside Protection and Enhancement Development Permit Area locations and guidelines, which shall maintain the overall intent of the objectives, policies and guidelines of this Bylaw, and whose streamside protection and enhancement Development Permit Area policies and guidelines shall then be deemed to supersede the provisions of this Bylaw.

2.5 All development proposed to be located within a designated Streamside Protection and Enhancement Development Permit Area not located in the ALR, shall apply for and obtain a Development Permit from Council prior to development proceeding. Where a Development Permit for streamside protection and enhancement purposes has previously been issued, another Development Permit may not be required subject to the subsequent development being in full compliance with the terms of the original Development Permit.

2.6 A Development Permit required for streamside protection and enhancement purposes may be combined with a Development Permit required for other purposes.

3. DEFINITIONS

For the purpose of Schedule 3, the following definitions apply:

“Development” means any of the following associated with or resulting from the local government regulation or approval of residential, commercial, institutional, industrial, or comprehensive development activities or ancillary activities to the extent that they are subject to local government powers under the Local Government Act or the Community Charter:

a. subdivision of land as defined in Section 455 of the Local Government Act;
b. rezoning of land as defined in Section 479 of the Local Government Act;

c. issuance of a Development Permit as defined in Section 488 of the Local Government Act;
d. issuance of a Building Permit as defined in Section 8 of the Community Charter;
e. issuance of a permit for soil deposit or soil removal as defined by, “Soil Deposit and Removal Bylaw 2013 No. 4975”;
f. removal, alteration, disruption or destruction of vegetation; disturbance of soils; construction or erection of buildings and structures; creation of nonstructural impervious or semi-impervious surfaces; flood protection works; construction of roads, trails, docks, wharves and bridges; provision and maintenance of sewer, water, and utility services; and provision and maintenance of drainage systems.

“Edge of Floodplain” means the edge of the active annual floodplain of a stream where a break in the slope of the land occurs such that the grade beyond the break is flatter than 3:1 at any point for a minimum distance of 15 metres measured perpendicularly from the edge.

5854 03.04.23 “Fisheries Act” means the Fisheries Act, RSC 1985, c. F-14 as amended or re-enacted from time to time.

5854 03.04.23 “Fish habitat” means water frequented by fish and any other areas on which fish depend directly or indirectly to carry out their life processes, including spawning grounds and nursery, rearing, food supply and migration areas.

“Qualified Professional” means an engineer, biologist, landscape architect, archaeologist, applied scientist or technologist, acting alone or together with another qualified professional, if

a. the individual is registered and in good standing in British Columbia with an appropriate professional organization constituted under an Act, acting under that association’s code of ethics and subject to disciplinary action by that association,
b. the individual’s area of expertise is recognized in the assessment methods as one that is acceptable for the purpose of providing all or part of an assessment report in respect of that development proposal, and
c. the individual is acting within that individual’s area of expertise.

5854 03.04.23 “Riparian Areas Protection Regulation” means the Riparian Areas Protection Regulation, BC Reg 178/2019 as amended or re-enacted from time to time.

“Security Deposit” means cash or an irrevocable Letter of Credit in accordance with the provisions of the Township of Langley Subdivision and Development Servicing Bylaw.

5854 03.04.23 “Stream” means:

a. a natural watercourse, including a natural glacier course, or a natural body of water, whether the stream channel of the stream has been modified, or
b. a natural source of water supply, including, without limitation, a lake, pond, river, creek, spring, ravine, gulch, wetland or glacier, whether or not usually containing water, including ice, but does not include an aquifer.

“Streamside Protection and Enhancement Development Permit Area” means an area

a. adjacent to a stream that links aquatic to terrestrial ecosystems and includes both existing and potential riparian vegetation and existing and potential adjacent upland vegetation that exerts an influence on the stream, and
b. the size of which is determined by measuring perpendicularly from the "Top of Bank" or "Edge of Floodplain" (as applicable) which corresponds to distances designated by Map 11 "Watercourse Classification Map" and Schedule 3-1, or by the appropriate studies and reports as indicated in this bylaw.

"Township" means the Corporation of the Township of Langley.

"Top of Bank" means the first significant break in a ravine slope where the break occurs such that the grade beyond the break is flatter than 3:1 for a minimum distance of 15 metres measured perpendicularly from the break, and the break does not include a bench within the ravine that could be developed.

5854 03.04.23 "Watercourse" means any natural or human-made body of water that may or may not provide fish habitat that fall under two categories:

i. regulated watercourse, does not include a Class C watercourse, and includes:
    a. known or suspected fish-bearing watercourses, including watercourses classified as Class A, Class A(OD), Class A(OW) and Class B as shown on Map 11 "Watercourse Classification Map," and natural watercourses or natural water supply sources; and
    b. watercourses that do not in fact provide fish habitat, but may include natural watercourses or watercourses containing a natural source of water supply, including watercourses classified as Class C as shown on Map 11; and
ii. non-regulated Class C watercourse includes watercourses that do not in fact provide fish habitat, are not natural watercourses, and do not contain a natural source of water supply.

"Watercourse Classification Map" delineates the location and classification of watercourses in the Township of Langley as depicted in Map 11.

5854 03.04.23 "Water Sustainability Act" means the Water Sustainabililty Act, SBC 2014, c 15 as amended or re-enacted from time to time.

4. DEVELOPMENT PERMIT AREA GUIDELINES

The Development Permit Area Guidelines for Streamside Protection and Enhancement Development Permit Areas are:

4.1 The Streamside Protection and Enhacement Development Permit Area is established pursuant to Section 488(1)(a) of the Local Government Act for the protection of the natural environment, its ecosystems and biological diversity. The location and extent of Streamside Protection and Enhancement Development Permit Areas are delineated by Map 11 "Watercourse Classification Map" and column A of Schedule 3-1, as such pertain to all watercourse and adjacent riparian lands located in the Township, except those located in the Agricultural Land Reserve

4.2 All new development shall comply with the Development Permit Area Objectives, Guidelines, Policies, and Schedule 3, except as specifically modified or exempted by this Bylaw.

4.3 Streamside Protection and Enhancement Development Permit Areas shall be retained in a natural state and kept free of development, except for municipal works and services including utilities, watercourse crossings, walkways, trails and other municipal works and services specifically accepted by the Township as being consistent with Schedule 3 of this Bylaw.

4.4 Tree Protection Plans consisting of tree retention, protection and replacement details acceptable to the Manager, Green Infrastructure Services are required to accompany all new development proposals within Streamside Protection and Enhancement Development Permit Areas.

4.5 Where additional plantings are required within a Streamside Protection and Enhancement Development Permit Area, a landscape plan prepared by a qualified landscape professional shall be required to be submitted indicating the location of the vegetation or trees to be planted, the type and size of materials to be used, planting methodology and timing, and a three year monitoring schedule to ensure survival of planted materials. All additional plantings required within a Streamside Protection and Enhancement Development Permit Area shall consist of a diverse mix of 100% native vegetation suited to the specific site. Landscape plans shall be in substantial accordance with Schedule 3-2 - Riparian Revegetation Guidelines and Species Lists, and are subject to specific approval by the Township prior to implementation.

4.6 The Township may require fencing or other works to be constructed and appropriate signage to be posted in order to protect the Streamside Protection and Enhancement Development Permit Area. Fencing shall be permanent, secure and of appropriate size and type to deter entry of humans and domestic pets in accordance with Schedule 3-3, shall be subject to the acceptance of the Township and shall be constructed by the proponent prior to development proceeding.

4.7 Location of public recreational trails within a Streamside Protection and Enhancement Development Permit Area shall be generally limited to the outer edge of the Streamside Protection and Enhancement Development Permit Area; shall be designed to minimize disturbance to the Streamside Protection and Enhancement Development Permit Area; shall consist of low impact materials that maintain soil infiltration, minimize contamination and resist erosion, and shall be subject to acceptance by the Township and constructed by the proponent prior to development proceeding.

4.8 Streamside Protection and Enhancement Development Permit Areas, at the time of development, shall be dedicated as a municipal lot for environmental protection/conservation purposes, or protected by restrictive covenant, or both, as determined by the Township.

4.9 A security deposit, of an amount acceptable by the Township and in accordance with the Township of Langley Subdivision and Development Servicing Bylaw, may be required at the time of development to ensure that Streamside Protection and Enhancement Development Permit Areas are not impacted during development.

4.10 To determine the appropriate location and extent of the Streamside Protection and Enhancement Development Permit Area on the ground, applicants shall confirm, through a survey undertaken by a BC Land Survey professional, the top of bank or edge of floodplain (as applicable) for each watercourse in relation to the property lines and existing and proposed development, prior to rezoning, subdivision or issuance of a Development, Development Variance, Building, or Soil Removal or Deposit Permit, to the acceptance of the Township.

4.11 The Township may require environmental impact studies, enhancement works and monitoring in support of development proposed to be located adjacent to Streamside Protection and Enhancement Development Permit Areas.

4.12 Alteration of the natural drainage of the Streamside Protection and Enhancement Development Permit Area and adjacent properties shall be minimized. Applicants shall provide an assessment, prepared by a qualified professional, of the predicted changes to site drainage and propose measures to manage drainage impacts. A stormwater management plan depicting the proposed measures to mitigate drainage impacts including sediment control from the development site must be received and approved by the Township prior to rezoning, subdivision or the issuance of a Building or Soil Removal or Deposit Permit in accordance with the Township of Langley Subdivision and Development Servicing Bylaw.

4.13 Siltation and erosion control measures shall be implemented to protect Streamside Protection and Enhancement Development Permit Areas, shall be in place prior to development, and shall be in accordance with Township requirements including those of the Township of Langley Subdivision and Development Servicing Bylaw.

4.14 If any of the Streamside Protection and Enhancement Development Permit Area guidelines conflict with flood control provisions or siting or setback requirements of other bylaws, or guidelines associated with another development permit area, the requirement or guideline which achieves the greater degree of streamside protection and enhancement shall apply.

4.15 Notwithstanding the provisions of Column A of Schedule 3-1, where a watercourse is deemed by the Township as having unique characteristics or special considerations, or where a proposed development is unable to comply with Column A of Schedule 3-1 due to the unique configuration of the site, the width of the Streamside Protection and Enhancement Development Permit Area may be modified subject to compliance with all of the following:

4.15.1. The proposed modification shall maintain an overall average width equivalent to the Streamside Protection and Enhancement Development Permit Area width required by Column A of Schedule 3-1; and

4.15.2. At no point shall the Streamside Protection and Enhancement Development Permit Area minimum width be less than the minimum width indicated in Column B of Schedule 3-1; and

4.15.3. Where habitat is lost within the Streamside Protection and Enhancement Development Permit Area minimum widths outlined in Column A of Schedule 3-1, habitat must be replaced on a two (2) for one (1) basis; and

4.15.4. To maintain the integrity of streamside functions, areas provided as an equivalency in Subsection 4.15.3, must be contiguous to the adjacent Streamside Protection and Enhancement Development Permit Area, located as close as possible to the watercourse (i.e. there should not be a panhandle of protected areas extending from the watercourse) and not isolated elsewhere on the site; and

4.15.5. Where required by the Township, a report(s) prepared and certified by qualified professionals may need to be submitted to the acceptance of the Township and may include demonstration that fisheries, wildlife, vegetation, soils, slope stability, erosion control, trails, water resources, archaeologically significant sites,

property and human safety within these areas are adequately protected and enhanced and development impacts are efficiently and property mitigated; and

4.15.6. Where applicable, compliance with the Federal Fisheries Act as amended; and

4.15.7. Items 4.15.1 to 4.15.6 inclusive must be submitted to the acceptance of the Township prior to final consideration of the relief sought in the modification request and prior to the development being allowed to proceed within the minimum width specified by Column A of Schedule 3-1, but not within the minimum width specified by Column B of Schedule 3-1.

4.16 The Streamside Protection and Enhancement Development Permit Area designation shall not apply where:

4.16.1. The proposed development site is located within the Agricultural Land Reserve; or

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4.16.2. The proposed development is completely outside of the designated Streamside Protection and Enhancement Development Permit Area and where it can be demonstrated to the acceptance of the Township in accordance with Section 5 that the proposed development will not result in negative impacts to the watercourse; or

4.16.3. The proposed development is the reconstruction or repair of a permanent structure described in Section 532 of the Local Government Act if the structure remains on its existing foundation and where it can be demonstrated to the acceptance of the Township that the reconstruction activities would result in no additional negative impacts to the watercourse and adjacent Streamside Protection and Enhancement Development Permit Area; or

4.16.4. It can be demonstrated to the acceptance of the Township that municipal or other utility works and services required in support of the proposed development will not cause negative impacts to the watercourse and adjacent Streamside Protection and Enhancement Development Permit Area; or

4.16.5. Emergency actions are required to prevent, control or reduce a threat to life or to public or private property including, but not limited to:

a. Emergency actions for flood protection, erosion protection, and clearing of obstructions to watercourse or drainage flow;

b. Emergency works to protect, repair or replace public buildings and utilities;

c. Clearing of an obstruction from a bridge, culvert or drainage flow and repairs to a bridge or safety fence; and

d. Removal of a tree when there is imminent danger of the tree falling and causing an injury to persons or damage to property, or when a tree failure has already occurred and presents an immediate hazard; or

4.16.6. Habitat enhancement and restoration activities are undertaken within designated Streamside Protection and Enhancement Development Permit Areas, which do not otherwise require a permit from the Township, provided that the activities comply with the relevant provisions of this Bylaw and all Provincial and Federal standards and requirements, and the Township is notified of the activities; or

4.16.7. The restoration of a Streamside Protection and Enhancement Development Permit Area is undertaken by removing non-native vegetation and/or planting vegetation according to a revegetation plan that has been prepared by a qualified

professional, and which is in accordance with Schedule 3-2 of this bylaw, and which has been approved by the Township; or

4.16.8. The lot was created before March 27, 2006 and as a result of the adoption of this Bylaw the lot does not have the space required for a minimum building area or footprint. In these circumstances, a building permit may be issued for no more than one (1) principal building on the minimum amount of land required for a minimum building footprint, zoning bylaw setbacks, necessary servicing, access and other accessory buildings and uses subject to compliance with all of Subsections a) to g) inclusive as follows:

a. All other conditions of development contained in the Township's Zoning Bylaw, Subdivision and Development Servicing Bylaw, Highway and Traffic Bylaw, and Building Bylaw being complied with; and

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b. Compliance with Provincial Riparian Areas Protection Regulation, BC Regulation 376/2004 as amended; and

c. Incursion into the setbacks outlined by Column A of Schedule 3-1 is the minimum possible to allow a minimum building footprint, necessary servicing, access and accessory building; and

d. No buildings or accessory uses, including landscaping, shall be located less than a distance of 30% of the Streamside Protection and Enhancement Development Permit Area widths listed in Column B of Schedule 3-1 of this bylaw that correspond with the watercourse classification and type, measured perpendicularly from top of bank; and

e. No access driveways or crossings shall be located within the Stream Protection and Enhancement Area as determined by the Assessment Methods in the Riparian Areas Regulation BC Reg. 376/2004 unless authorization has first been obtained from the Department of Fisheries and Oceans pursuant to the Federal Fisheries Act as amended; and

f. When required by the Township, provision of a geotechnical slope stability and erosion control report with respect to the proposed development, undertaken and certified by a qualified professional engineer or geoscientist having relevant experience in the field; and

g. Provision of whatever road dedications, tree protection, restrictive covenants, right-of-way, municipal trails and other legal documents and services that may be required by the Township to support the issuance of the building permit.

4.17 All actions used to resolve emergency situations shall be immediately reported to the Township, and the appropriate Federal and Provincial authorities.

4.18 Municipal works and services in and around a watercourse may be undertaken by the Township if:

4.18.1. Such works and services can be undertaken without negative impacts to the Streamside Protection and Enhancement Development Permit Area; or

4.18.2. The required municipal works have been approved by the Director of the appropriate department in consultation with Fisheries and Oceans Canada and the Ministry of Environment.

4.19 Works and services referenced in Subsection 4.18 shall include but are not limited to:

4.19.1. The construction or maintenance of a public utility placed in or upon a public thoroughfare or public utility easement;

4.19.2. The construction, widening, improvement, maintenance or repair of any land, watercourse, drainage ditch, culvert, highway, street, trail, bridge or other public thoroughfare; and

4.19.3. The improvement or maintenance of any lands within the municipal parks or trail systems or on municipal streets or boulevards.

4.20 The minimum width of a Streamside Protection and Enhancement Development Permit Area shall comply with Column A of Schedule 3-1 or modified in accordance with Subsection 4.15, except where a proponent believes that the unique characteristics and conditions of a specific site support further modification to Schedule 3-1 or any other provision of this Bylaw, in which case all of the following shall form part of any Development Permit application and shall be submitted to the Township prior to final consideration of the relief sought in the Development Permit application:

4.20.1. Submission of a Development Permit application and fee by the proponent pursuant to Township Development Application Fee Bylaw 1987 No. 2470 as amended; and

4.20.2. Designation of one (1) qualified professional as the lead agent responsible for coordination of the Development Permit application and submission of supporting information reports and recommendations on behalf of the proponent; and

4.20.3. Submission of supporting documentation, technical studies and recommendations with respect to impacts of the proposed development on the designated Streamside Protection and Enhancement Development Permit Area as follows:

a. A fish and fish habitat assessment report carried out by a qualified environmental professional (or groups of professionals), prepared and submitted as per the Assessment Methods in the Riparian Areas Regulation, BC Reg. 376/2004;

b. A geotechnical slope stability and erosion control report undertaken and certified by a qualified professional engineer or geoscientist having relevant experience in the field;

c. A flood protection report undertaken and certified by a qualified professional engineer or geoscientist having relevant experience in the field;

d. A wildlife habitat assessment report, including species at risk, undertaken and certified by a professional biologist or qualified environmental professional having relevant experience in the field;

e. A vegetation impact assessment report, undertaken and certified by a qualified professional biologist having relevant experience in the field, including retention of significant trees, tree protection and tree replacement plans as defined in the Township's Subdivision and Development Servicing Bylaw Schedule I (Tree Protection);

f. A groundwater impact assessment report undertaken and certified by a qualified professional engineer or geoscientist having relevant experience in the field;

g. A trail plan undertaken and certified by a qualified professional landscape architect having relevant experience in the field, in accordance with municipal

parks and trail connection plans, including required trails, fencing and landscaping;

h. An archaeological review by a professional archaeologist having relevant experience in the field; and

i. A utility and infrastructure impact assessment report undertaken and certified by a qualified professional engineer having relevant experience in the field; and

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j. Evidence that minimum requirements of the Provincial Riparian Areas Protection Regulation, B.C. Reg. 376/2004 as amended have been complied with; and

k. Where applicable, evidence that the Federal Fisheries Act as amended is being complied with.

4.20.4. The documentation required in Subsection 4.20.3 shall be submitted to the Township for review, acceptance and recommendation prior to a staff report being forwarded to Council for consideration of the Development Permit request;

4.20.5. Council may, as a condition of issuing a Development Permit, require a development to provide fish and wildlife habitat improvements; slope stability and erosion control improvements; flood protection improvements; vegetation retention, protection, enhancement and replacement improvements; improvements to municipal trails and connections; preservation and protection of archaeological sites; as well as modifications to the proposed development plans; and

4.20.6. Where the Development Permit application is denied by Council the provisions of Schedule 3-1 shall continue to apply.

4.21 Notwithstanding Schedule 3-1, where an infill development is proposed to be located in a Streamside Protection and Enhancement Development Permit Area where the neighbouring lots located 500 metres upstream and 500 metres downstream of the watercourse, as measured from the outer edge of the proposed development site along the top of bank or edge of floodplain (as applicable), are already 90% developed and have previously established non-disturbance areas with an average width less than the width required by Column A of Schedule 3-1, the modified Stream Protection and Enhancement widths delineated in Column B of Schedule 3-1 will apply to the development.

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4.22 Where a proponent contends that a watercourse location depicted on Map 11 is in error, the proponent can submit for consideration by the Township a report prepared by a B.C. Land Survey Professional that identifies the location of the watercourse.

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4.23 Where a proponent contends that a watercourse classification depicted on Map 11 is in error, the proponent can submit for consideration by the Township either an:

i. assessment prepared by a qualified professional in accordance with Section 5, where it is contended that a watercourse is non-regulated Class C watercourse; or

ii. a report prepared by a qualified professional that provides a classification of the watercourse, as applicable.

4.24 Notwithstanding this Bylaw, where development, works or services are subject to the Federal Fisheries Act as amended, the requirements of the DFO shall not be less than

the requirements of this bylaw, except for the provision of lot access where specifically accepted by the Township.

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4.25 Despite this Bylaw, development may be located within the Streamside Protection and Enhancement Development Permit Area if:

i. the site is subject to undue hardship and meets the riparian protection standard for sites subject to undue hardship in accordance with the Riparian Areas Protection Regulation;;

ii. the qualified professional determines the proposed development will not result in any harmful alteration, disruption or destruction of fish habitat;

iii. provincial approval for changes in and about a stream has been obtained under the Water Sustainability Act; or

iv. federal authorization for development that results in the harmful alteration, disruption or destruction of fish habitat has been obtained under the Fisheries Act.

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5. DEVELOPMENT ADJACENT TO REGULATED WATERCOURSES

5.1 If development is to be located outside of the Streamside Protection and Enhancement Development Permit Area and a qualified professional determines the proposed development will not:

a. result in any harm to fish habitat;

b. impact the flow of a natural water source; or

c. result in any impacts or modifications to a natural watercourse;

The development may proceed without requiring the government approvals or authorizations that may be engaged under the Streamside Protection and Enhancement Development Permit Area, the Water Sustainability Act, the Riparian Protection Regulation, or the Fisheries Act.

NON-REGULATED CLASS C WATERCOURSE ASSESSMENTS

5.2 Where an owner of an affected parcel contends a watercourse is a Non-Regulated Class C watercourse, the owner must engage a qualified professional to assess the watercourse to determine whether it is a Non-Regulated Class C watercourse.

5.3 The owner must file the original completed qualified professional assessment referred to in Section 5.2 to the Township of review.

5.4 The assessment must include both field components and desktop analysis to adequately describe current and historical modifications to the watercourse.

5.5 To classify the water body as a Class C watercourse, the qualified professional must in the assessment confirm the following conditions regarding the watercourse:

a. The watercourse does not represent a natural watercourse, whether or not the stream channel has been modified, including but not limited to a lake, pond, river, creek, spring, ravine, gulch, wetland or glacier, as defined by the Water Sustainability Act;

b. The watercourse does not contain a natural source of water supply, as defined by the Water Sustainability Act; and

c. The watercourse does not connect to or provide water frequented by fish or other areas on which fish depend on either directly or indirectly to carry out their life

processes, as defined by the Riparian Areas Protection Regulation and the Fisheries Act.

5.6 The watercourse may only be classified as a Non-Regulated Class C watercourse if all three conditions are satisfied. If any of the conditions are not discounted in the assessment, the water body must be treated as a regulated watercourse.

5.7 The classification of the watercourse by the qualified professional shall be binding upon the Township.

DEVELOPMENT ADJACENT TO NON-REGULATED CLASS C WATERCOURSES

5.8 If a waterbody is classified as a Non-Regulated Class C watercourse, then the proposed development may proceed without requiring the government approvals or authorizations that may be engaged under the Streamside Protection and Enhancement Development Permit Area, the Water Sustainability Act, the Riparian Areas Protection Regulation, or the Fisheries Act.

6. ADMINISTRATION, OFFENCES, AND PENALTIES

6.1 Any person who contravenes any of the provisions of Schedule 3 may be subject to fines specified in the Township's Bylaw for municipal tickets as authorized under Part 8, Division 3, of the Community Charter, S.B.C. 2003, Chap. 26.

6.2 Any person who violates a provision of Schedule 3 commits an offence punishable on summary conviction and shall be liable to a fine of not less than Two Thousand ($2000) Dollars and not more than Ten Thousand ($10,000) Dollars for each day on which an offence exists or is continuing, together with such costs as a court of competent jurisdiction may order. For the purposes of enforcing any judgment of a court or collecting any fine levied hereunder, the provisions of the Offence Act, R.S.B.C. 1996 c. 338, as amended, shall apply.

6.3 Any person who contravenes any provision of Section 5.1 may have proceedings brought against them in Supreme Court to enforce, or prevent or restrain the contravention of any provision of Schedule 3.

6.4 Nothing contained in Section 5.1 relieves any person from complying with the lawful Acts and regulations of the Province of British Columbia or the Government of Canada.

6.5 The provisions of Schedule 3 are severable. If any provision is for any reason held to be invalid by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining provisions of Schedule 3.

SCHEDULE 3-1 – TABLE OF STREAMSIDE PROTECTION AND ENHANCEMENT DEVELOPMENT PERMIT AREA WIDTHS

Watercourse Class	Colour Code	Column A Minimum Streamside Protection and Enhancement Development Permit Area Width (m)[1]	Column B Minimum Streamside Protection and Enhancement Development Permit Area Width (m)[1, 2]
A	Red / Orange / Magenta	30	25
A (Roadside watercourse)	Red / Orange / Magenta	7.5	5
B (Natural watercourse)	Yellow	20	15
B (Constructed watercourse)	Yellow		
Channel width > or = 0.5m		15	10
Channel width < 0.5m		10	7.5
B (Roadside Watercourse)	Yellow	6	3.5
C	Green	0	0
C (Non-Regulated)	Turquoise	0	0
U (Unclassified)	Blue	To be determined[3]	To be determined[3]
Fraser River and Bedford Channel	n/a	30	30

5854
03.04.23

[1] Measured from *top of bank* or *edge of floodplain* (as applicable).
[2] Subject to Section 4.15.
[3] In accordance with Section 4.15.5

SCHEDULE 3-2 – RIPARIAN VEGETATION

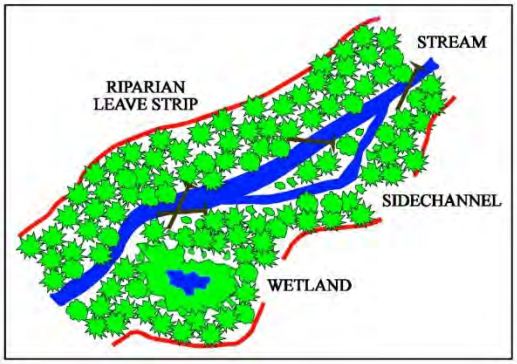
Fisheries and Oceans Pêches et Océans

Ministry of Environment, Lands and Parks

Riparian Revegetation

Riparian Areas, Fish and Wildlife Habitat

Riparian areas are located next to streams, rivers, lakes and wetlands, and have direct influence on aquatic and wildlife habitat. These include swampy areas, wetlands, small streams and side channels or intermittently wetted areas. Riparian areas or zones can broadly be described as the areas of the streambank, including side channel and associated banks, and they include upland areas not normally inundated during high water conditions.



Leave strips, usually a minimum of 15 meters in width along the bank, are the areas of land and vegetation adjacent to watercourses that are to remain in an undisturbed state, throughout and after the development process. They protect the riparian zone and help protect private property from flooding and potential loss of land due to stream erosion and instability.

Minimizing Impacts on Riparian Areas

- Streambank characteristics and vegetation should be taken into account when planning development activities in and around rivers and streams.
- During development of the land, there should be no unauthorized work or disturbance into the riparian zone.
- Where encroachment into a leave strip is required, specific plans must be prepared and approved by DFO and MOELP in advance.
- Carefully select access points to the streambank through the riparian zone; minimize the size and duration of disturbance; and preserve streamside vegetation and undergrowth wherever possible.
- Limit machinery and equipment access and direct disturbance to streambank areas.

Stabilizing Impacted Riparian Areas

- Physical stabilization of eroding or eroded banks may be required to promote bank stability and regeneration of riparian vegetation.
- Design and construction of stabilization works should prevent their subsequent erosion.
- Retain stable large organic debris (LOD) which does not impede flows and fish migration, or promote bank erosion.

Revegetating Impacted Riparian Areas

- Revegetate disturbed areas immediately following completion of work in riparian zones.
- Establish ground cover through ground seeding to prevent surface erosion.
- Plant deeper rooted plants, shrubs and trees to provide long-term stability to the streambank and prevent erosion.

The following native tree and shrub species are those recommended for revegetating riparian areas next to streams, lakes and wetlands with the benefit of enhancing fish and wildlife habitat values.

Deciduous Tree Species:

Vine Maple	*Acer circinatum*
Hawthorn	*Crataegus douglasii**
Pin Cherry	*Prunus pensylvanica**
Choke Cherry	*Prunus virginiana**
Mountain Ash	*Sorbus aucuparia**
Pacific Willow	*Salix laslandra*
Pacific Crabapple	*Malus diversifolia**

Coniferous Tree Species:

Douglas Fir	*Pseudotsaga menziesli*
Western Red Cedar	*Thuja picata*
Western Hemlock	*Tsuga heterophylla*

Shrub Species:

Red Osier Dogwood	*Cornus saricaa**
Thimbleberry	*Rubus parviflorus**
Salmonberry	*Rubus spectabilis**
Elderberry	*Sambucus racemosa**
Snowberry	*Synmphorocarpus albus**
Red Huckleberry	*Vaccinum parviflorum**
Nootka Rose	*Rosa nutkana**
Shrub Rose	*Rosa rugosa**
Pussy Willow	*Salix discolor*

* denotes fruit-bearing species!

Planting Criteria:

- All tree and shrub species should be guaranteed nursery stock for successful transplanting.
- The correct botanical name should be used to order planting stock and tags should be left attached for field identification.
- Tree stock should be a minimum of 1.5 meters in height when purchased, and planted at the width suitable for the mature stock (no greater than 2.0 meters apart).
- Stock should be planted in the fall (September to October) and spring (March to April) depending on local conditions.
- The quantity of stock planted should ensure at least 80% take, or replanting will be required.
- Additional fertilizing and watering may be required if site soil conditions are poor for successful established growth.
- Fruiting trees and shrubs should be planted to promote recolonization by seed and provide bird/wildlife food sources.

Suggested Planting Layout:

Planting layout will depend on what is required to reestablish or enhance existing riparian vegetation, species selected, density of plants, mature plant heights and planting system: linear, random, grid, etc.

Ground Seeding:

Seeding reduces surface erosion, enhances the soil's absorption and retention of water and promotes establishment of suitable soil conditions for larger plants. Generally, a combination of 2-5 species of sod-forming grasses, bunch grasses and nitrogen-fixing legumes are required, depending on soil type, climate, soil moisture and species compatibility. A general purpose seeding mix would include:

25% red fescue	*20%* perennial ryegrass
15% hard fescue	*15%* orchard grass
10% alsike clover	*10%* white clove
5% redtop	

Additionally:

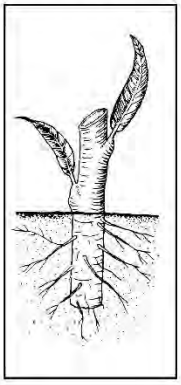
- Seeding should occur in spring or fall when soil conditions are suitable with a grass-legume ratio of 70:30 in wet areas and 80:20 in dry areas.
- Dry seeding should be done at a minimum rate of 80 kg/ha.
- Fertilize with 19-20-12 at a minimum rate of 400 kg/ha.

Live Staking:

Live staking usually involves the planting of rooted or unrooted cuttings of *Populus* or *Salix* to establish shrubs for the prevention of erosion and protection of streambanks. The shrub species used for live staking must be:



- Indigenous to the area, easily propagated and provide the required effect.
- Harvested with the dormant plant's previous season's growth with straight, healthy stalks and clean unsplit ends.
- Cuttings 15-20 cm long with a mid-stem diameter of 2 cm minimum. Avoid using the top 10 cm of the stem. Cuttings should have a minimum of two healthy buds per stem.



- Planted in late Autumn or early spring after buds have set (full dormancy) with two buds above ground, but with as little stem exposed as possible.
- Cuttings planted firmly in the soil at required density and spacing. Experience has shown better survival and shrub development if 3-4 cutting are bundled and planted together.

Harvesting of cuttings should not depopulate or destroy native shrubs; collection of cutting should be from a large population for minimum impact.

Further References

A Handbook for Forest Roadside Erosion Control in British Columbia, Land Management Report Number 4, BC Ministry of Forests, 1980.

A Handbook for the Management of Landslide-Prone Terrain in the Pacific Northwest, Land Management Report Number 4, BC Ministry of Forests, 1991.

Biotechnical Slope Protection and Erosion Control Workshop Manual, Vancouver, 1987.

Land Development Guidelines for the Protection of Aquatic Habitat, Department of Fisheries and Oceans Canada and the Ministry of Environment, Lands and Parks, 1992.

For Site-Specific Information

Contact your local office of the Department of Fisheries and Oceans, or Ministry of Environment, Lands and Parks.

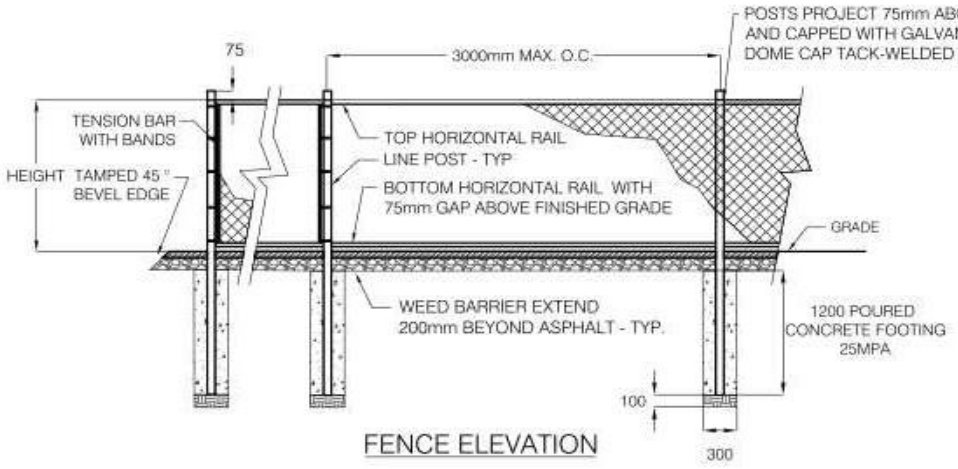
Native Tree and Shrub Cover
Recommended to Enhance Fish and Wildlife Habitat

The following are preferred species of trees and shrubs for enhancing fish and wildlife habitat:

Trees			
Common Name	**Botanical Name**	**Height(m)**	**Best growth**
Deciduous Species			
vine maple	*Acer circinatum*	to 7	m-w
Douglas maple	*Acer glabrum var. douglasii*	to 10	d-m
broadleaf maple	*Acer macrophyllum*	to 35	d-m
red alder	*Alnus rubra*	to 25	m
western white birch	*Betula paprifera var. commtata*	to 30	m-w
◊black hawthorn	*Crataegus douglasii*	to 10	m
◊Pacific crabapple	*Malus fusca*	2-12	m-w
black cottonwood	*Populus balsamifera or P. trichocarpa*	to 50	m-w
◊bitter cherry	*Prunus emarginata*	2-15	m
cascara	*Rhamnus purshiana*	to 10	d-w
Pacific willow	*Saliz lucida ssp. lasiandra*	to 12	w
◊European mountain ash*	*Sorbus aucuparia*	-	-
Coniferous Species			
western white pine	*Pinus monticola*	to 40	m-d
Douglas – fir	*Pseudotsuga menziesii*	to 70	d
western red cedar	*Thuja plicata*	to 60	m-w
western hemlock	*Tsuga heterophylla*	to 60	d-w

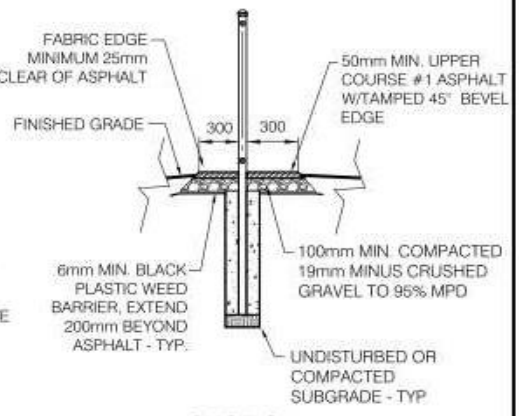
Best growth conditions d=dry, m=moist, w=wet
◊ fruit-bearing species
* European mountain ash is not native, but naturalized

SCHEDULE 3-3 – FENCING CRITERIA



FENCE ELEVATION

NOTES:
1) CONSTRUCT TO SPECIFICATIONS SECTION 02831, SUPPLIED BY TOWNSHIP OF LANGLEY.
2) PIPES: SEE PIPE SCHEDULE
3) JOINTS:
   - RADIUS CUT AND WELDED
   - GRIND SMOOTH
   - PRIME PAINT TWO (2) COATS MINIMUM WITH ZINC-RICH PAINT
4) WIRE TIES: 3.55mm (9 GAUGE) GALVANIZED STEEL
   - HORIZONTAL RAILS - EVERY OTHER KNUCKLE
   - AT 150mm MIN ON VERTICAL RAILS
5) TENSION BARS: 16mm x 5mm (5/8" x 3/16") GALVANIZED STEEL
6) TENSION BANDS:
   - SPACED 380mm MAXIMUM O.C.
   - NOT LESS THAN FIVE (5) BANDS PER BAR
7) ALL TENSION BARS, CLAPS, FASTENINGS, HOG RINGS, TENSION, WIRE, POST CAPS, AND OTHER ACCESSORIES SHALL BE HOT-DIP GALVANIZED.
8) TENSION WIRE, WHERE APPLICABLE, SHALL BE 5mm (6 GAUGE) GALV. STEEL WIRE
9) TRIM OR BEND DOWN SHARP, PROTRUDING, AND EXCESS WIRE TIE ENDS TO REMOVE HAZARD
10) SINGLE DIAGONAL BRACE RAILS TO BE INSTALLED EVERY 30m AND/OR AT EVERY CHANGE IN DIRECTION
11) MESH FABRIC
   - 50 x 50 SQUARE 9 GA. BLACK VINYL COATED CHAINLINK FABRIC
   - KNUCKLED AT THE SALVAGE EDGE
12) GRADE THE WORKING AREA LEVEL OR TO AN EVEN FALL UNLESS OTHERWISE STATED ON DRAWINGS OR IN DESCRIPTIVE DOCUMENTATION.
13) ASPHALT MOWING STRIP
   - NOT REQUIRED WHERE THERE IS NATIVE OR ORNAMENTAL LANDSCAPE PLANTINGS ON BOTH SIDES OF FENCE.
14) GATES AND/OR CLEAR OPENINGS ONLY AS INDICATED ON PLAN.



SECTION

PIPE SCHEDULE - FENCING						
TYPE	NOMINAL	O.D. ø	I.D. ø	WALL THICKNESS	DESIGNATION	FINISH
HORIZONTAL AND BRACE RAILS	32mm (1.25")	42mm (1.66")	35mm (1.38")	3.5mm (0.140") MIN.	SCHEDULE 40	GALVANIZED
LINE POSTS	50mm (2.375")	60mm (2.375")	52mm (2.08")	4.0mm (0.157") MIN.	SCHEDULE 40	GALVANIZED
TERMINAL AND CORNER POSTS	75mm (3.00")	89mm (3.5")	78mm (3.071")	5.5mm (0.216") MIN.	SCHEDULE 40	GALVANIZED

TITLE

FENCE - CHAINLINK

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DATE REV. FEB./11

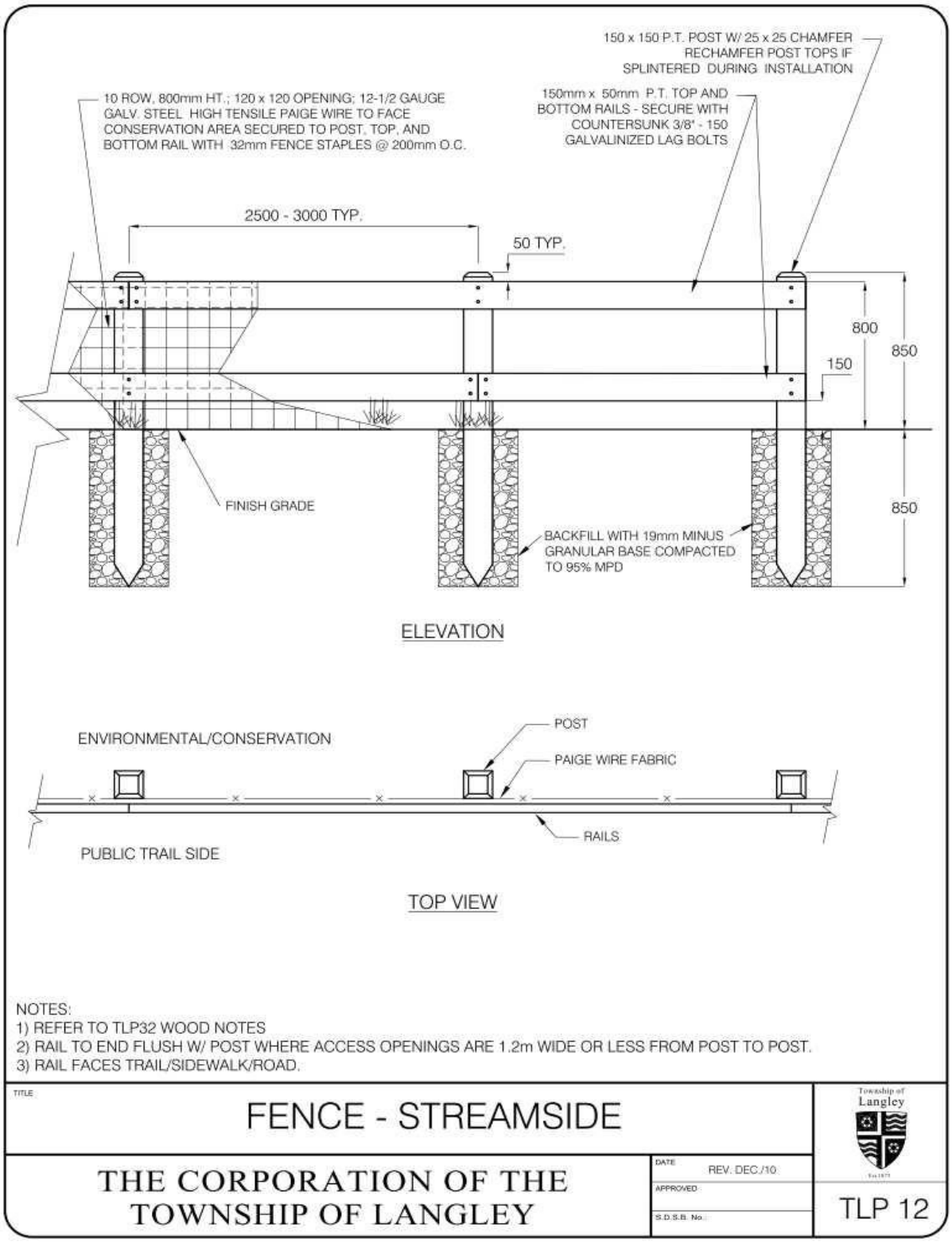
APPROVED

S.D.S.B. No.

Township of Langley

TLP 7

SCHEDULE 3-3 – FENCING CRITERIA (CONTINUED)



Township of Langley
Est. 1873

Township of Langley
20338 - 65 Avenue
Langley, British Columbia V2Y 3J1

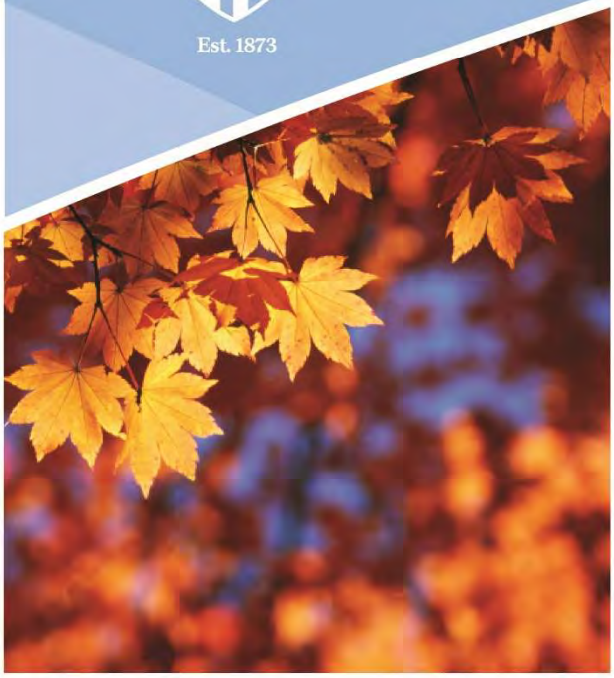
Community Development Division
604.533.6034

tol.ca

ATTACHMENT B

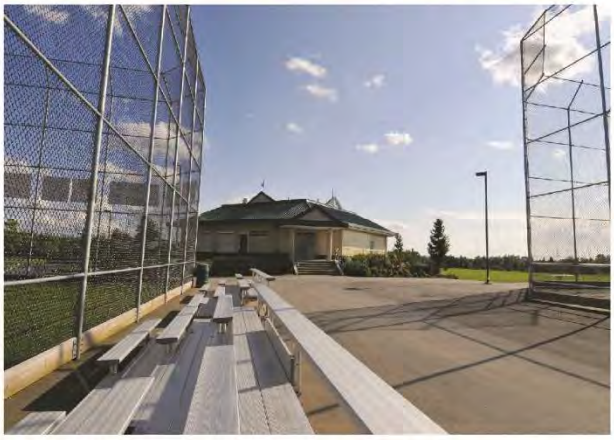
Township of Langley

Est. 1873



Aldergrove

Community Plan





Adopted January 8, 1979





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THE CORPORATION OF THE TOWNSHIP OF LANGLEY

ALDERGROVE COMMUNITY PLAN
BYLAW 1978 NO. 1802

Adopted by Council on January 8, 1979

CONSOLIDATED FOR CONVENIENCE ONLY
THIS IS A CONSOLIDATED BYLAW PREPARED BY THE CORPORATION OF THE TOWNSHIP OF LANGLEY FOR CONVENIENCE ONLY. THE TOWNSHIP DOES NOT WARRANT THAT THE INFORMATION CONTAINED IN THIS CONSOLIDATION IS CURRENT. IT IS THE RESPONSIBILITY OF THE PERSON USING THIS CONSOLIDATION TO ENSURE THAT IT ACCURATELY REFLECTS CURRENT BYLAW PROVISIONS.

AMENDMENTS

BYLAW NO. / NAME	MAP/TEXT CHANGE	DATE OF ADOPTION
2439 (Eze Rent It)	Map	August 18, 1986
2753 (Kinsmen)	Map/Text	October 2, 1989
2790 (Azalea Holdings)	Map/Text	November 5, 1990
3153 (Charlton)	Map	September 14, 1992
3289 (Township of Langley)	Map/Text	October 4, 1993
3462 (Development Permit Areas)	Map/Text	January 23, 1995
3609 (Roanoak)	Map/Text	August 26, 1996
3711 (Development Permit)	Text	July 7, 1997
3675 (Azalea)	Text	July 28, 1997
3772 (Progressive Properties Ltd.)	Map	December 21, 1998
3759 (Aldergrove Alliance Church)	Map	May 3, 1999
3940 (Super L'Auto Recyclers Ltd.)	Map/Text	December 11, 2000
3898 (Aldergrove Centre Mall)	Map/Text	December 3, 2001
4021 (Robinson)	Map	April 8, 2002
4083 (Dallas Developments Ltd.)	Map	July 22, 2002
3960 (Kohler/595469 BC Ltd.)	Map	September 9, 2002
4087 (Schmidt)	Map	November 18, 2002
4205 (HR Pacific Construction Mgmt Ltd)	Map/Text	January 12, 2004
4182 (Aldergrove Seniors' Care Facility)	Map/Text	March 22, 2004
4326 (HR Pacific Construction Mgmt Ltd)	Map	February 21, 2005
4241 (Anderson/Ott)	Map	August 29, 2005
4081 (Fox and Hounds)	Map	December 19, 2005
4464 (Orwick/Jones)	Map	January 22, 2007
4824 (Aldergrove Core Area Plan)	Map/Text	September 13, 2010

5041 (Township of Langley/Sanderson)	Map	April 28, 2014
5076 (HY Eng. Ltd./AP Tire Services Ltd.)	Map/Text	June 15, 2015
5126 (Noort Developments Ltd.)	Map	March 21, 2016
5282 (Creekland Park Developments Ltd.)	Map/Text	June 26, 2017
5283 (Southwest Aldergrove)	Map	June 26, 2017
5927 (Township of Langley)	Map	January 29, 2024

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THE CORPORATION OF THE TOWNSHIP OF LANGLEY

BYLAW NO. 1802

ALDERGROVE COMMUNITY PLAN

1 PLAN BASIS

1.1 INTRODUCTION

This plan shall be cited as the "ALDERGROVE COMMUNITY PLAN."

4824
10.09.13

1.2 ENABLING LEGISLATION

The Aldergrove Community Plan is prepared in accordance with the requirements of the Local Government Act.

1.3 DESCRIPTION OF THE PLAN

This Community Plan is a declaration of the goals, objectives and policies which will guide the future development of the Aldergrove Urban Area. This Community Plan consists of a written text and an accompanying land use ~~plan~~concept map schedule designated "Schedule A" titled "ALDERGROVE ~~COMMUNITY PLAN~~LAND USE CONCEPT ~~PLAN~~."

1.4 PURPOSE OF THE PLAN

The purpose of this Community Plan is to provide:

(a) for long range orderly development in accordance with stated objectives;
(b) a guide for day-to-day decision-making in the development process of the area;
(c) the basis for the preparation and adoption of the capital works program based on need; and
(d) the basis for the preparation and adoption of land use regulating bylaws and amendments to them.

1.5 FUTURE PROVISIONS

This plan shall be subject to periodic review in order that it will remain current with major changes that may significantly affect land use, municipal servicing, and the pattern of living.

1.6 PLAN COMPONENTS

4824
10.09.13

The Aldergrove Community Plan shall provide for the allocation of residential uses, commercial uses, industrial uses, recreation, education, and conservation areas, as well as a vehicular and pedestrian circulation system.

An Aldergrove Core Area Plan shall be prepared and adopted by Council to provide:

- a more detailed land use plan;
- policies for provision of water, sewer, storm drainage and transportation servicing;
- policies for provision of school, park, greenway facilities;
- environmental protection policies; and
- implementation policies, including guidelines for development permit areas and prerequisites for provision of services or facilities before development can begin.

The boundaries of the Aldergrove Core Area Plan are shown in Schedule "A" of the Aldergrove Community Plan and are further defined in Part ~~VI~~ 7 – Aldergrove Core Area Plan.

1.7 GOALS AND OBJECTIVES

The goals and objectives in this plan convey the general intent and purpose of the policies and standards stated in this plan.

4824
10.09.13

1.7.1 LAND USE PATTERN

Goal

The orderly development of a variety of land use types each compatible and complimentary to the other and which will promote efficient transportation and servicing systems.

Objectives - Community Format

a) That the Aldergrove area become a Municipal Town Centre providing for a balanced self-contained community.
b) That the basis for development be a mix of density and use, with high density mixed use in the downtown core area and moderate residential density elsewhere in the community.
c) That employment areas be of sufficient size to provide a sound economic base for the community.
d) That development of open space nodes and community facilities be designed for active and passive recreation activities at the local level.
e) That significant natural features be preserved and enhanced.

Objectives - Land Use Relationships

a) That the location and distribution of land uses be defined to enhance overall livability of the community.
b) That urban design be used to address the arrangement, appearance and functionality of mixed uses, particularly in the Aldergrove Core Area where high density residential and mixed-use are encouraged.
c) That regional traffic be separated from local traffic associated with the community.
d) That land use and circulation systems be integrated with existing and future development patterns.

1.7.2 ECONOMIC

Goal

To provide the opportunity for individuals to realize their economic potential.

Objectives

a) The encouragement of orderly and efficient use of land having due regard for the efficient and economic provision of municipal services.
b) Development and progressive development shall be based on the servicing principle and an overall policy and master plan for servicing shall be prepared and adopted.
c) The establishment of a staging program for development that enables the provision of physical and social services to an acceptable standard.

1.7.3 ENVIRONMENTAL

Goal

The establishment of a development pattern that incorporates the natural environment, preserves the existing aesthetic quality and provides for aesthetically attractive development of the community.

Objectives - Environmental

a) The provision of land uses in such a manner so as to control the pollution of air, land and water.
b) The development of land use patterns which will reduce and ensure the safety of residents from natural hazards.

Objectives - Aesthetics

a) The preservation of the beauty of the general topography and to control drainage.
b) The development, conservation and rehabilitation of structures and sites of good architectural quality.

2 PLAN DOCUMENT

2.1 LAND USE DESIGNATIONS

For the purpose of this Community Plan the Aldergrove Urban Area is divided into the following land use designations:

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial Areas
- Industrial Areas
- Recreation and Education Areas
- Conservation Areas

3898 01.12.03 The location of such land use designations are shown upon the plan document attached hereto and incorporated with and made part of this Community Plan.

4824 10.09.13 In addition to the above land use designations, the Aldergrove Core Area Plan in Part ~~VI~~ 7 provides a list of land use designations specific to the areas within the Aldergrove Core Area defined in Schedule "A" of the Aldergrove Community Plan. These designations include:

- High Density Mixed Use
- Medium Density Mixed Use
- Service Commercial
- High Density Residential - ACAP
- Medium Density Residential - ACAP
- Low-Medium Density Residential
- Low Density Residential - ACAP
- Parks, Recreation, and Greenspace
- Civic/Recreational

The location of the land use designations is shown in the Aldergrove Core Area Land Use Plan in Part ~~VI~~7.

2.2 AREA BOUNDARIES

4824 10.09.13 The plan boundaries for the Aldergrove Community Plan are defined in ~~Aldergrove Core Area Land Use Plan.Schedule "A".~~Schedule A.

The plan boundaries for the Aldergrove Core Area Plan are defined in Aldergrove Core Area Land Use Plan in Part ~~VI~~7.

2.3 INTERPRETATION

1. Deviations from the policies and plans of this document will require an amendment to the Community Plan.
2. It is intended that all figures, numbers and quantities within the Plan be considered approximate only.

3. Minor changes will be permitted to this Plan, policies and staging without amendments provided they do not affect the intent of the plan.
4. The Land Use Concept map in Schedule A ~~Land Use Plan Concept Map is intended to~~ shows general locations and distribution of major land uses and is designed to transmit the relationship between various land uses.

2.4 GENERAL PROVISIONS

The following apply to all land use categories.

2.4.1 ENVIRONMENTAL PROTECTION

a) No buildings, placement of fill or removal of soil shall be permitted within 7.0 meters (22.96 feet) of the top of ravines or natural water courses.
b) The natural flow regime and water quality of water courses shall be maintained in accordance with an approved storm drainage program.

2.4.2 DEVELOPMENT PERMITS

3462 95.01.23

c) Development Permit Area "A" - Multi Family Residential

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The areas shown as Development Permit Area “A” in Schedule “B” Aldergrove Development Permit Areas are designated development permit areas under ~~Section 919.1 (1) (f) of~~ the Local Government Act to establish objectives and provide guidelines for the form and character of development.

The objective of this development permit area is to encourage development of attractive multi-family areas appropriate to the overall character of Aldergrove. The development permit area guidelines for this area are:

(i) Development shall be designed to integrate with and be compatible with adjacent development with respect to siting of buildings, exterior finish and design and landscaping.
(ii) Building materials, massing and design shall support the creation of an attractive environment.
(iii) The main pedestrian entrances to residential units shall face adjacent public streets and trails to provide more friendly streetscapes and better surveillance and safety for the public streets.
(iv) Rooflines of buildings shall be designed to screen rooftop equipment.
(v) The use of perimeter berms, high fences and security gates shall be discouraged in order to provide for a more pedestrian friendly streetscape.
(vi) Landscaping of the site shall be required to enhance the appearance of the development. Storage areas, garbage containers and other service areas shall be screened from adjacent roads and residential development. A landscaping plan shall be submitted as part of a development permit application. The landscaping plan shall show the location of the vegetation or trees to be retained, planted or removed and the type and size of materials to be used.
(vii) Surface parking should be provided for in a number of smaller lots rather than one large lot. Provision of underground parking is encouraged. Attention shall be paid to landscaping within parking areas to soften the visual impact, especially where residential views extend over the parking area and where the parking area is visible from adjacent roads or residential development.
Internal roads shall have a coordinated streetscape of paving, lighting and tree planting.

(viii) Signage shall be designed to be compatible with the design of the buildings and landscaping.

(ix) Watercourses shall be retained in a natural state and kept free of development, other than roads, walkways, trails or other public facilities. They shall be protected by restrictive covenant or dedicated for conservation use. The area to be protected or dedicated shall be defined by the Township in consultation with the Ministry of Environment and the Department of Fisheries and Oceans. Development shall be designed to provide leave strips adjacent to watercourses and shall be required to be set back from watercourses to protect the development and the ecological value of the area. A trail should be provided along Bertrand Creek.

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d) Development Permit Area "B" - Commercial

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The areas shown as Development Permit Area “B” in Schedule “B” Aldergrove Development Permit Areas are designated development permit areas under ~~Section 919.1 (1) (f) of~~ the Local Government Act to establish objectives and provide guidelines for the form and character of development.

The objective of this development permit area designation is to ensure attractive commercial development along major roads and to reduce conflict with adjacent uses. The development permit guidelines for this area are:

(i) Buildings should be sited to consider adjacent development and to provide for pedestrian and traffic movement to adjacent properties.

(ii) Buildings in areas adjacent to residential development should be low profile to reduce visual impacts on nearby homes.

(iii) Buildings should be sited and designed so that sun penetration to roads and adjacent properties is maximized.

(iv) Building elevations that are visible from adjacent roads, walkways or properties should be improved by painting, architectural details, landscaping or screening.

(v) Landscaping shall be required to enhance the appearance of the development and to screen parking, loading and outdoor storage areas from adjacent roads, residential and institutional uses and other commercial uses. A 5m wide landscaped area and a fence shall be provided adjacent to all areas designated for residential development in this plan. A landscaping plan shall be submitted as part of a development permit application.

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e) Development Permit Area “C” - Industrial

4824 10.09.13

The areas shown as Development Permit Area “C” in Schedule “B” Aldergrove Development Permit Areas are designated development permit areas under ~~Section 919.1 (1) (f) of~~ the Local Government Act to establish objectives and provide guidelines for the form and character of development.

The objective of this development permit area is to encourage the development of an attractive industrial area. The development permit area guidelines for this area are:

(i) New development should be designed to integrate with and be compatible with existing development with respect to siting, exterior finish and design of buildings and landscaping.

(ii) New development should be street fronting with building elevations that provide visual interest. While parking areas may be located in front of the building, parking and loading shall mainly be in the rear.

(iii) New buildings that are visible from adjacent roads or properties shall be finished and treated similarly to the front elevation.

(iv) Rooflines of buildings shall be designed to screen rooftop equipment.
(v) Lots shall be landscaped to enhance the appearance of the development and to screen parking, loading and storage areas and garbage containers from adjacent roads and residential development. A landscaping plan shall be submitted as part of a development permit application. The landscaping plan shall show the location of the vegetation or trees to be retained, planted or removed and the type and size of materials to be used.
(vi) Signage shall be compatible with the building design and landscaping.
5076 15.06.15 (vii) Pursuant to ~~Sec. 919.1 (4) of~~ the Local Government Act a development permit under this section will not be required in connection with works related to a residential use on parcels zoned residential that are not otherwise being converted to an industrial use at time of application.

f) Areas designated 'Comprehensive Development' shall be developed in accordance with the 3940 00.12.11 Development Permit Area "B" – Commercial guidelines for those buildings and structures abutting a road and Development Permit Area "C" Industrial Development permit area guidelines for those buildings and structures located on the interior of a lot.

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g) Development Permit Area "D" – Downtown Core Area

The areas shown as Development Permit Area "D" in Schedule "B" Aldergrove Development Permit Areas are designated development permit areas under ~~Section 919.1 (1) (f) of~~ the Local Government Act to establish objectives and provide guidelines for the form and character of development.

The objective of this development permit area designation is to ensure attractive residential mixed use and commercial development in the downtown core. The development permit guidelines for the downtown core are listed in Appendix "A", Part ~~VI~~ 7 of this Plan.

2.4.3 SPECIAL CONDITIONS

a) Impact assessments may be requested by the Approving Authority where it is considered that the proposed development may be against the public interest as provided for under the Land Registry Act.

b) The impact assessment shall consider the potential impact of the proposed development on -
(i) soil cover
(ii) slope
(iii) drainage
(iv) economics and provision of servicing
(v) need in relation to Municipal growth
(vi) social and recreational services

of the proposed development on the immediate site, the Aldergrove Community and on Municipal Policies.

2.4.4 REGULATORY BYLAWS

Notwithstanding the provisions of this Community Plan specifying development criteria, the regulatory bylaws that implement this plan may contain provisions that are more restrictive.

3 LAND USE POLICIES

1. RESIDENTIAL

~~Definition~~Description

The residential land use designations on the plan map indicate areas in which residential dwellings will be the predominant use. ~~subject~~ Subject to the policies of the plan the following uses may be permitted:

- Education, ~~,~~ and community public servicing uses, which by nature, scale, and design are compatible with residential uses
- ~~, and open~~ Open space and recreation uses~~.~~
-

Community Pattern

~~Density of overall residential development shall not exceed five dwelling units per acre of gross residential area.~~

The minimum size parcel that may be created without all community services shall not be less than 1 hectare.

- The following housing densities and types shall be permitted in those areas designated for residential use as low density, medium density and high density on the plan map (see table below). ~~as follows:~~. Small-Scale Multi-Unit Housing is permitted on eligible lots within the Low Density land use designation(s), which may yield a higher total unit per acre density, as compared to single-family development on the same lots.

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UNIT TYPE	NET DENSITY IN UNITS PER ACRE (*density calculated per lot net of top-of-bank development restrictions*)	GENERAL LOCATION POLICY
Low Density Conventional Single Family ~~Conventional Cluster~~ ~~Duplex Cluster~~ Semi Detached/Duplex ~~Zero Lot Line~~ Mobile/Modular Home Small-Scale Multi-Unit Housing	Up to 9	Generally located at the interior of new residential neighbourhoods on local or residential roads
Medium Density ~~Four~~ Multi-Plex ~~Attached Single Family~~ ~~Patio or Court Housing~~ ~~Senior Citizen Housing~~ Townhouses Lowrise Apartment	10 - 12	Generally located at the periphery of residential neighbourhoods adjacent to arterial roads
High Density ~~Low Profile Apartments~~ ~~Walk Up Apartments~~	13 ~~+ 18~~ Refer to the Aldergrove Core Area Plan in Part ~~VI~~ 7 for	Generally located within and at the periphery of the Commercial Centre and should be physically

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~~Garden Apartments~~ ~~Senior Citizen Housing~~ ~~Medium Density Apartments~~ ~~High Density (Highrise)~~ Midrise Apartments Highrise Apartments ~~Medium Density~~ Midrise Mixed Use ~~High Density~~ Highrise Mixed Use ~~Townhouses~~	permitted densities in the Aldergrove Core Area.	well related to commercial land uses and existing stable residential areas. Located to or in close proximity to arterial roads.

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c) The Corporation of the Township of Langley shall require the dedication of open space, in accordance with ~~Sections 702 AA & 711 of the Municipal Act R.S.B.C. 1960, Chapter 255~~ the Local Government Act, ~~and amendments thereto,~~ as part of residential development.

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d) In areas designated High Density Residential adjacent to the Commercial Centre, Council may consider densities ~~up to~~over 28 units per acre in the case of ~~adult orientated~~special needs ~~-~~residential developments and innovative infill housing proposals, especially seniors rental housing.

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e) In areas designated High Density Residential, Council may consider densities up to 30 units per acre in the case of ~~adult orientated residential developments primarily used for seniors rental housing~~special needs residential developments, especially seniors rental housing.

f) Notwithstanding the land use designations described above, eligible existing lots in low density residential designations may be entitled to Small-Scale Multi-Unit Housing development, pursuant to *Local Government Act* B.C. Reg. 262/2023. Entitlement to three or four ground-oriented dwelling units is conditional on lot size and other eligibility criteria outlined in Zoning Bylaw No. 2500. Refer to *Development Permit Area: Form and Character Guidelines for Small-Scale Multi-Unit Housing (SSMUH)* for design expectations on these sites.

g) Secondary suites are exempted from unit counts for the purpose of calculating density as units per hectare or units per acre under this community plan.

Land Use Relationship

a) Where residential uses are to be developed adjacent to designated industrial, commercial uses or major roads, consideration shall be given to requiring such building siting and design criteria and the provision of buffer devices as part of the residential development necessary to reduce audio, visual and pollution effects.

b) In the overall design and development of Residential Areas there shall be a gradual physical transition between housing types having significantly dissimilar physical design characteristics.

Functional Design

a) Elementary schools and neighbourhood facilities shall be located central to their service areas.

b) Direct access from residential uses to arterial roads shall be restricted.

Economic

The establishment of a staging program for development that enables the provision of physical and social services to an acceptable standard.

Environmental
The protection of the general topography and the control of drainage shall be encouraged in all residential land use development.

2. COMMERCIAL AREAS

~~Definition~~Description
The commercial land use designation shall be a concentration and efficient integration of retail, service, cultural and recreation uses within a central core providing for the basic needs of the Aldergrove Urban Community.

Community Pattern

- The commercial use shall be the focal core of the Aldergrove Urban Community.
- The commercial use shall be located adjacent to arterial and/or collector roads.
- Priority shall be given to the development of the commercial use as a viable retail and service centre.

Land Use Relationship

a) Where the commercial use is adjacent to residential areas consideration shall be given to the following:
   (i) The buffering of buildings, traffic, parking or service areas.
   (ii) The orientation of traffic, parking and service areas flows away from the adjacent residential uses.

Functional Design

a) The number, location, spacing and design of vehicular access and egress points shall be regulated in order to avoid hazards to pedestrian and vehicular traffic.
b) Adequate, well designed off-street parking, loading and service areas shall be required in the commercial areas.

Environmental
The provision of adequate control of drainage shall be encouraged in all commercial land use development.
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2.1 TOWN CENTRE

The Aldergrove Core Area is defined in the Aldergrove Core Area Land Use Plan ~~in Part VI~~. The community pattern, land use relationship, functional design, environmental considerations and other issues related to land use and urban design are addressed in the Aldergrove Core Area Land Use Plan.
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3. INDUSTRIAL AREAS

~~Definition~~Description
The industrial land use designation indicates areas which will be predominantly used for light and service industry, as well as general industrial uses where appropriate.~~.~~

Community Pattern
Priority shall be given to the development of the industrial land use area as a viable centre within the community and the Municipality.

Land Use Relationship

a) Consideration shall be given to:
   (i) the buffering of buildings, traffic, parking or service areas.
   (ii) the orientation of traffic, parking or service areas to major roadways where industrial uses are adjacent to rural, residential or commercial uses.
b) Consideration shall be given to the screening of outside storage areas from adjacent uses and roadways.
c) Consideration shall be given to the visual aesthetics emanating from structures, vehicular areas and outside storage areas.

Functional Design

a) The number, location, spacing and design of vehicular access and egress points shall be regulated in order so as not to hinder internal circulation or public roadway traffic.
b) Adequate off-street parking and off-street loading and service areas shall be provided as part of industrial development.

Environmental

a) Industrial uses that emit significant amounts of pollutants such as smoke, particle matter, odour or other toxic matter shall not be permitted.
b) The provision of adequate control of drainage shall be encouraged in all industrial development.

4. RECREATION AND EDUCATION AREAS

~~Definition~~Description

The recreation and education land use designation indicates areas which provide lands for outdoor recreation, and education facilities in common or alone and shall provide for passive and active recreation and trail systems.

Community Pattern

a) The provision of community recreational and educational facilities which are easily accessible to the residents of the Aldergrove Urban Area.
b) The integration of educational and recreational facilities to provide for efficient usage of these facilities shall be pursued.
c) Open space and recreation areas shall be provided at the basic levels and standards as follows:

TYPE	SPACE REQUIREMENT RATIO~~N~~S	MINIMUM SITE SIZE	RADIUS OF AREA SERVED
Local or Sub-Neighbourhood	0.5 acres/1000 Pop.	1 acre	~~0.5 miles~~800 metres
Neighbourhood	2.0 acres/1000 Pop.	5 acres	~~0.5 miles~~800 metres
Community	2.0 acres/1000 Pop.	10 acres	~~1.5 miles~~2 kilometres
Municipal	2.0 acres/1000 Pop.	-	-

Land Use Relationship

a) In the overall design of recreational and educational facilities consideration shall be given to locating these central to the service area.
b) Consideration shall be given to pedestrian walkways as part of recreational and educational facilities with the objective of providing safe and convenient access to residential, educational and recreational land uses.

Land Acquisition

Where land designated Recreation and Education areas are under private ownership, this plan does not imply that the recreation areas are open to the general public, or will be purchased by the Municipality or any other public agency.

5. CONSERVATION AREAS

Definition
The conservation land use designation indicates areas which provide areas along natural water courses and ravines which require sound conservation practices.

Community Pattern
The provision of conservation areas adjacent to the natural boundary of all natural water courses.

Land Acquisition
Where lands designated Conservation Areas are in private ownership and application is made requesting a change in land use other than open space, due regard shall be given by Council to the following before amending the Official Community Plan:

a) that the lands do not form part of the protection area for natural water courses and ravines having due regard for topography, soil stability and vegetation cover.
b) Council shall give consideration to the costs and benefits accruing to the area by the public acquisition of the property; and
c) a comprehensive study shall be made of the property to determine the most desirable and practical function and use of this particular land.

Functional Design
Watercourse protection shall be consistent with the ~~Township of Langley Streamside Protection Bylaw.~~Streamside Protection and Enhancement policies in the Official Community Plan.

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Environmental
The control of drainage shall be given due consideration in all open space and conservation area considerations.

4 SERVICING POLICIES

A) **PURPOSE**

The purpose of this section is to describe the servicing required to accommodate future growth within the Aldergrove Urban Area.

4.1.1 WATER SUPPLY

General
The Aldergrove Urban Area will be supplied by a Municipal Water Facility.

Operational Policies

a) The Aldergrove Urban Area shall be served with a municipal water system in accordance with municipal engineering standards.
b) A water system shall be installed in all residential, commercial and related development prior to development approval.

4.1.2 SANITARY SEWER SERVICES

General
The Aldergrove Urban Area will be served by a Municipal Sanitary Sewer Facility with effluent being directed to the Municipal Sewage Treatment Plant.

Operational Policies

a) The Aldergrove Urban Area shall be served with a Municipal Sewer System in accordance with municipal engineering standards.
b) Sanitary Sewers shall be installed in all residential, commercial and related developments prior to development approval.

4.1.3 STORM SEWER SERVICES

General
The Aldergrove Urban Area will be served by a Storm Water Facility with storm water eventually directed to Bertrand Creek.

Operational Policies

a) The Aldergrove Urban Area shall facilitate the dispersement of storm water in accordance with the drainage system and facilities identified by the Municipal Engineering Department.
b) Curbs, gutters and sewers as required shall be installed in all residential and commercial developments prior to final approval.
c) Improvements to the downstream facilities shall be incorporated to ensure minimal impact on the surrounding lands.

4.1.4 TRANSPORTATION

The Aldergrove Urban Area shall provide a hierarchy ~~or~~ of roads with the function, characteristics and associated criteria as follows:

DESIGNATION	RIGHT-OF-WAY WIDTH	FUNCTION
Arterial Streets	~~80 - 120 Feet~~ 25 – 36.5 metres	Primarily devoted to the movement of high speed; only rarely inter-related with adjacent land areas; vehicular access is restricted.
Collector Streets	~~60 - 80 Feet~~ 20 – 25 metres	These carry traffic from minor streets to the major system of arterial streets and highways, including the principal entrance streets of a residential development. They permit access to adjacent land areas, but generally do not permit long-distance through traffic.
Minor Streets	~~50 - 60 Feet~~ 18 – 20 metres	These carry traffic from collector streets to the individual land parcels within any given area. The primary function of these streets is to provide access to abutting properties.
Cul-De-Sac	~~500 Feet Max.~~ 150 metres Max. ~~50 Feet Min.~~ 15 metres Min. Radius	Dead end street with proper turning radius at end. Provides quiet residential street with no through traffic. Also helps solve difficult site problem with restricted access.
Lanes	~~20 Feet~~ 6 metres	These are minor ways that are used primarily for vehicular service access to the back or side of properties otherwise abutting a street. May be necessary in group, row houses or apartment developments. ~~Not recommended in single family developments.~~

Operational Policies

a) Consideration shall be given to the provision of pedestrian walkways to facilitate access to schools, public facilities, convenience commercial uses, and transit stops.
b) Intersections of local streets with arterial streets shall be discouraged in the designs of new subdivisions.
c) Provisions shall be made in all site plans and plans of subdivisions for the proper relationship of buildings to the ultimate physical characteristics of the street.
d) The pattern and design of local and collector streets shall discourage medium and long distance trips from penetrating residential neighbourhoods.
e) The design and construction of all components of the transportation system shall be undertaken with due consideration for the disruption and despoliation of the natural environment that might occur.
f) Direct access to arterial roads of adjacent residential development shall be discouraged.
g) The inclusion of a landscaped buffer area between the arterial roadway and adjacent land uses shall be included in the development process.

5 IMPLEMENTATION ~~OF THE PLAN~~

5.1 GENERAL

a) The purpose of the implementation part is to indicate the means available to achieve the objectives and policies contained in the plan. This plan will be implemented by both public and private development and all bylaws of The Corporation of the Township of Langley in conformity with the plan.
b) All studies, either by staff or commissioned shall be oriented to the policies and objectives of this Plan.

5.2 DEVELOPMENT STAGING

Principle

a) A basic objective of the staging program is to phase development contiguously, thereby bringing about an integral development pattern and a reduction of service costs.
b) The staging program shall remain flexible and allow for periodical adjustment to ensure that a variety of building locations, types and unit costs are offered to the future residents of the Aldergrove Urban Area and to prevent over extension of servicing in any one direction.
c) The staging program will provide a guide for various outside agencies such as the School District, ~~B.C. Telephone~~telecommunication services, B.C. Hydro and the Ministry of ~~Highways and Public Works~~Transportation and Transit in planning and budgeting their activities in the Aldergrove Urban Area.

5.3 CAPITAL PROGRAMMING

a) The capital expenditure program should be supported with project details through a capital construction program for an approximate period of not less than five years.
b) The implementation of the Community Plan is dependent on the establishment of capital construction and capital expenditure programs which translates the Municipality's policy into specific projects.
c) Project and financial conditions are not static and the capital expenditure program shall be revised annually.

5.4 MUNICIPAL REGULATIONS

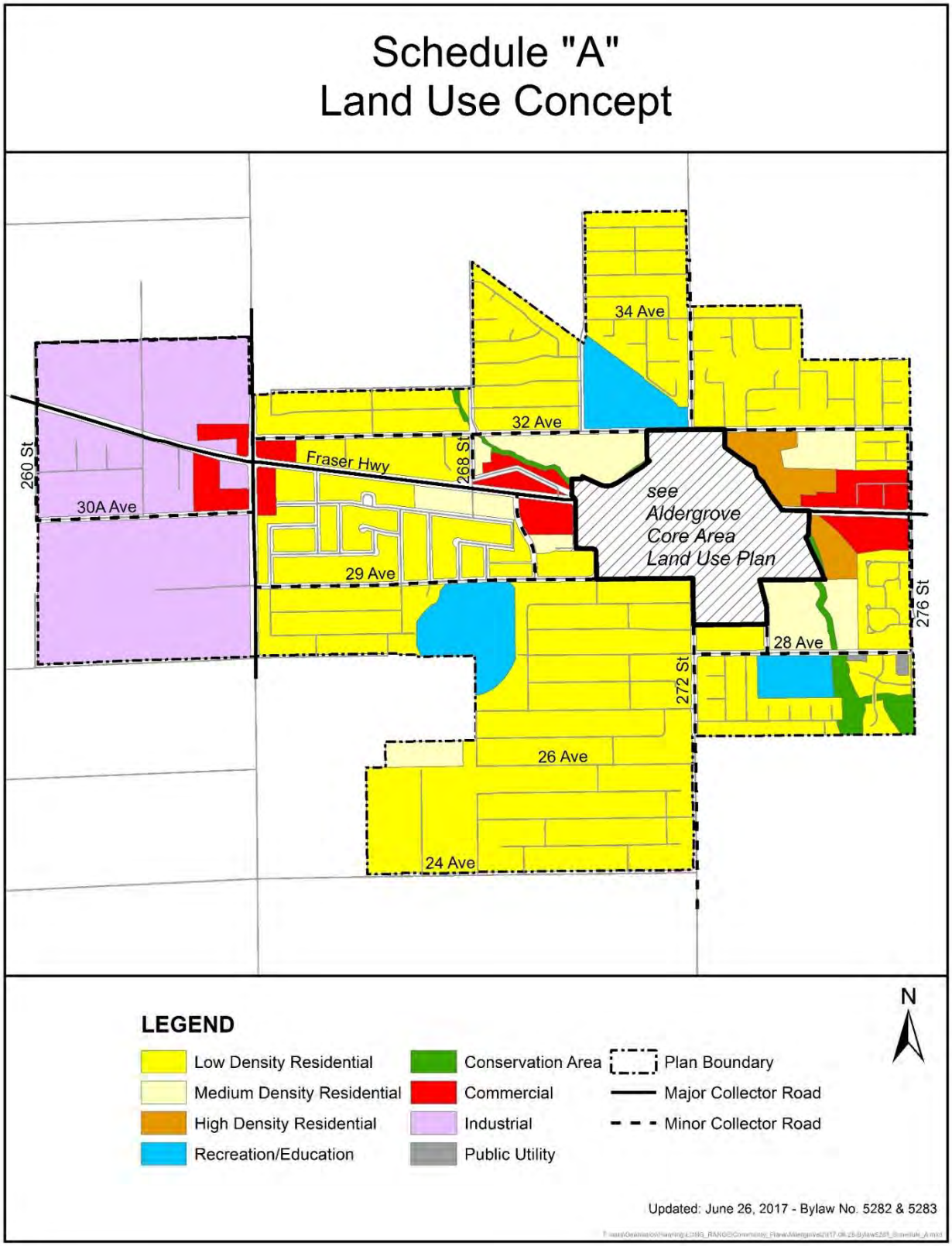
Zoning

The use of land within the community plan area shall be implemented by a Zoning Bylaw drafted in accordance ~~with Sections 702 - 707 of the Municipal Act R.S.B.C., Chapter 255 and amendments thereto.~~the Local Government Act.

Subdivision

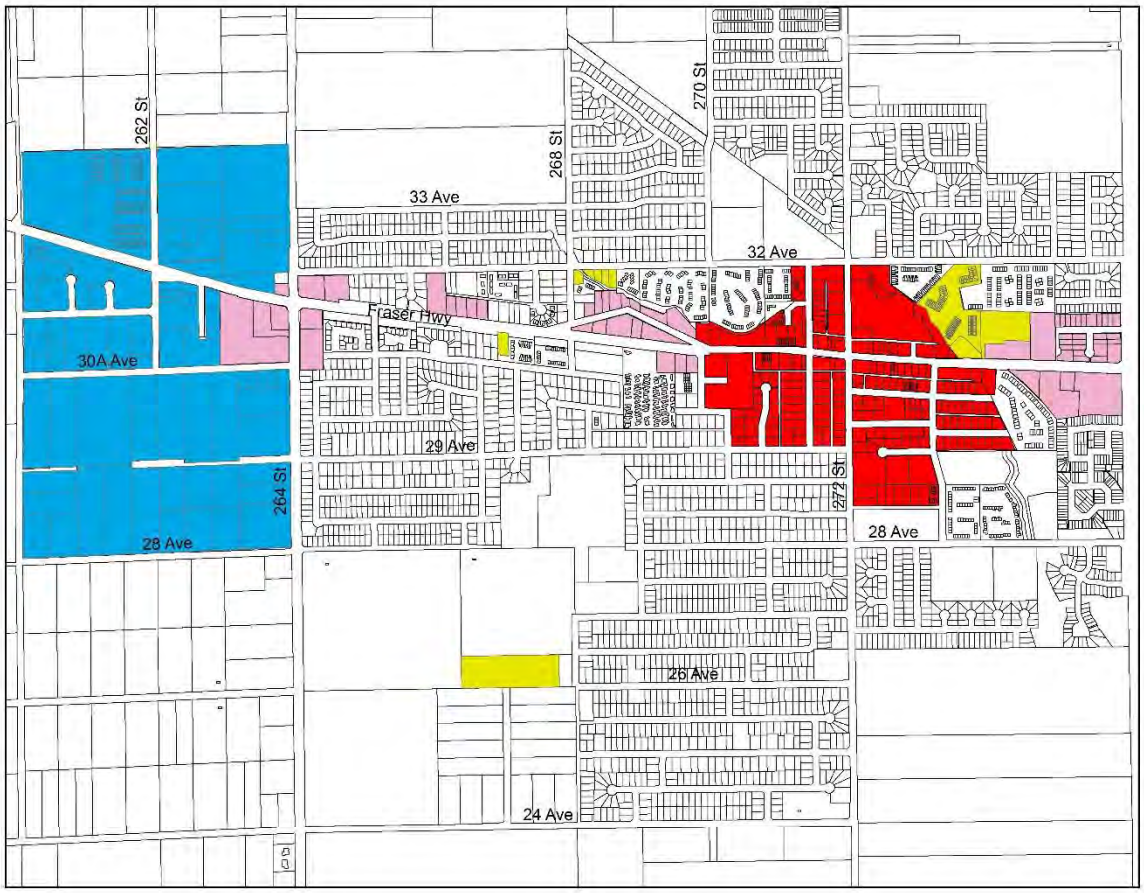
The division of land within the Community Plan Area shall be implemented by a Subdivision and Development ~~Control~~ Servicing Bylaw drafted in accordance with ~~Sections 711 - 713 of the Municipal Act R.S.B.C., Chapter 255 and amendments thereto~~the Local Government Act.

6 MAPS



Schedule A - Land Use Concept ~~Plan~~

Schedule "B"
Aldergrove Development Permit Areas



Legend

- *Development Permit Area 'A' - Multi Family*
- *Development Permit Area 'B' - Commercial*
- *Development Permit Area 'C' - Industrial*
- *Development Permit Area 'D' - Downtown Core Area (see Aldergrove Core Area Land Use Plan and Design Guidelines)*

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Schedule B -Aldergrove Development Permit Areas Map

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7 ALDERGROVE CORE AREA PLAN

1. INTRODUCTION

7.1.1 PURPOSE

The Aldergrove Core Area Plan (ACAP) describes the community's long term vision for the type, density and location of land uses desired for downtown Aldergrove to 2041. In addition to land use, the plan establishes objectives and policies for urban design, housing, mobility, servicing, heritage, the environment, and community amenities. Further, the plan defines downtown Aldergrove within the Township as a whole and in the context of its designation as a Municipal Town Centre.

The Aldergrove Core Area Concept Plan and Design Guidelines provide a comprehensive planning framework to accommodate an anticipated future downtown population of ~~5,000~~6,650 residents through the creation of a highly sustainable and livable town centre.

7.1.2 PLANNING CONTEXT

Downtown Aldergrove is designated as ~~a Municipal Town Centre in both Metro Vancouver Livable Regions Strategic Plan (LRSP) adopted in 1996, and the draft Regional Growth Strategy,~~an Urban Centre in Metro 2050~~, the Regional Growth Strategy, adopted in 2023. currently undergoing consultation~~. ~~Municipal Town Centres concentrate services oriented to the needs of a municipality and higher density housing, and encourage walking, cycling, and transit access to jobs, shopping and other destinations.~~ Urban Centres are intended to be the region's primary focal points of concentrated growth and transit service, per Metro 2050.

The Township of Langley Official Community Plan and the Aldergrove Community Plan reflect the ~~LRSP~~ Metro 2050 designation in their policies for the downtown. The Aldergrove Core Area Plan provides more detailed information about the land uses, policies and issues that are relevant to the downtown, including a Land Use Map and associated policies which are implemented through zoning regulations and design guidelines.

A number of other plans, initiatives and studies informed the planning process including:

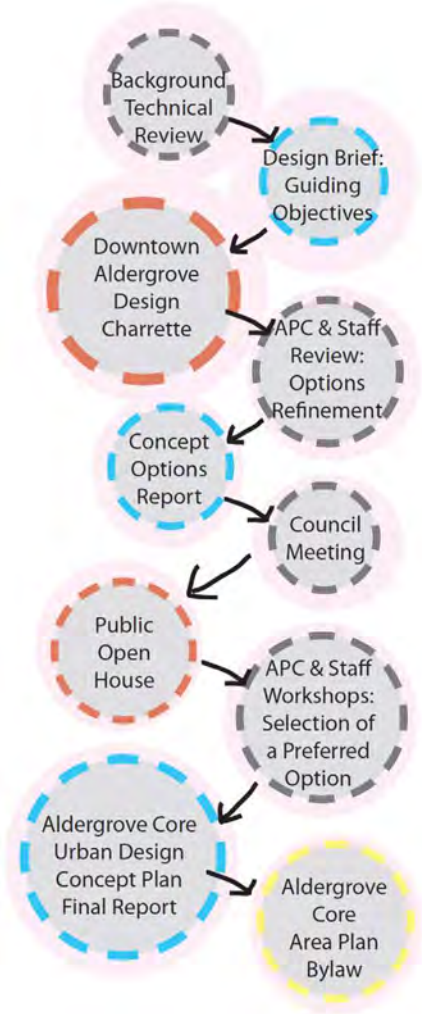
- the 2004 Visioning Program which resulted in a council adopted vision and set of planning principles;
- the Township of Langley Sustainability Charter, adopted in 2008;
- an engineering study and commitment to upgrade the sewer by 2009 and the water supply by 2012 to service the projected downtown population to 2041; and
- the Master Transportation Plan, adopted in 2009.

7.1.3 PLANNING PROCESS

This plan is founded on a strong base of community involvement that occurred throughout the core area planning process. The plan was created through a process that included a series of public events and design workshops. This included a preliminary workshop where planning goals to guide concept development were identified. This also included a design charrette where the community worked together with design professionals and Township staff to develop alternative concepts for the downtown. Subsequent workshops and a public open house lead to the identification of a preferred concept, which formed the basis for the development of the plan

policies and design guidelines. The plan was developed over a period from May 2009 to May 2010.

Guiding and overseeing the process was the Aldergrove Planning Committee (APC) which is comprised of Aldergrove business and property owners, resident and stakeholder representatives and Council representatives. Regular APC meetings and workshops throughout plan development ensured a highly collaborative process.



Aldergrove Core Area Planning Process Diagram



Township Sustainability Charter Diagram



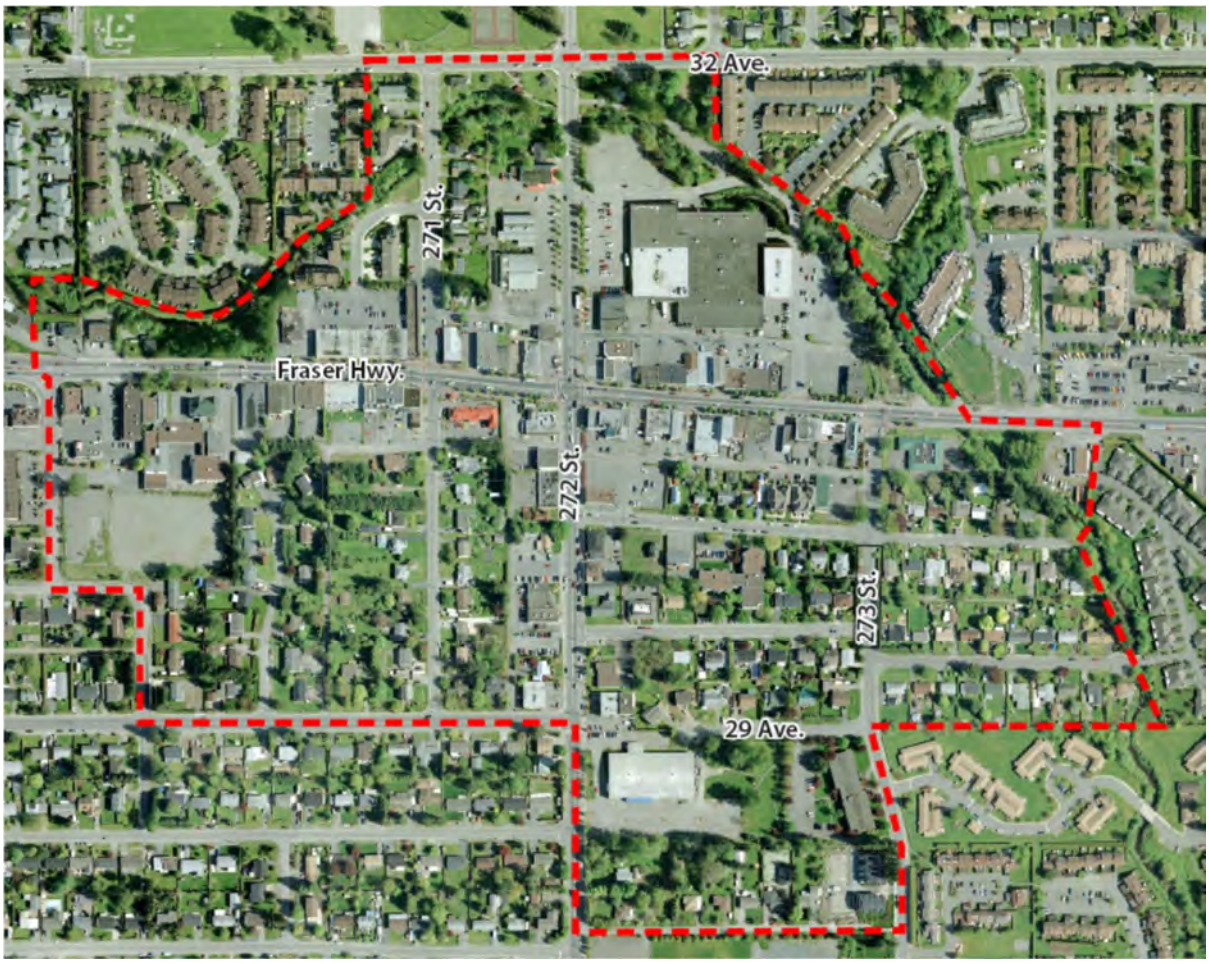
The Design Brief



The Charrette

7.1.4 PLAN AREA OVERVIEW

The Aldergrove Core Area is approximately 80 acres in size. It is centered on the intersection of Fraser Highway and 272 Street, and bounded by Bertrand Creek to the north and east, 29 Avenue to the south and 270 Street to the west. The Aldergrove Core Area is shown in the figure below.



Almost half of the plan area is bounded by the urban reach of Bertrand Creek. Bertrand Creek is ecologically significant and an important feature in the community. It is home to many fish species, including Coho salmon and endangered Salish Sucker and Nooksack Dace.

Aldergrove has its roots in farming and agriculture. Downtown Aldergrove is the traditional commercial and service centre for what used to be a predominantly farming community, but which has over the years transformed into a predominantly residential community supported by a range of primarily local serving commercial uses and with some industrial and agricultural/rural uses.

Today, the downtown continues to have a wide variety of commercial and service uses supporting a range of surrounding residential uses including single family homes, duplexes, townhouses and apartments. The majority of residential lands within the plan area are large lot single family homes ranging in age from 30 - 60 years old, with some townhouses and apartments including two fairly recent four-plexes located on 30th Avenue west of 272 Street.

Aldergrove's small town heritage is reflected in some of the built form and design elements of the downtown, including the location of buildings at the sidewalk edge, the heritage façade treatments of some buildings, and the pedestrian orientation and amenity of some of the buildings and public open spaces. ~~Commercial uses are concentrated along Fraser Highway and 272 Street, and range in use from small local serving 'mum and pop' businesses, to larger commercial businesses and buildings, including the Aldergrove Mall. In 2009, there were approximately 120 active businesses and roughly 335,000 sq. ft. of commercial space within the study area. Due to the proliferation of new commercial/retail service centres outside of the downtown, the commercial vitality of the downtown is not what it once was, as evidenced by a number of vacant store fronts and the existence of some marginal businesses.~~The Aldergrove Core Area Plan was ~~written~~adopted in 2009 and since that time the Aldergrove Mall has redeveloped into the Town Centre as per the plan. The area has seen a steady increase in development in the core area, and it is anticipated that continued renewal and redevelopment will occur into the future.

The large volumes of vehicular and commercial traffic at peak periods along the Fraser Highway impact the quality of fronting businesses and the adjacent pedestrian environment, despite the attractive and substantial streetscape enhancements that took place in the late '90s. The street system includes a limited network of lanes and is laid out in a modified grid pattern with an east - west orientation.



Shops along the Fraser Highway



New multi-family housing the downtown



Figure Ground Diagram showing downtown block structure and street network

7.1.5 PLANNING GOALS

These planning goals were developed by the community to guide implementation of the Aldergrove Core Area Plan. As such, they provide a broad overview of the planning framework for the downtown.

1. Reinforce downtown as the social, cultural and commercial heart of Aldergrove.
2. Increase housing choice and density in the downtown while ensuring a high degree of livability.
3. Incorporate mixed-use developments in the downtown including housing located above commercial uses.
4. Focus and limit the extent of commercial uses to create a vibrant commercial core.
5. Incorporate built form, layout and open space design that supports walking, transit-use and cycling for everyday travel needs.
6. Prioritize pedestrian activity in the core area to create a truly walkable downtown.
7. Create alternate route options for vehicles and goods movement traveling through the downtown core to minimize vehicle impacts on the Town's traditional commercial high street along the Fraser Highway.
8. Create an attractive and distinct public realm and interconnected open space network that emphasizes pedestrian comfort and safety and references the small town/rural identity of the community.
9. Create a greener downtown that provides parks, street trees and protects and enhances Bertrand Creek as an ecological feature and focal point.
10. Incorporate built forms, open space treatments and innovative infrastructure that reduces overall environmental impacts.
11. Strive for innovation, vision and boldness in the downtown as it redevelops to achieve true community wide sustainability and livability to 2041 and beyond.

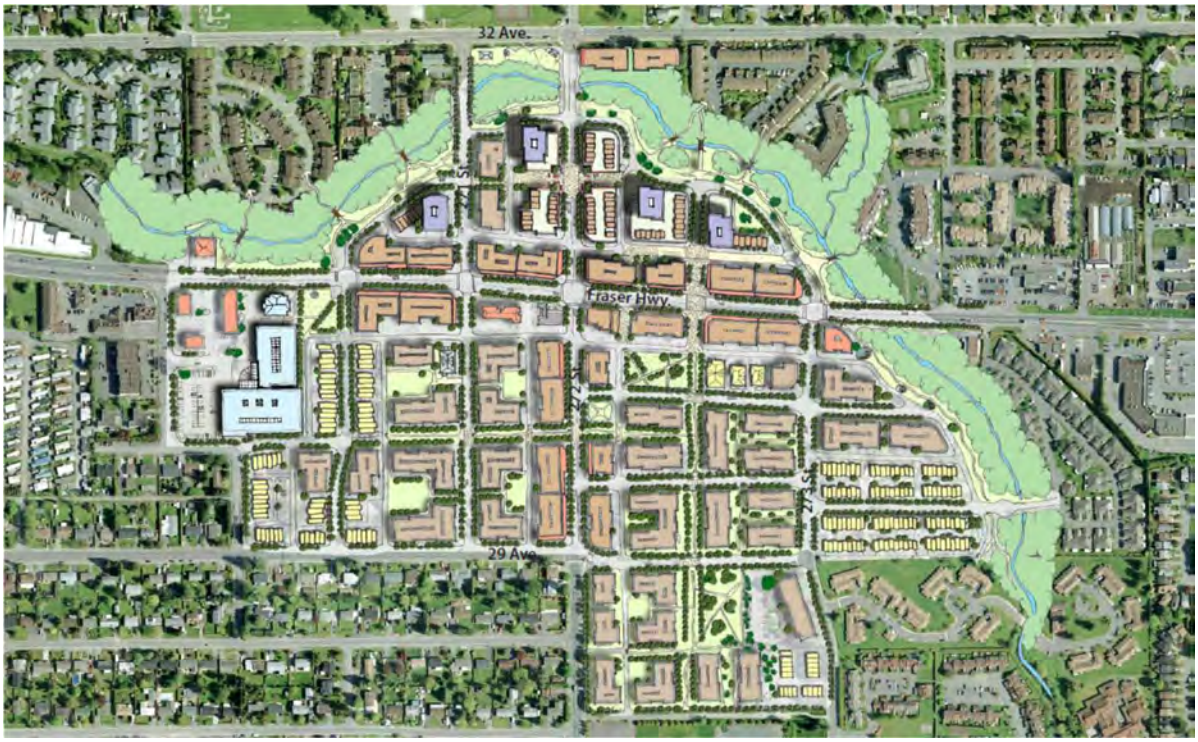





7.1.6 PLAN OVERVIEW

The Aldergrove Core Area Plan, along with the Concept Plan and Design Guidelines, represent a vision to transform downtown Aldergrove into a compact, mixed-use, highly walkable and transit oriented town centre. The land use framework as illustrated by both the land use plan and the concept plan creates significant additional residential capacity and a good mix of housing types through the introduction of medium and higher-density residential development in both ground-oriented housing and apartments. The plan is further premised on maintaining and enhancing the Fraser Highway and 272 Street as vibrant commercial streets, with a mix of shops, services, cafes and restaurants to serve and provide jobs for local and regional residents. While the plan encourages the introduction of a number of tall buildings, a human scale is emphasized through a built form and character that emphasizes pedestrian uses, comfort and safety.

The plan is premised on the creation of great streets and public open spaces through a high quality of design and a positive interface between the public and private realm at the street level. Pedestrian oriented and humanly scaled streets and plazas, and a highly connected pedestrian network, are other essential elements of the plan which, together, are intended to foster a functional, aesthetic and vibrant downtown Aldergrove. A reference to downtown Aldergrove's past is achieved through a modern interpretation of historic form and character elements as illustrated in the design guidelines. These are intended to foster creative and innovative design responses to sustainability, livability, and sense of place, and through public art referencing Aldergrove's agricultural roots.



Aldergrove Core Area Concept Plan (for illustrative purposes only)

Other key elements of the plan include:

- **on and off-street greenways** that emphasize comfortable, safe and convenient pedestrian travel and activities within the downtown, and connect to a wealth of parks and other amenities located immediately adjacent to the downtown;
- **new street network connections** to create more route options for pedestrians;
- **Bertrand Mews**, a new small scale, one-way local street running parallel to Bertrand Creek with primarily residential frontage and extensive traffic calming measures;
- **mid-block paseos** or pass throughs to create pedestrian connections to main commercial streets and through the downtown;
- **a new civic/recreational precinct** located on the Aldergrove Elementary School site that includes a pool and ice rink;
- **a transit plaza** located adjacent to the main bus exchange, lined with shops, cafes and other active uses, containing pedestrian amenities, public art, and able to accommodate outdoor community events including a regular farmers market;
- **pedestrian crossings** at key locations throughout the downtown; and
- **urban parks and plazas** located throughout the downtown.



Downtown Aldergrove Transit Plaza



Downtown Greenway



Pedestrian-oriented Streets



Active Retail Streets

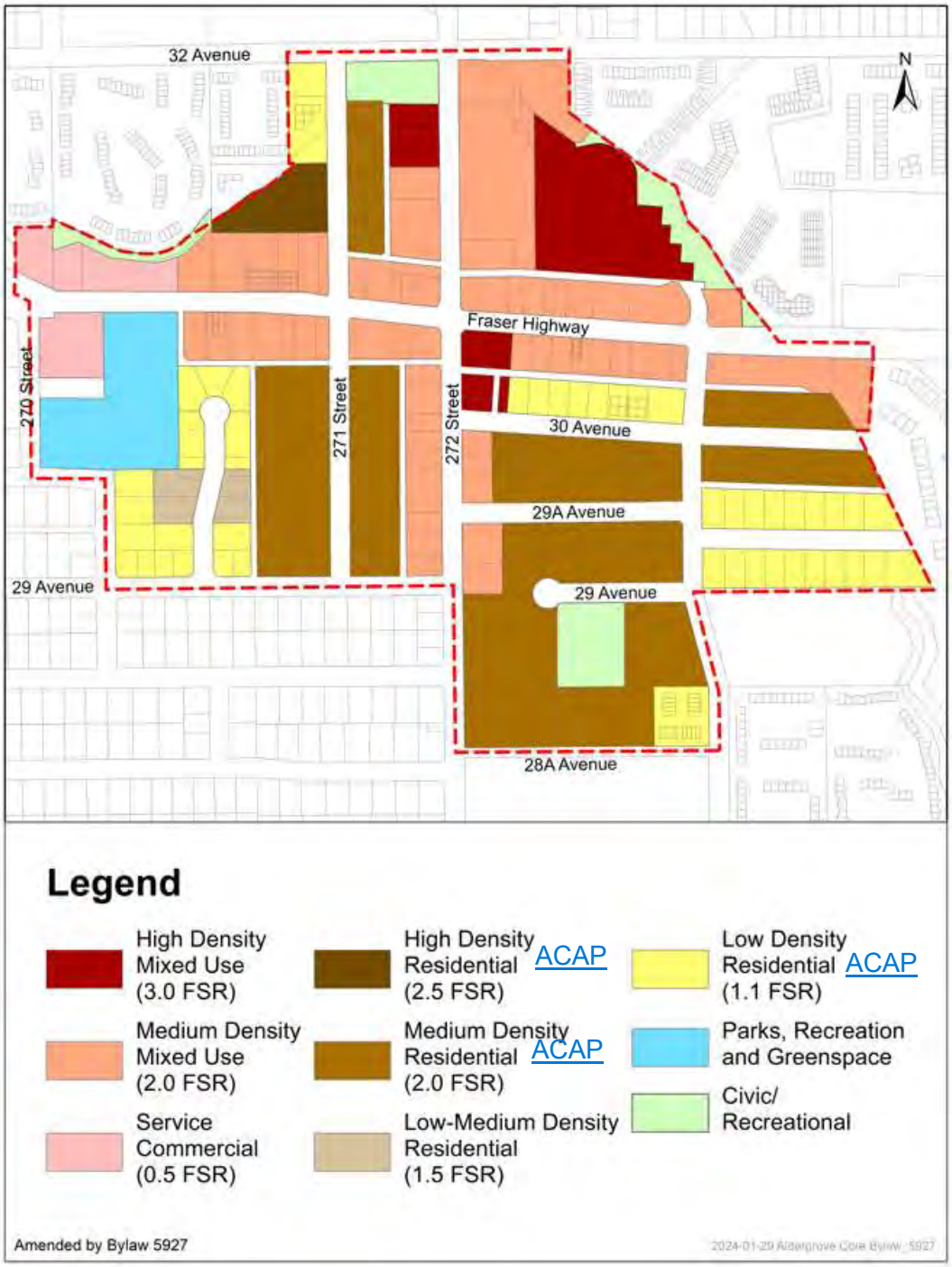


Bertrand Mews

7.2 ALDERGROVE CORE AREA LAND USE PLAN

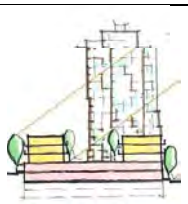
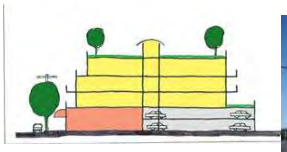
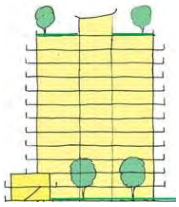
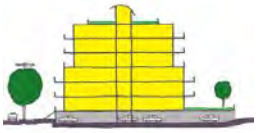
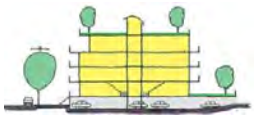
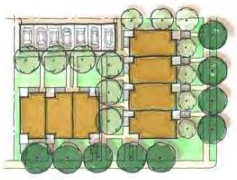
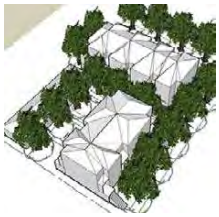
The land use plan and associated land use designations below and on the following page describe in detail the community's long term vision for the type and intensity of land uses desired for the downtown. Together, these will guide the re-zoning and development process. Density is defined using Floor Area Ratio (FSR), the ratio of the total floor area of buildings on a certain location to the land area (space) of that location.

7.2.7 LAND USE PLAN



Aldergrove Core Area Land Use Plan

7.2.8 LAND USE DESIGNATIONS

Designation	Density	Height	Built Form Examples
High Density Mixed Use	3.0 FSR	up to 16 storeys (50 m)	  
Medium Density Mixed Use	2.0 FSR	up to 5 storeys (14 m)	  
High Density Residential - ACAP	2.5 FSR	up to 16 storeys (50 m)	  
Medium Density Residential - ACAP	2.0 FSR	up to 6 storeys (20 m)	  
Low-Medium Density Residential	1.5 FSR	up to 4 storeys (14 m)	  
Low Density Residential - ACAP	1.1 FSR	2.5 storeys	  

7.3 PLAN POLICIES

The objectives and policies in this section outline the strategies for achieving the goals identified in Section 1.5. and for implementing the Land Use Plan in section 2.0.

7.3.9 LAND USE AND DEVELOPMENT

Objective [1]: To create a compact, mixed use and walkable town centre
Objective [2]: To accommodate an anticipated total future population of approximately ~~5,000~~6,650 people by 2041.

Policies:

1. Facilitate a mix of land uses including residential, office and retail commercial, mixed use, and civic institutional.
2. Accommodate a significant share of anticipated future residential growth in Aldergrove through multi- family and mixed use developments in the downtown plan area. This aims to support continued revitalization of downtown Aldergrove to:
3. reinforce its status and function as a pedestrian and transit oriented ~~Municipal Town Centr~~Urban Centre~~e~~ as designated by ~~Metro Vancouver Draft Regional Growth Strategy~~Metro 2050;
4. enhance the viability of existing and future businesses in the downtown; and
5. reduce development pressure on natural open spaces, agricultural and rural lands in other parts of Aldergrove and the Township as a whole.
6. Encourage a range of businesses and services including retail, offices, and entertainment uses in the downtown to balance housing and jobs, provide economic opportunities, and enhance the vibrancy and safety of the downtown.
7. Introduce supportive zoning schedules where the existing zoning bylaw does not sufficiently cover the intent, permitted uses, densities, and technical and design considerations of this plan.

Objective [3]: To reinforce the downtown as the cultural, social, and commercial heart of Aldergrove by focusing specialty retail and complementary entertainment, restaurant and civic uses along Fraser Highway and 272 Street.

Policies:

1. Encourage location of specialty retail, entertainment, restaurants and services along 272 Street and Fraser Highway.
2. Encourage a mix of entertainment and other active uses in the downtown including shops, restaurants, cafes and bars to create activity during and after usual business hours.
3. Increase service and office uses along commercial streets, preferably above ground floor retail, to help create a balance of jobs and housing.
4. Encourage, where appropriate, larger retail stores up to 3,300 sq. m. to anchor the downtown area and support the integration of other specialized businesses. At least one large (3,000 sq. m. +) grocer is desired as a key amenity within walking distance for downtown residents.
5. Retail shops are encouraged to integrate into mixed use buildings with residential uses located above to contribute to a more compact, mixed use and pedestrian oriented downtown.

6. Promote recycling and other best practices in waste management among downtown businesses and support programs that reduce the need for dumpsters to contribute to a safe, clean environment in the downtown.

Objective [4]: To encourage new developments to use best management practices for water and energy conservation.

Policies:

1. Minimize energy requirements of new buildings through design and building orientation and through the adoption of energy efficient fixtures.
2. Promote district heating and renewable energy use (e.g. solar and geothermal) and explore opportunities to allow new developments to be retrofitted in the future.
3. Strengthen water conservation programs, which include water use reduction fixtures in buildings and landscape designs that favour drought-resistant native plantings and a minimal lawn area.

Objective [5]: To improve watershed ecological health by protecting and enhancing Bertrand Creek.

Policies:

1. Undertake a habitat protection and enhancement plan to guide improvements to and development of the Bertrand Creek corridor.
2. Define streamside protection and enhancement areas for Bertrand Creek, in accordance with the Streamside Protection Bylaw No. 4485, provincial regulation, and federal policy.
3. Encourage enhancement of in-stream and riparian habitat.

7.3.10 ACCESS AND MOBILITY

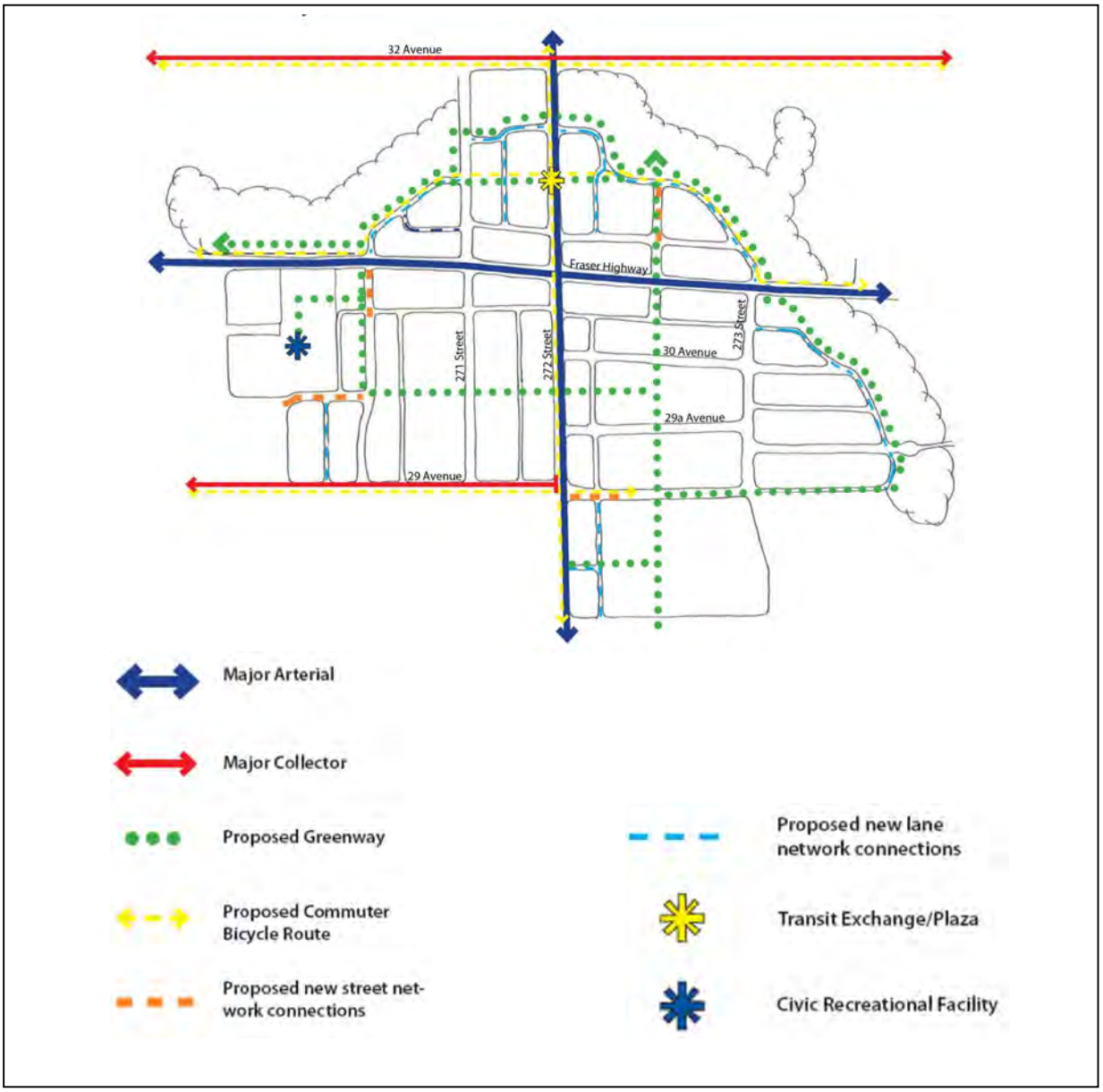
Objective [1]: To prioritize walking, cycling, and transit use within the downtown and to create safe, convenient, and pleasant access for people of all ages and abilities while accommodating vehicle travel and access to businesses, residences, and other downtown destinations. A compact urban form, a mix of land uses and alternative mobility options will be promoted to reduce the need for cars in downtown Aldergrove.

Non-Vehicular Policies:

1. Shared use between pedestrian and cyclists will be emphasized in all future public and private realm development to create a healthier and more livable downtown.
2. Priority will be given to shared use travel, acknowledging that transit users are also pedestrians. All future private and public developments will reflect this priority.
3. New connections to the downtown street network will be achieved by securing rights-of-way and new network connections as opportunities arise through the redevelopment process.
4. Increased shared use connectivity is a priority. New publicly accessible off-street shared use greenways and trails will be secured as opportunities arise through the redevelopment process. Priorities for new pedestrian greenways and trails are indicated in the Mobility Framework Diagram.
5. Equip designated bicycle routes as indicated in the Mobility Framework Diagram with either shared or dedicated on-street lanes along with:
   - adequate signage,
   - marked lanes for both shared and dedicated lanes, and

- cyclist activated signals at key intersections.

6. Increase pedestrian interest, comfort and safety by incorporating public art, street trees, outdoor furniture, ornamental plantings, pedestrian lighting, human scale architecture, and by orienting buildings towards the public realm through the use of transparent shop front windows, balconies, and other features that increase surveillance and “eyes on the street”.



Mobility Framework Diagram

Transit Policies:

7. Downtown Aldergrove is envisioned to have a significant transit orientation achieved through transit supportive densities and urban design that foster safe, direct and convenient connections to transit stops.
8. An enhanced transit exchange, with adjacent plaza, bus parking bays (with limited layover function) and a range of pedestrian amenities, is envisioned along 272 Street north of the Fraser Highway, as identified in the Concept Plan and the Mobility Framework Diagram. Development fronting onto the plaza will incorporate active, publicly oriented uses at ground level to ensure a pedestrian orientation.
9. The Township will continue to work with Translink to ensure a frequent, convenient and effective transit service to and from downtown Aldergrove as its population of residents and workers grows as envisioned by this plan.

Fraser Highway

Objective [2]: To reinforce the function and character of Fraser Highway as Aldergrove's traditional main street while accommodating vehicular traffic and goods movement to, from, through and within the downtown.

Policies:

10. Fraser Highway will have an enhanced pedestrian orientation while continuing to accommodate traffic and goods movement traveling to, from, through and within the downtown.
11. Vehicular capacity along Fraser Highway will be increased at peak periods in peak directions by removing on-street parking at peak periods in peak directions of traffic flows.
12. Full signalized intersections will be provided at the following three intersections:
    - Fraser Highway and 271 Street,
    - Fraser Highway and 272 Street, and
    - Fraser Highway and 273 Street.
13. Pedestrian signalized intersections will be provided at the following intersections:
    - Fraser Highway and 271 Street, and
    - Fraser Highway and 272A Street.
14. The intersection at 272 Street and Fraser Highway will be enhanced to include left turn lanes in all directions, and two travel lanes in each direction (west and east) along Fraser Highway. A widening of the public right-of-way will be required to accommodate these improvements.
15. A detailed streetscape design and engineering study will be undertaken for Fraser Highway to implement the mobility network and infrastructure improvements identified in policies 3.2.10 to 3.2.14, inclusive.
16. As part of the overall update to the Aldergrove Community Plan, alternate routes to Fraser Highway will be identified to reduce the impacts of regional traffic on the downtown, consistent with the Recommended Future Road Network in the Master Transportation Plan.

Parking and Transportation Demand Management
Objective [3]: To ensure parking in the downtown balances the need for auto storage and the goals of compact development, alternative transportation and an attractive downtown.
Objective [4]: To manage mobility demand by encouraging private and public developments to support non-automobile travel.

Policies:

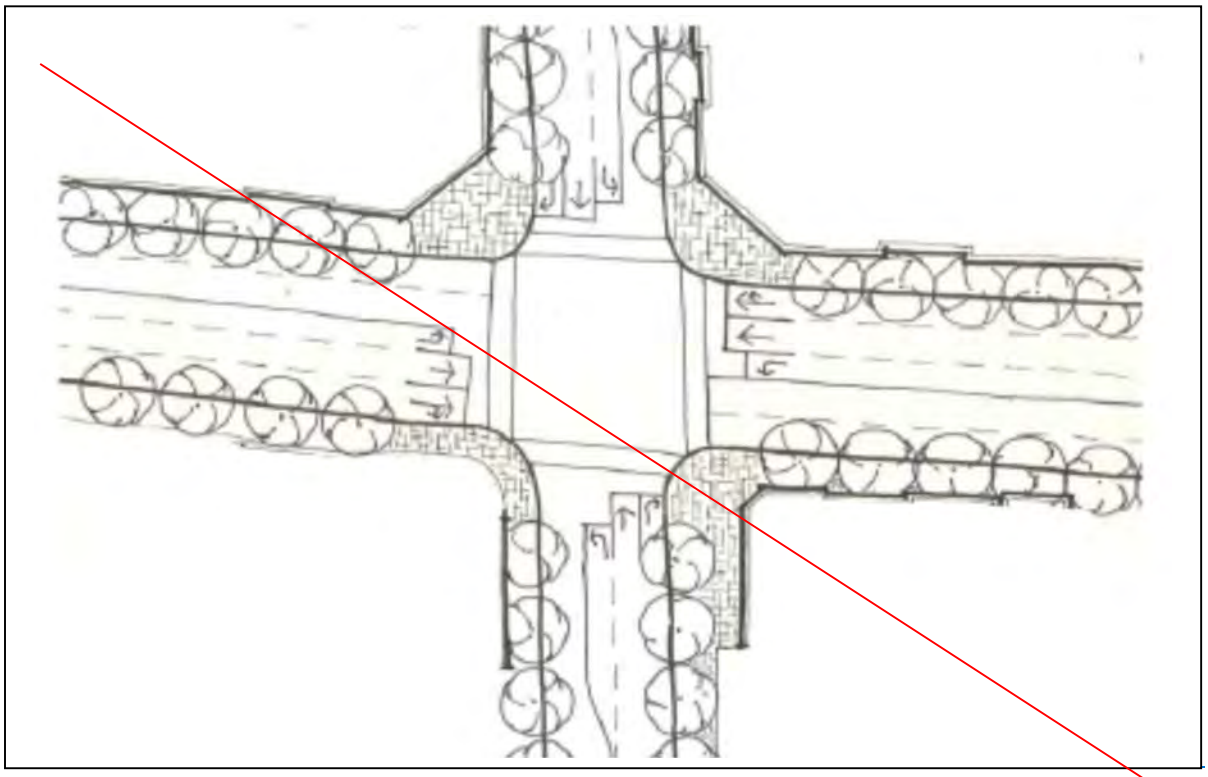
17. Support alternative means of mobility with facilities such as bicycle racks.
18. Consider a reduction in parking requirements for residential developments in the downtown, where:
19. Transportation Demand Management (TDM) measures such as transit passes for residents and employees, bicycle storage and facilities, and shared car programs for new development proposals are established; and/or
20. Connections to pedestrian and bicycle networks and public transit services are provided.
21. Encourage shared parking between projects where it can be justified and where it does not generate negative impacts. A traffic study by a qualified engineer is required where shared parking is proposed.
22. Provide on-street parking wherever possible along both sides of commercial and residential developments, including spaces for physically challenged people at strategic locations.
23. Street fronting (off-street) surface parking is not permitted along primary and secondary retail streets, and is strongly discouraged throughout the entire downtown plan area.
24. Encourage shared parking facilities where parking demand varies over the course of day for different activities and land uses.
25. Promote alternatives to surface parking, such as a central, shared structure for non-residential parking, or car co-ops.
26. Consider central parking structures, where proven feasible and appropriate, at sites:
    - that can accommodate a ground-floor commercial frontage if located on a commercial street,
    - that are strategically located,
    - that are near significant trip generators (e.g. the proposed civic/recreational facility)
    - that are compatible with adjacent existing or planned residential uses (to avoid detrimental lighting and traffic impacts),
    - where resulting traffic patterns will not negatively impact pedestrian and cycling networks,
    - that can be redeveloped in the future if parking needs decline, and
    - where “green” elements can be accommodated.
27. Require extensive landscaping and natural storm water infiltration on all off-street surface parking facilities.
28. Screen or otherwise render unobtrusive off-street parking from public view.
29. Require a traffic impact study to accompany each major development application, as determined by the Engineering Department or Development Planning. The study will recommend appropriate measures for turning, pedestrian crosswalks, signalization, access, servicing, and parking. ~~Development applications that include tall buildings (6+ storeys) and/or large sites (5,000 m^2+) are considered major.~~
30. A parking strategy for the downtown should be undertaken to determine off-street and on-street parking requirements and standards in the context of achieving the broader local

economic development, livability and sustainability goals, objectives and policies set out in this plan.

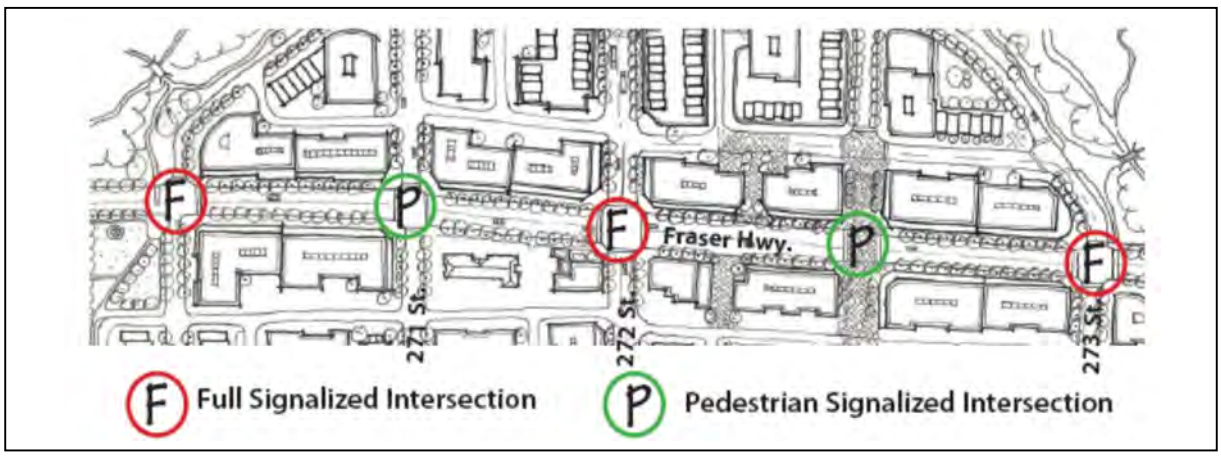
Objective [5]: To minimize the impact of the mobility network on the environment while following an economical approach to infrastructure improvements.

Policies:

31. Maintain existing rear lanes, and create new ones where opportunities exist, with green features~~, including natural drainage~~.
32. Introduce a street tree program that includes stormwater and pollution management as objectives in addition to beautifying and shading.
33. Incorporate rain gardens and swales (linear rain gardens) in roadside landscaping, where practical, to slow, store, and filter stormwater before discharging it to the drainage system.



~~Proposed Intersection Design Concept for Fraser Highway at 270 Street, 272 Street and 273 Street.~~



Proposed Fraser Highway Intersections by Type – for illustrative purposes only.

7.3.11 HOUSING

Objective [1]: To provide diverse and appropriate housing types to meet the needs of a growing downtown population for a range of income levels, lifestyles, ages and abilities
Objective [2]: To increase affordable, rental and special needs housing in the downtown.

Policies:

1. Encourage a mix of ground-oriented units and apartments and a variety of unit sizes for different household types and income groups within individual multi-family developments and throughout the downtown.
2. Prioritize development proposals that address ~~known housing gaps in Aldergrove and in the Township as a whole.~~ needs identified in the Housing Needs Report. ~~In particular, consideration will be given to multi-family proposals for families with young children (i.e., ground-oriented housing), singles and worker housing (i.e., compact, rental housing), supportive housing and multi-level care facilities that allow people to remain in the community as they age.~~
3. Social and environmental goals identified for the downtown, particularly with regards to the provision of seniors housing, affordable rental housing, low impact and energy-efficient site and building design, and/or new greenways and open space, will be encouraged through the redevelopment and rezoning process.
4. Encourage a social mix within all neighbourhoods throughout the community through mixed housing developments (by type, tenure and design) while conforming to the residential designations of this plan.
5. Support alternative housing tenures such as co-housing and cooperative housing, especially where they meet an affordable housing need.
6. Work with community groups and other agencies to increase well-managed, supportive or transitional housing for special needs groups, especially the physically or developmentally disabled, young people and others with unique social and health needs.
7. Develop partnerships to create innovative housing that is accessible to residents with low incomes and/or special needs.

Objective [3]: To encourage high quality design in all residential projects that creates a positive interface with the public realm, remains compatible with the form and character of the existing homes, and maximizes the livability of individual units.

Policies:

8. Promote housing designs that present a “friendly face” to the street or walkway. This can be achieved with well defined entrances that are welcoming, clearly visible and accessible from the street, and through street edges that are characterized by low, neighbourly fences and landscaping.
9. Maximize opportunities in residential projects for creating usable and attractive private and semi-private outdoor amenity spaces, and in particular, play areas for children that have surveillance and direct access from ground oriented as well as upper storey units. This can be achieved by incorporating open spaces, court yards, patios, balconies, upper storey terraces and roof top gardens.
10. Require residential development proposals to submit:
11. view and shadowing impact studies showing how the impact of developments over four storeys in height may be minimized on adjacent properties; and

12. public realm plan that coordinates private improvements to the streets and connects semi-public adjoining spaces with the public right-of-way.
13. Encourage residential development proposals to include a green roofscape plan.

7.3.12 PUBLIC OPEN SPACE, HERITAGE, COMMUNITY AND CULTURE

Objective [1]: To ensure adequate park facilities for downtown residents.
Objective [2]: To increase green space and create a network of trails and greenways to enhance livability and character.

Policies:

1. Prioritize the acquisition and development of parks in areas identified in the Aldergrove Core Area Concept Plan and in areas of medium to high density residential growth as identified in the Aldergrove Core Area Land Use Plan;
2. Procure parkland by purchase, grants, conservation easements, development cost charges (DCCs), and the subdivision approvals process, where feasible, for the purpose of providing additional park and recreation lands and facilities, and open space, as indicated by the objectives and policies of this plan, and by other ongoing parks planning initiatives.
3. Consider land trade or sale of Township owned properties for more suitably located sites for the development of parks, civic and recreational facilities.
4. Create direct shared use greenway connections to parks, schools, and other cultural and recreational facilities adjacent to the downtown plan area.
5. Design greenways and trails as physical, visual and habitat connections to other parks, natural areas and regional trail networks, including recreational staging areas outside the plan area.
6. Develop options and guidelines for alternative stormwater management practices that are compatible with greenway development.

Objective [3]: To enlist the support of new development in increasing publicly accessible open space and green space in the downtown.

Policies:

7. Consider the inclusion of portions of private property for publicly accessible greenway development, particularly where it creates a safe and pedestrian friendly mid-block connection or alternate corridor, or is an area of recreational or environmental value.
8. Secure easements for pedestrian access in areas where deemed necessary.
9. Require mixed-use commercial developments to give special attention to the articulation and creation of common green spaces, plazas, courtyards, seating/waiting areas or widened sidewalk areas that would create vibrant street life (cafes, food/flower stands, etc.).
10. Encourage mixed use commercial projects to dedicate residential green space. Options may include green roofs, courtyards, communal gardening areas, greenways, and other common amenity areas.
11. Promote pedestrian friendly designs among developments located adjacent to all public open spaces and greenways in the downtown.

Objective [4]: To conserve identified heritage buildings and landscapes of interest through the preservation, restoration, renovation, and/or adaptive re-use of these resources, and consider their form and character in the development of surrounding sites.

Existing Heritage Resources ~~in Downtown Core~~

~~Within the~~ In Aldergrove ~~core,~~ there are landmark buildings that both reflect, and have come to symbolize, the community's early roots from the early 1900s. The following sites are listed on the Township of Langley Heritage Inventory:

- F.J. Hart Building/BC Telephone Exchange (c. 1910), located at 3190 271 Street, a~~n~~ historic site designated by bylaw in 1992;
- ~~Aldergrove Presbyterian (later United) Church (b. 1911), located at 2940 272 Street, historic site; and~~
- ~~Aldergrove Elementary School (b. 1913), located at 27032 Fraser Highway, heritage character site.~~
- James Shortreed Residence (1920), located at 2674 272A Street, a historic site designated by bylaw in 2014;
- Aldergrove Fire Hall No. 3 (1959), located at 2900 272 Street, on the Community Heritage Register;
- Sequoia Tree, located at 2883 272 Street, an historic landscape feature; and
- St. Ann's Parish (1949), located at 2827 273 Street, a heritage character site.

Policies:

1. Retain identified listed sites in recognition of their historic value to the community and for the cultural enjoyment for present and future generations.
2. Encourage owners to maintain the historic style and character of these buildings in undertaking future changes.
3. Consider the scale and character of these heritage buildings and the surrounding environment ~~is considered~~ when preparing zoning bylaws and reviewing development applications for adjacent proposals in the area to integrate old forms with new development on a site.
4. Utilize heritage conservation ~~instruments~~tools, such as heritage revitalization agreements, to vary density, siting and other regulations, in order to achieve desirable development outcomes that will integrate old forms with new development on a site.
5. Retain the historic style and character of identified listed sites in recognition of their historic value to the community and for the cultural enjoyment for present and future generations. Consider heritage incentives in the form of residual density or transfer of density for the developments of sites that incorporate heritage preservation strategies.
6. Require that the future revitalization of these sites be undertaken in accordance with the current best conservation practices, such as the accepted Standards and Guidelines for the Conservation of Historic Places in Canada.
7. Develop publicly accessible interpretive signage that recognizes the historical significance of existing and past the Aldergrove Elementary School historic sites and other historic highlights of Aldergrove as part of the site's redevelopment in future.
8. Establish a list of other significant landscape features not already listed to be considered for retention in the area in future.
9. Explore the need for an interpretive signage program that focuses on the historic highlights of Aldergrove.

~~**Existing Heritage Resources in Downtown Core**~~

~~Within the Aldergrove core, there are landmark buildings that both reflect, and have come to symbolize, the community's early roots from the early 1900s. The following sites are listed on the Township of Langley Heritage Inventory:~~

- ~~F.J. Hart Building/BC Telephone Exchange (c. 1910), located at 3190 271 Street, an historic site designated by bylaw in 1992;~~
- ~~Aldergrove Presbyterian (later United) Church (b. 1911), located at 2940 272 Street, historic site; and~~
- ~~Aldergrove Elementary School (b. 1913), located at 27032 Fraser Highway, heritage character site.~~

~~Policies:~~

12. ~~Retain identified listed sites in recognition of their historic value to the community and for the cultural enjoyment for present and future generations.~~
13. ~~Encourage owners to maintain the historic style and character of these buildings in undertaking future changes.~~
14. ~~Ensure that the scale of these buildings and the surrounding environment is considered when preparing zoning bylaws and reviewing development applications for adjacent proposals in the area.~~
15. ~~Utilize heritage conservation instruments, such as heritage revitalization agreements, to vary density, siting and other regulations, in order to achieve desirable development outcomes that will integrate old forms with new development on a site.~~
16. ~~Consider heritage incentives in the form of residual density or transfer of density for the developments of sites that incorporate heritage preservation strategies.~~
17. ~~Require that the future revitalization of these sites be undertaken in accordance with the current best conservation practices, such as the accepted Standards and Guidelines for the Conservation of Historic Places in Canada.~~
18. ~~Develop publicly accessible interpretive signage that recognizes the historical significance of the Aldergrove Elementary School as part of the site's redevelopment in future.~~
19. ~~Establish a list of other significant landscape features not already listed to be considered for retention in the area in future.~~
20. ~~Explore the need for an interpretive signage program that focuses on the historic highlights of Aldergrove.~~

Objective [5]: To reinforce gateways and distinctive points in the downtown as landmarks for way finding and reinforcing its unique identity and sense of place.

Policies:

1. Highlight focal points and gateways with symbols of entry, public art, signage, landscaping, building or view corridor preservation, distinctive architecture, road pattern, street furniture, activated pedestrian signals, and traffic calming, where appropriate.
2. Create a variety of building forms by varying the height of roof pitches and use of materials that interpret built and human history of the community.
3. Support and work closely with the business community in developing a streetscape theme for its coordinated public art program with banners, adequate lighting, special sidewalk treatments, and bench and trash receptacles, and street tree and landscaping plans.
4. Recommend that new developments incorporate clear directional signage.

Objective [6]: To provide adequate community facilities, programs and social amenities for the growing downtown population.

Policies:

1. Encourage civic, recreational, community and institutional uses in the areas designated for Residential, Commercial, and Mixed Use.
2. ~~Consider the Aldergrove Elementary School site and building for civic, recreational and community services that may include a community centre, park, pool and arena, and appropriate protection of the original Aldergrove School.~~

Objective [7]: To ensure downtown places, activities, uses and services are socially inclusive through the support of diverse community needs, especially in arts and culture while reinforcing the downtown as the heart of Aldergrove.

Policies:

1. Encourage families to live downtown by providing a range of family housing, child-friendly green and recreational spaces, schools, day cares, and family-oriented institutions and services.
2. Create an accessible and welcoming public realm in the downtown through physical design and an emphasis on strategic locations such as gateways and points of community interest.
3. Advocate for a diverse and multicultural downtown and support inclusive and culturally sensitive community engagement processes, gathering places, programs and services.
4. Foster the growth of arts and culture in the downtown, including such activities as public markets, public concerts, local community celebrations and installation of public art that reflects Aldergrove's history and sense of place.

Objective [8]: To enhance safety in the public realm by promoting Crime Prevention through Environmental Design (CPTED) principles and adequate property maintenance standards.

Policies:

1. Enforce current property maintenance standards and strengthen them where permitted by the provincial legislation.
2. Continue with the Township's current program of reducing graffiti and vandalism to keep the downtown clean and dignified.
3. Reduce places of concealment through improved landscaping and sightlines.
4. Require new developments to provide adequate lighting along their street fronts and at entrance ways and all other pedestrian areas.
5. Promote designs that facilitate natural surveillance by retaining clear sightlines between public pedestrian areas and the building entrance for those who park there and for occupants of nearby buildings.
6. Recommend new developments to design and maintain landscaping that allows visibility (such as short shrubs and pruned trees).
7. Encourage new development to use ornamental grill creatively in fencing or securing ground floor windows.
8. Enhance casual surveillance and "eyes on the street" through strategic placement of windows, balconies and street level uses in new developments.
9. Strengthen natural surveillance of parks, open spaces, and children's play areas by ensuring new developments adjacent to them are designed accordingly.

Objective [9]: To ensure the public realm is accessible to all residents, especially the socially disadvantaged, the handicapped and the elderly.

Policies:

1. Review all public realm elements for accessibility such as access to buildings, parking areas, and parks, and design public amenities for all users, eliminating the need for adaptation, customization, or separation of groups with different abilities.
2. Adopt “universal design” approaches to accommodate diverse individual preferences thus avoiding stigmatization of any user groups. Provisions for privacy, security, and safety should be equally available to all users.
3. Design all pedestrian routes to be safe and easy to use by persons with disabilities. Generally, such routes should be easily identifiable, clearly separated from vehicular routes, and free of obstacles at all times of the year.
4. Make all areas and special features of a site or facility, normally used or available to members of the general public, accessible to and usable by people with disabilities.
5. Design public parks and playgrounds for use by people with varying abilities.
6. Adapt pedestrian paths and footbridges to be used by persons using various mobility aids.
7. Adopt universally accessible designs for all amenities adjunct to paths and walkways, and position them to one side of the walkway surface.

7.4 IMPLEMENTATION

Implementation of the Aldergrove Core Area Plan requires the collaboration of the Township of Langley, property owners, developers, as well as residents and business owners. The key implementation tools for this plan (and for guiding the re-zoning and development permit process in the core area) are:

- the Land Use Plan and associated Land Use Designations, along with the objectives and policies recommended in this plan, adopted as a section in the Aldergrove Community Plan;
- the Concept Plan and Design Guidelines; and
- the Township of Langley Zoning Bylaw No. 2500.

7.4.13 INCENTIVES

The Aldergrove Core Area Land Use Plan has garnered momentum and support for an area concept that will see an expanded mix of land uses, density and economic diversity in the area. The Township of Langley is committed to fostering a successful implementation and transition process.

The next steps to revitalization will gradually include utility upgrades, public realm investments, development approvals and private investment in the area. A combination of tools can be used to facilitate this process.

The choice of incentives and revitalization tools fosters certainty and clarity for development and investment in the community. Investment is encouraged when clarity is built into the community’s planning and development policies and guidelines, subdivision and development approval processes, as well as in financing, cost recovery and infrastructure implementation strategies. Stability builds confidence in the development industry and allows for clear and rational long-term planning and investment in the community.

As part of the planning process, a range of revitalization tools and incentives were explored. An analysis of these tools and incentives that will best suit the social, economic and environmental context of downtown Aldergrove should be conducted to facilitate re-development of the area. These include:

- regulatory tools that can be used to incent financial and cost efficiencies for redevelopment,
- market transformation financial incentive tools,
- municipal development finance tools for infrastructure and servicing upgrades, and
- governance models available for municipalities and development partners to further revitalization.

7.4.14 SERVICING AND INFRASTRUCTURE

A number of servicing and infrastructure upgrades will be required as part of implementation of the Aldergrove Core Area Land Use Plan. Additional studies will need to be undertaken to identify sufficient servicing and infrastructure to support the goals and policies in the Plan. These will include, but not necessarily be limited to:

- a parking and traffic study for the downtown area to analyze key issues (within the larger context of the entire community), such as:
- alignments of pedestrian/cyclist shared use trails and greenways,
- design standards of Bertrand Mews and their relationship to the larger network,
- detailed design for the intersections on Fraser Highway, and
- detailed designs for the Transit Plaza on 272 Street;
- a detailed analysis of capacity requirements and phasing for water, sanitary sewer and storm water management; and
- a district energy study.

7.4.15 HABITAT STEWARDSHIP

~~A habitat protection and enhancement~~Per the Streamside Protection and Enhancement policy in the OCP, ~~plan will be required for the reach of Bertrand Creek in the plan area. The~~ habitat protection and enhancement ~~plan should be consistent with the Township Streamside Protection Bylaw, senior government regulation and policy~~is required for the protection of fish habitat, supported by the Bertrand Creek Integrated Stormwater Management Plan (2009), and the Bertrand Creek Enhancement Project Final Report (1996). ~~The plan will include a decision making structure to ensure consistent interpretation and implementation of the Streamside Protection Bylaw.~~

7.4.16 DEVELOPMENT PERMIT AREA

The areas shown as Development Permit Area “D” in Schedule “B” Aldergrove Development Permit Areas are designated development permit ~~areas under Section 919.1 (1) (f) of the Local Government Act~~ to establish objectives and provide guidelines for the form and character of development.

The objective of this development permit area designation is to ensure attractive residential mixed use and commercial development in the downtown core, based on an overall design concept for the area. The Aldergrove Core Area Concept Plan and Development Permit Guidelines can be found in Appendix “A” of the plan.

Prevalence of the Aldergrove Core Area Plan

While section 4.2.1 of the Township of Langley Official Community Plan (OCP) Bylaw 1979 No. 1842 provides objectives, locational policies, implementation policies and development permit guidelines for high density residential development, developments in Development Permit Area “D” are subject to the policies and design guidelines in the Aldergrove Core Area Plan. Where a discrepancy exists between the OCP and the Aldergrove Core Area Plan, the implementation policies and development permit guidelines in the Aldergrove Core Area Plan shall prevail.

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10.09.13

APPENDIX A

Aldergrove Core Area Concept Plan and Development Permit Area Design Guidelines
(for Development Permit Area "D" – Downtown Core Area)









Figure 1: Aldergrove Core Development Permit Area





Figure 2: Aldergrove Core Area Concept Plan

1 INTRODUCTION

1.1 DESIGNATION AND JUSTIFICATION

The Local Government Act ~~Section 919.1 (1)~~ states that an official community plan may designate development permit areas for the establishment of objectives for the form and character of commercial, industrial and multi-family residential development, which must: ~~(Section 919.1 (1) (f)). Section 919.1 (2) states that with respect to areas designated under subsection (1), the official community plan must~~:

a) describe special conditions or objectives that justify the designation, and

b) specify guidelines respecting the manner by which the special conditions or objectives will be addressed.

c) The Aldergrove Core Area as identified in Figure 1 is designated as a development permit area ~~under sectio~~ ~~the Local Government Act~~ to guide the form and character of multi-family, and commercial development.

1.2 PURPOSE AND INTENT

The Aldergrove Core Area Plan (ACAP) provides a comprehensive planning framework to accommodate an anticipated future downtown population of ~~50006~~,650 residents through the creation of a highly sustainable and livable town centre. The Concept Plan described in Section 2.0, and the Development Permit Design Guidelines in Section 3.0, establish the community's aspirations regarding the form and character of public and private realm development and overall implementation of the plan. The specific urban design objectives for downtown Aldergrove are established in Section 3.1: Intent and Objectives.

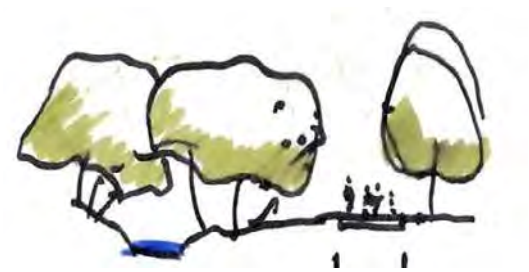
It is important to note that the concept plan is not a master or official development plan. Rather, it is a conceptual drawing whose purpose is to illustrate the urban design concepts, strategies and guidelines that form the basis for implementation of the urban design and planning vision for the downtown as described in the ACAP



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Concept Plan Overview



Aldergrove Transit Plaza



Bertrand Mews



Active retail frontage along Fraser Highway and 272 Street





Downtown Residential Street



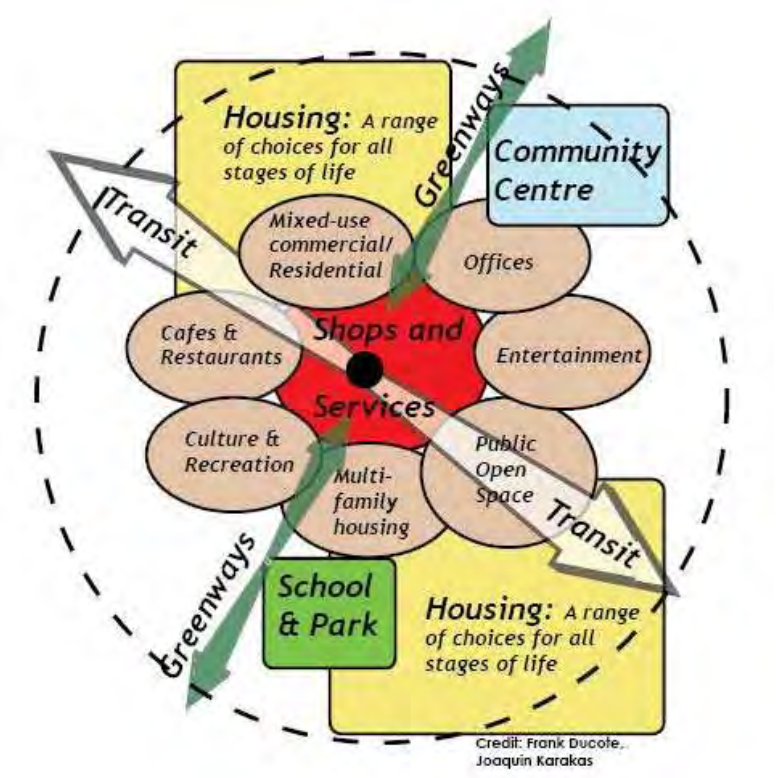
Downtown Greenway



Enhanced setbacks and ecological restoration along Bertrand Creek

2 THE CONCEPT PLAN

The concept represents a vision to transform downtown Aldergrove into a compact, mixed-use, highly walkable and transit oriented town centre. The land use framework creates significant additional residential capacity and a mix of housing types through the introduction of medium and higher-density residential development in both ground-oriented housing and apartments. The concept is also premised on maintaining and enhancing the Fraser Highway and 272 Street as vibrant commercial streets, with a mix of shops, services, cafes and restaurants to serve and provide jobs for local and regional residents. While the concept includes tall buildings, a human scale design is emphasized through pedestrian uses, comfort and safety.



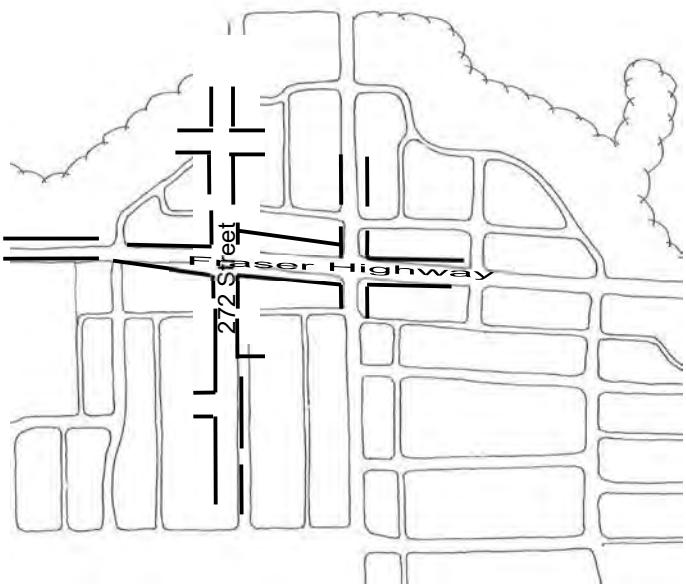
Downtown Aldergrove – Conceptual Planning Framework

2.1 OVERVIEW

The plan emphasizes the creation of great streets and public open spaces through a high quality of design and a positive interface between the public and private realm at the street level. Pedestrian oriented and humanly scaled streets and plazas, and a highly connected pedestrian network, are other essential elements of the plan which, together, are intended to foster a functional, aesthetic and vibrant downtown Aldergrove. A reference to downtown Aldergrove's past is achieved through a modern interpretation of historic form and character elements illustrated in a set of urban design guidelines intended to foster creative and innovative design responses to sustainability, livability, and sense of place, and through public art referencing Aldergrove's agricultural roots. Other important plan elements are:

- **on and off-street greenways** that emphasize comfortable, safe and convenient pedestrian travel within the downtown, and connect to a wealth of parks and other amenities located immediately ad downtown;
- **new street network connections** to create more route options for pedestrians;
- **Bertrand Mews**, a new small scale, one-way local street running parallel to Bertrand Creek with p residential frontage and extensive traffic calming measures;
- **mid-block paseos or pass throughs** to create pedestrian connections to main commercial stree the downtown;
- **a new civic/recreational precinct** located on the Aldergrove Elementary School site that includes rink;
- **a transit plaza** located adjacent to the main bus exchange, lined with shops, cafes and other activ containing pedestrian amenities, public art, and able to accommodate outdoor community events i regular farmers market;
- **pedestrian crossings** at key locations throughout the downtown; and
- **urban parks and plazas** located throughout the downtown.

2.2 COMMERCIAL CONTINUITY: ACTIVE RETAIL FRONTAGE



Extent of continuous commercial frontage desired



Active uses front onto, and can even spill out onto, public streets and open spaces





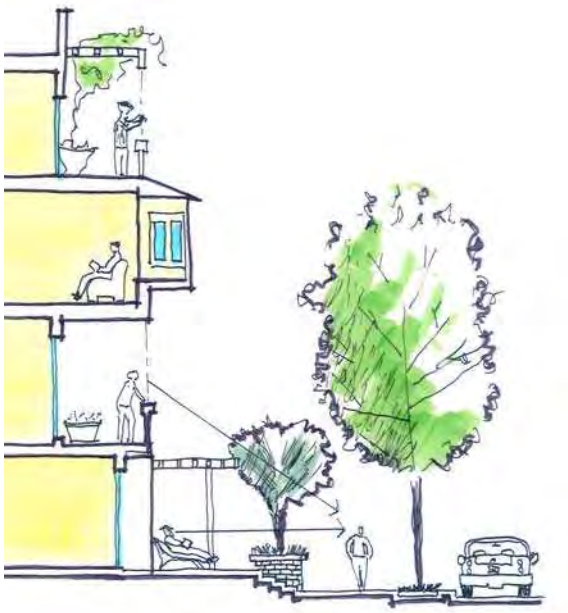




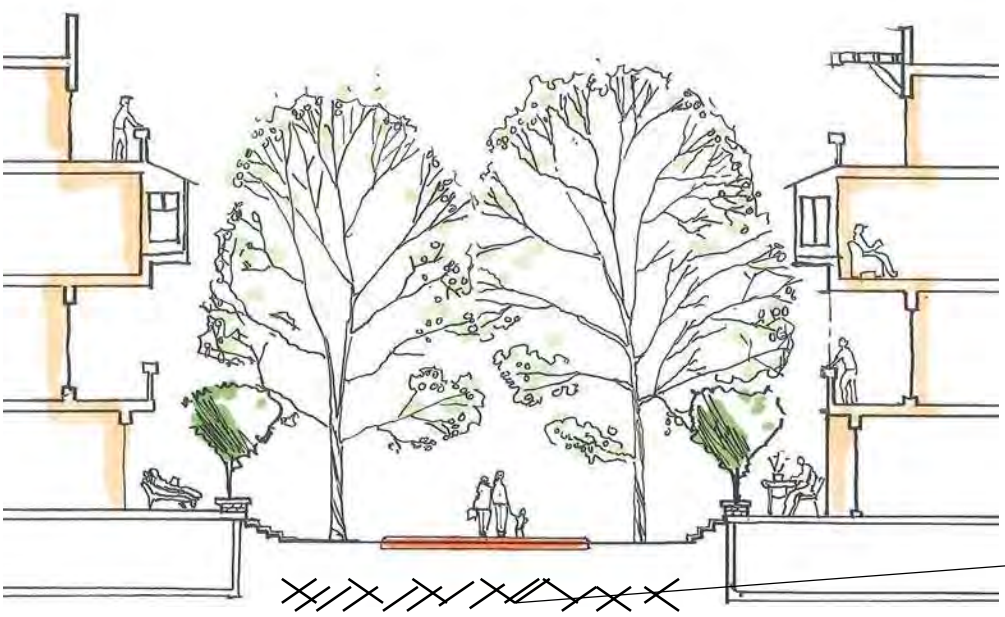
2.3 RESIDENTIAL STREETS

Residential buildings present a friendly, welcoming face to the street by minimizing the distance they are set back from the sidewalk and by incorporating ground floor entrances, patios and upper storey balconies that overlook the street, enhancing pedestrian activity and safety





2.4 OFF-STREET GREENWAYS





Greenways incorporate integrated stormwater source controls



Greenways are a significant and functional component of the downtown's overall mobility network





Residential buildings oriented positively towards greenways, with entrances, patios and upper storey balconies overlooking the greenway to enhance pedestrian activity and safety

2.5 DOWNTOWN PARKS AND PLAZAS





Active uses spill out onto plaza



Aldergrove transit plaza is a key activity node located in the heart of the downtown, framed and defined by adjacent buildings and active uses



Public art incorporating water feature



Adjacent buildings and uses front onto, activate and define plaza



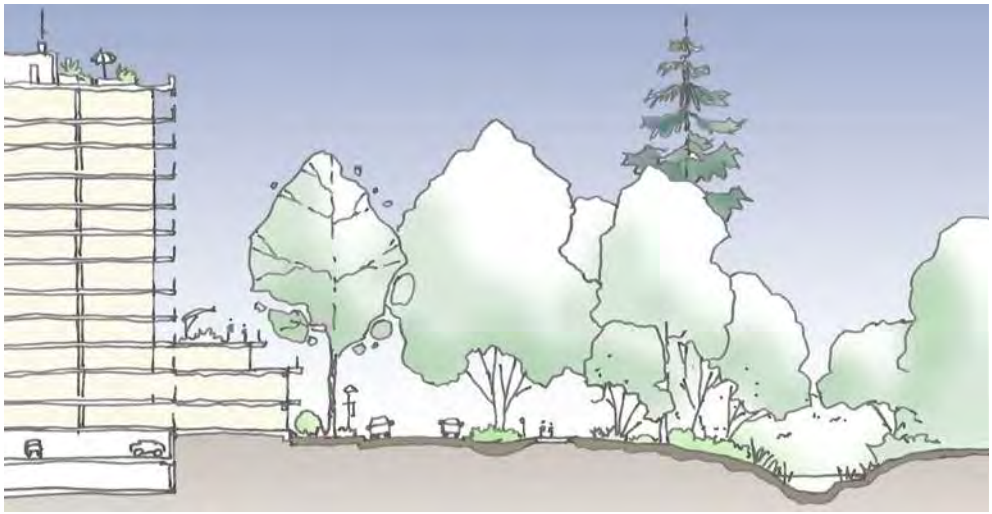


Small urban parks with formal features and passive programming

2.6 BERTRAND MEWS



Bertrand Mews is a proposed one way local street that runs along and is significantly set back from Bertrand Creek with residential frontage and adjacent pedestrian trails





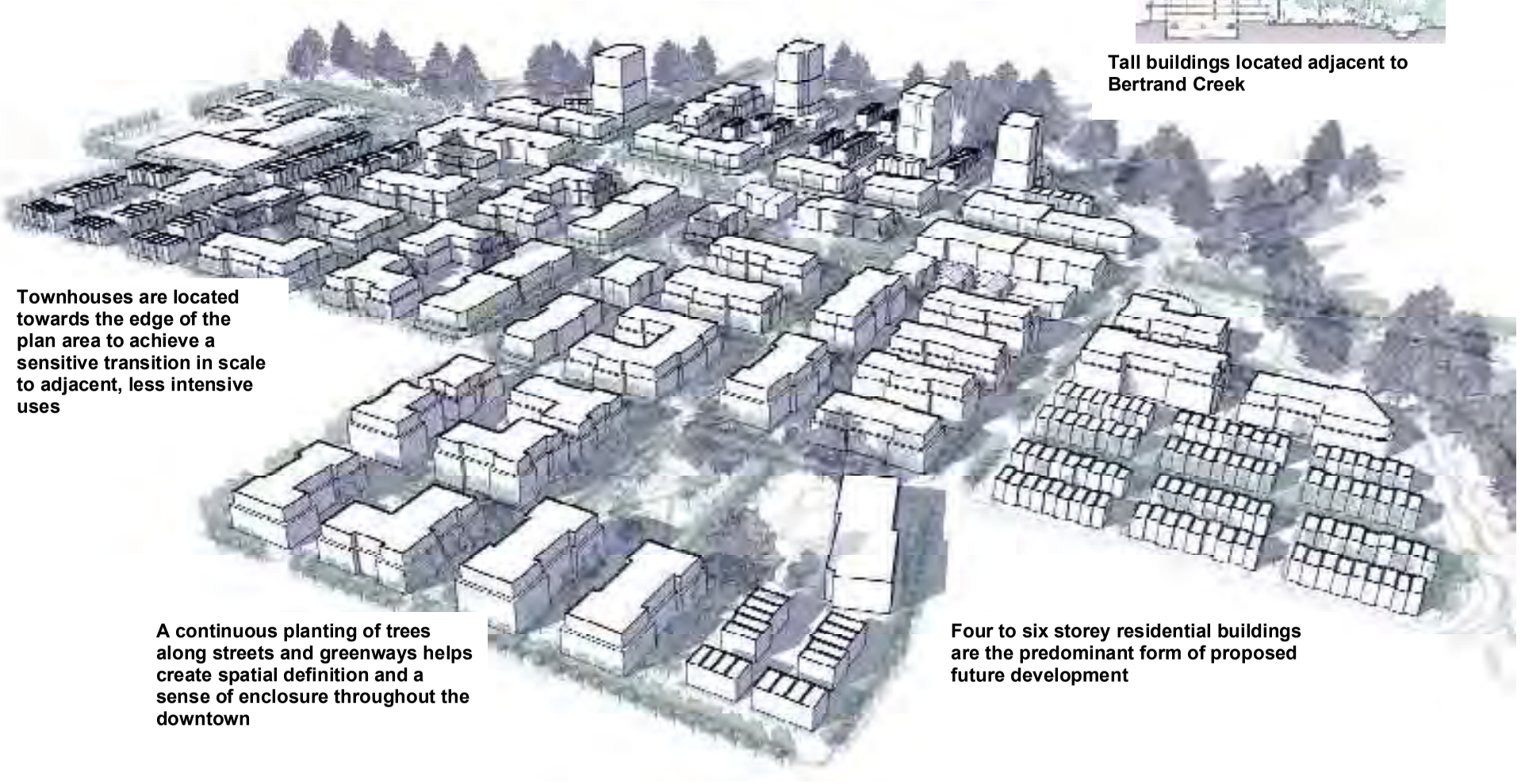
6 m

2.7 MASSING MODEL: BUILD OUT CAPACITY – TO 2041 AND BEYOND

The massing model illustrates a full build out scenario of the proposed land use policies and urban design strategies for the downtown. It is not a development plan or a master plan. Rather, it is an illustration of both the development capacity provided by the plan and the overall form and structure as guided by the concept plan and design guidelines.



Tall buildings located adjacent to Bertrand Creek



Townhouses are located towards the edge of the plan area to achieve a sensitive transition in scale to adjacent, less intensive uses

A continuous planting of trees along streets and greenways helps create spatial definition and a sense of enclosure throughout the downtown

Four to six storey residential buildings are the predominant form of proposed future development

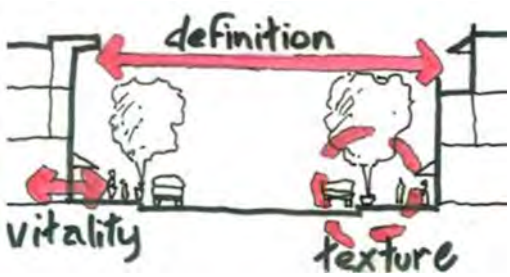
E.12 The Aldergrove Core Area Illustrative Concept Plan



3 DESIGN GUIDELINES

3.1 INTENT AND OBJECTIVES

Urban design is the comprehensive and cohesive combination of buildings, streets, and open space which has, as its objective, the creation of memorable public space. The essence of good urbanism is determined by the relationship between the public and private realm at the street level. Pedestrian oriented and humanly scaled streets, squares, and plazas are essential elements to the making of a functional, aesthetic and vibrant place.



In order to support vibrant active streets and a sense of community, the following three fundamental approaches shall guide private development in the downtown:

1. Build to the sidewalk.
2. Make the street front visually and physically permeable (transparent).
3. Locate off-street parking behind or under the building.



Great Streets

The design guidelines are premised on the creation of great streets as described by the general objectives and approaches below. As such, these provide an overview of the following guidelines:

- Streets are places for people to walk leisurely or with a purpose. Streets should have a pleasing experiential and social dimension;
- Building frontages along urban streets and public open spaces are the strongest determinants of character and quality. Continuous frontages create interesting and attractive walking environments while providing friendly and animated streetscapes;
- Streets should provide physical comfort. A sense of physical comfort derives from both a perceived sense of security and the design elements of the street;
- Streets require definition. Streets should have clear boundaries, or 'walls', that define an outdoor room. Both buildings and trees can provide a sense of definition or enclosure;
- Streets require qualities that engage the eye. Visual interest at the human scale adds to the experiential dimension of the street;
- Streets require transparency. Windows at eye level are inviting, engaging, sociable, and provide for natural surveillance;
- Streets must serve adjacent land uses in an appropriate manner; and
- Streets must accommodate emergency, transit, and service vehicles.

3.2 CONNECTIVITY: ENHANCING THE PEDESTRIAN NETWORK

Intent: To encourage new development or redevelopment on large sites to incorporate new streets, greenways and pathways that extend the existing surrounding network and increase direct connections for pedestrians and cyclists.

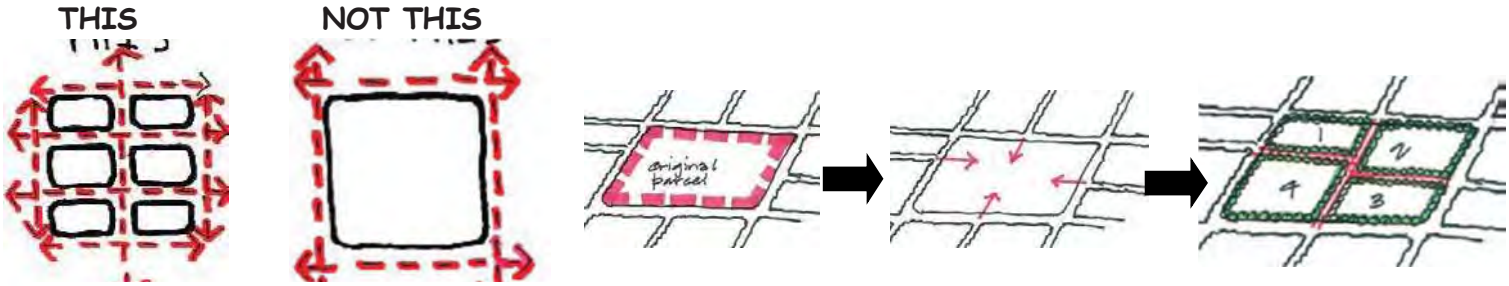
Guidelines:

a) Permeate large blocks with new streets and greenways that connect with the existing netwo pathways.

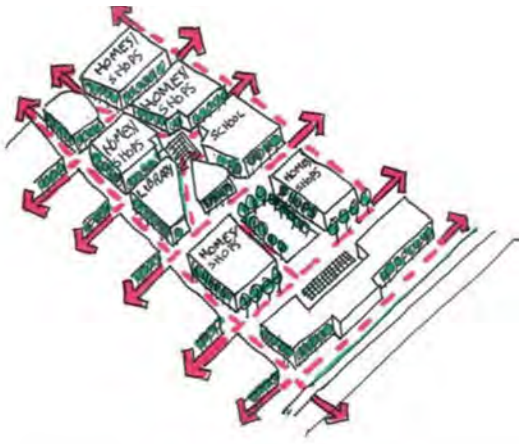
b) Avoid cul-de-sacs and other physical barriers which deter or prevent people from walking or cycli remove these as opportunities arise.

c) Where large blocks are unavoidable, provide publicly accessible mid-block pedestrian and bicyc the existing, surrounding network.

d) Increase pedestrian connections across Bertrand Creek to create more options for pedestrians an the downtown.



Large blocks should be broken up to create smaller ones as re-development opportunities arise





Greenway increases connectivity of pedestrian network

Street Definition

Intent: To site and design buildings to positively frame and define streets and other public open spaces.

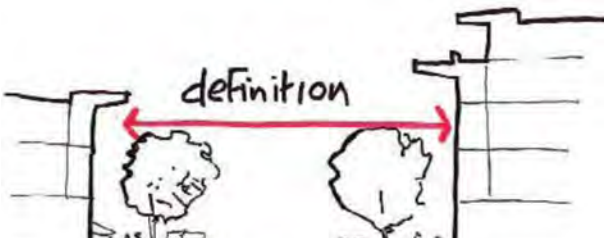
Guidelines:

a) Minimize the distance between the building and the sidewalk to create good street definition and a sense of enclosure.

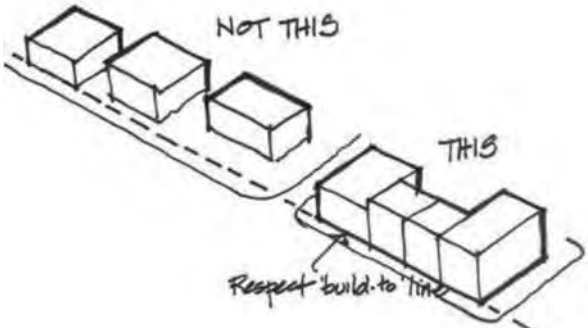
b) Generally, ground floor commercial uses should be buil to the front property line so that a continuous street frontage and street definition is maintained.
A small setback is encouraged where a pedestrian courtyard or other similar features benefiting pedestrian character are provided, to respond to the building setback from an adjacent property and to allow for projecting balconies and bay windows while not encroaching on public property.

c) Site and design buildings to respond to specific site conditions and opportunities such as oddly shaped lots location on prominent intersections, sites framing important open spaces, corner lots, sites with buildings that terminate a street end view, and views of natural features.

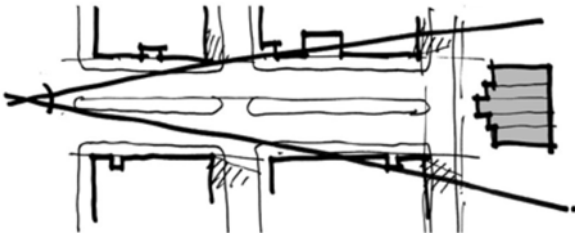
d) A minimum 3 storey street-wall and a maximum 4 storey street-wall should be maintained throughout the downtown except along the Fraser Highway and 272 Street. (See scale and massing guidelines in section 3.6)



Buildings frame and define streets, creating a human scale public realm



Site buildings continuously using a common 'build to' line





Siting and design responds to location on intersection



Provide distinctive architectural features for buildings that terminate a street end view

Active Frontages: Transparency

Intent: To ensure buildings are sited and designed to create welcoming frontages and encourage street vitality, visual interest and safety.

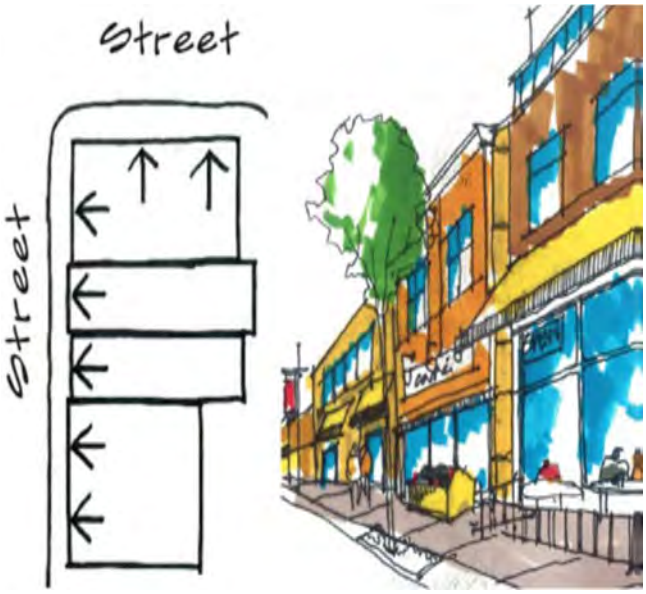
Commercial and Mixed Use Buildings

Guidelines:

a) The established orthogonal alignment of building face to the street is an ordering principle in the downtown. Therefore, provide pedestrian access to storefronts and businesses from the adjacent public street. Orient upper storey windows and balconies to overlook adjoining public streets, squares, greenways and other public open spaces.
b) On corner sites, develop both street facing facades as front elevations with pronounced entrances oriented to the corner and/or primary streets.
c) Shops should have a minimum depth of 10 metres.
d) Ensure shop fronts are transparent. Transparency occurs where public and private realms meet. Good transparency is when interior (private) uses are visible from, and can even spill out onto, the (public) sidewalk or plaza, and further, when the use of public space is visible from inside buildings to allow for casual surveillance. Use of figured or frosted glass is strongly discouraged and is to be avoided.
e) Recess entrances to buildings from the sidewalk or property line a minimum of 1.2 m in order to provide for door swings and for weather protection.
f) Incorporate frequent entrances into commercial frontages along the street. A maximum spacing dimension of 8 m along Fraser Highway and 12 m along other commercial streets in the downtown is preferred.

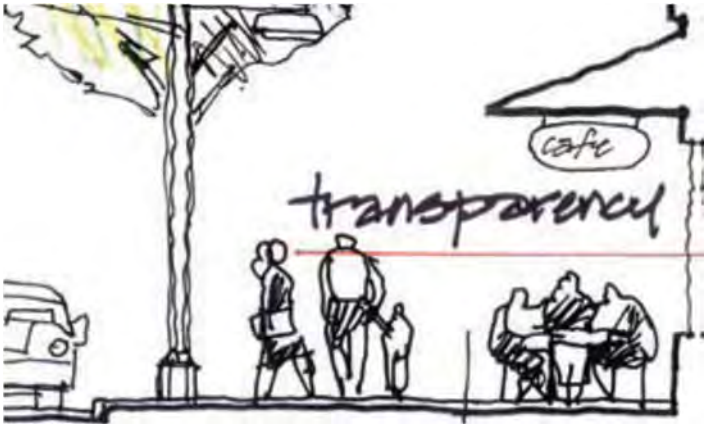


A maximum 8 metre frontage module is preferred along the Fraser Highway to create human scale and to reinforce its function as Aldergrove's main street

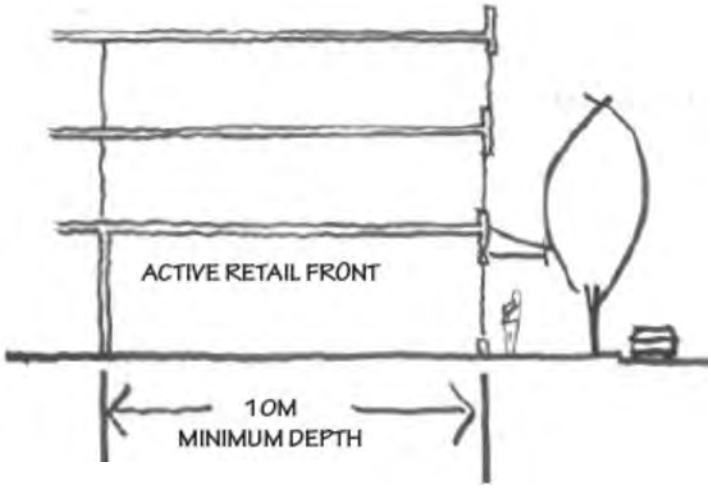


Orient buildings to, and provide direct pedestrian access from, the adjacent public street/sidewalk







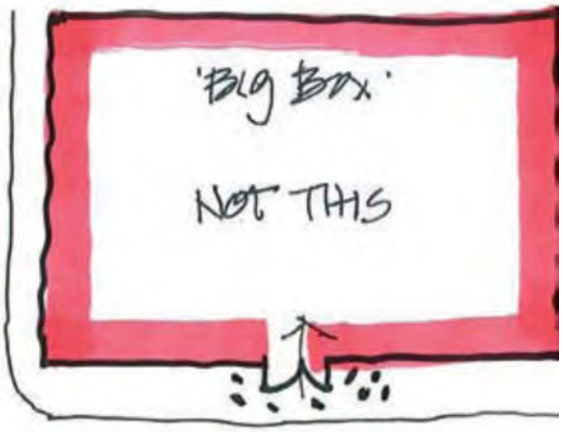


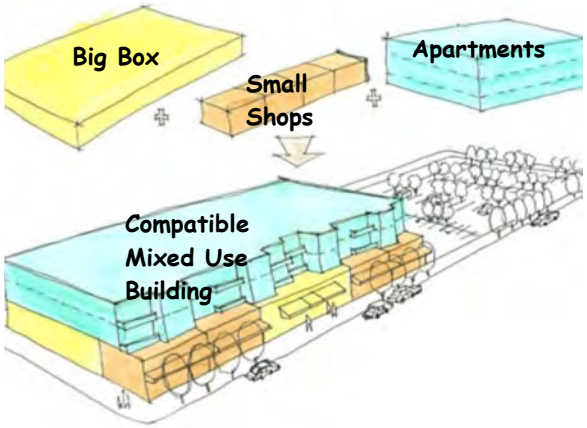
Transparency creates visual interest, activity and safety

g) Large floor plate commercial developments will respond to the prevailing street character in the downtown by incorporating frequent entrances and transparent shop front windows consistent with these guidelines. Large format commercial buildings with compatible uses should incorporate smaller shops wrapped around its edges and residential uses above to better integrate these buildings and uses and make them more compatible with the existing character of downtown streets.

h) Avoid expansive blank walls (i.e., over 5 m in length) and retaining walls adjacent to public streets. When blank walls are unavoidable, they shall be mitigated using appropriate design treatments which can include, but are not limited to, the following:
   - Installing a vertical trellis in front of the wall with climbing vines or plant materials;
   - Setting the wall back to provide room for evergreen and conifers to provide year round screening;
   - Providing art (such as a mosaic, mural, relief, etc.) over a substantial portion of the wall surface;
   - Employing quality materials and/or different texture and colours to make it visually interesting;
   - Providing special lighting, a canopy, awning, horizontal trellis or other pedestrian oriented features that break up the size of the blank wall's surface and add visual interest; and
   - Incorporating them into a patio or sidewalk café.







NOT THIS



THIS





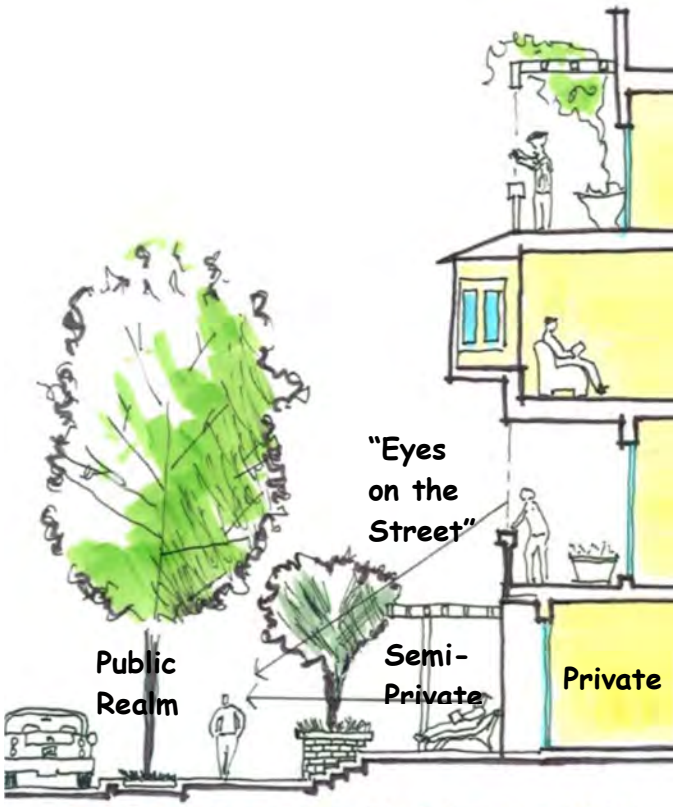




When unavoidable, blank walls should be screened with landscaping or incorporate a patio café or special materials to make it visually more interesting



Large format commercial uses incorporated into a mixed use building with small shops fronting onto the street







Residential buildings with ground floor units addressing the street with balconies, entries and stoops directly accessible from the fronting street or open space

Residential Buildings/Frontage

Guidelines:

a) Site and orient multi-family residential buildings to overlook public streets, parks, and walkways and private communal spaces while ensuring the security and privacy of its residents.

b) Incorporate individual entrances to ground floor units in residential buildings that are accessible from the fronting street. This provides easy pedestrian connections to buildings, encourages street use and walking, and overall enhances social activity and safety.

c) Set back residential buildings on the ground floor a minimum of 2 m and a maximum of 5 m to create a semi-private entry or transition zone to individual units and to allow for an elevated entryway or 'stoop'.

d) Apartment lobbies and main building entries shall be clearly visible from the fronting street, and have direct sight lines into them. Where possible apartment lobbies should have multiple access points to enhance building access and connectivity with adjacent open spaces.

Parking, Servicing, and Access

Intent: To ensure the provision of adequate servicing, vehicle access and parking in the downtown while minimizing negative impacts on the safety and attractiveness of the public/pedestrian realm.

Guidelines:

a) A welcoming pedestrian environment with continuous street edge definition is critical to the character of the downtown. Therefore, it is important that vehicular and service functions and other 'back of house' activities remain primarily on the lane where possible, so as not to conflict with pedestrian oriented street activity, particularly on downtown commercial streets.

b) Structured underground or 'tuck-under' parking is preferred over off-street surface parking.

c) Where off-street surface parking is unavoidable, it should be located to the rear of the building with parking access from the lane or side-street.

d) Locate public on-street parking at the curb to provide convenient and direct access to commercial and residential entrances along the street.

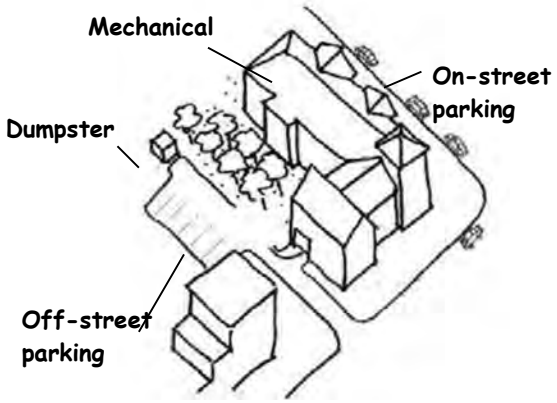
e) Off-street parking shall not be located between the front face of a building and the public sidewalk.

f) If located beside the building and adjacent to the public sidewalk, screen surface parking areas from sidewalks and other active open spaces using materials that provide a visual buffer while still allowing clear visibility into the parking areas to promote personal safety and security. Screening could include landscaping, a trellis, or grillwork with climbing vines.

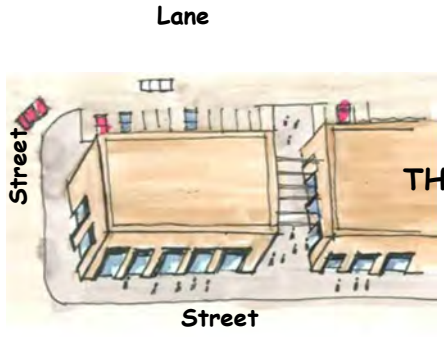
g) In general, vehicular access should be from the lane. Where there is no lane, and where the re-introduction of a lane is difficult or not possible, access may be provided from the street, provided:

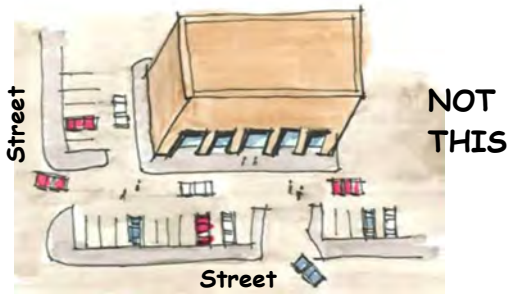
- Access is from the long face of the block;
- There is minimal interruption of the pedestrian realm and streetscape treatment;
- Waiting, or pick-up drop-off areas are located internal to the site, not in the public right-of-way; and
- There is no more than one interruption per block face and only one curb cut on the street.

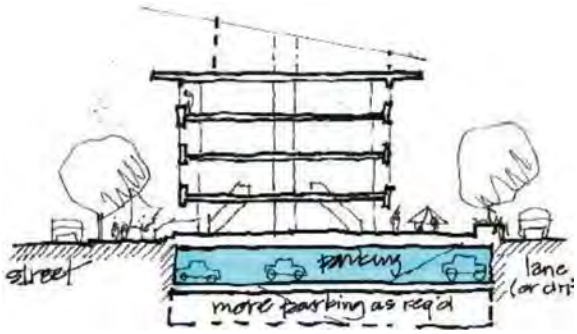
h) Any vehicular entrance and its associated components (doorways, ramps, etc.), whether from the street or lane, should be architecturally integrated into the



Off-street parking and other 'back-of-house' uses shall be located behind, underneath (preferred) or beside (not desired, but acceptable), but never between the front of a building and the public sidewalk







Off-street parking and servicing located to minimize impacts on pedestrian realm

building so as to minimize its exposure. In particular, avoid ramps located directly off the street or lane. Minimize negative impacts of parking ramps and entrances through treatment such as enclosure, screening, high quality finishes, sensitive lighting, and landscaping.

i) Vehicular entrances and curb cuts are not permitted along the Fraser Highway within the downtown plan area.

j) Clear lines of site should be provided at access points to parking, site servicing, and utility areas to enable casual surveillance and safety.

k) Share parking and access is encouraged where possible.



Access to underground parking is architecturally integrated to minimize impacts on the pedestrian realm



On street parking at the curb should be provided throughout the downtown to provide direct access from the street to businesses and homes

Scale and Massing

Intent: To reduce the visual mass of large buildings and ensure a sensitive transition to adjacent, less-intensive areas.



Guidelines:

a) Break up the visual mass of large buildings by incorporating minor visual breaks in their facades using vertical setbacks and upper storey step-backs (façade modulation and articulation). Commercial/mixed use building facades should be articulated into modules that are a maximum of 15 m in length, and residential buildings a maximum 30 m.

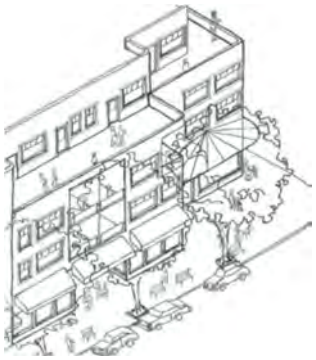
b) Buildings over three storeys in height shall be a maximum of 60 m in length. Buildings three storeys in height and less shall be a maximum of 40 m in length. This can be achieved by incorporating a substantial setback such as a courtyard or framed periodic openings to provide public views into private open space features.

c) Buildings up to four storeys in height should step the fourth storey back a minimum of 1.5 m.

d) Buildings between four and six storeys in height should step back the top two storeys a minimum of 1.5 m.

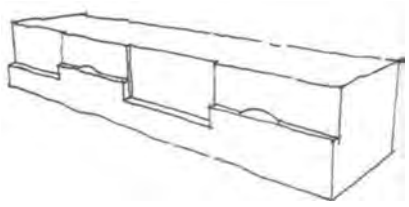
e) A minimum three storey street wall should be maintained for buildings in the downtown, except along the Fraser Highway and 272 Street, where a maximum one and/or two storey street-wall is desired to reflect the traditional façade pattern. An active skyline incorporating contemporary interpretations of traditional features such as false fronts may be incorporated into the roof line at the building setback as a reference to the traditional architectural form and character of these streets. However, a faux pioneer look or theme is strongly discouraged and should be avoided (see also architectural concept guidelines in section 3.9).





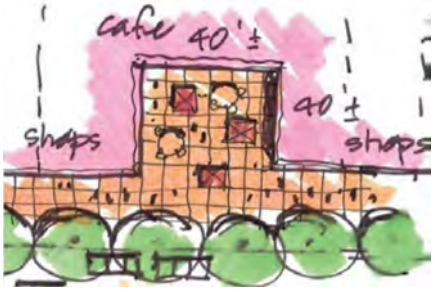


Vertical setbacks and upper storey step-backs break up the visual mass of these buildings



Buildings along the Fraser Highway should step back after the first or second storey to reflect the traditional commercial building heights in the downtown

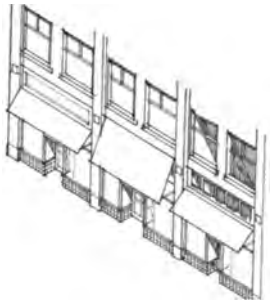




A courtyard can be used to break up the visual mass of large buildings



The placement of awnings and canopies should reflect the building façade's articulation and fenestration pattern





Weather protection in the form of awnings or canopies contributes to the character and pedestrian comfort of streets



Weather Protection

Intent: To provide comfort for pedestrians and emphasize the pedestrian orientation and function of public streets through the provision of weather protection while enhancing the overall appearance and character of commercial areas in the downtown.

Overview

Awnings and canopies are the preferred measures for providing necessary weather protection as part of private development along public streets, or on privately-owned property. Awnings are a light, detachable structure of fabric or other flexible material supported from the building by a fixed or, preferably, a retractable frame to provide shelter from sun, rain and snow. Canopies are rigid structures extending out from the building face and entirely supported from the building. Awnings are preferred along the Fraser highway, while awnings and/or canopies are acceptable for other commercial areas in the downtown.

Guidelines:

a) Provide weather protection along all comı Enhanced weather protection is encouragec buildings, adjacent to bus zones and street c traffic lights, over store fronts and display windo significant waiting or browsing by people occur

b) Awnings, canopies and overhangs should be incorporate architectural design features of b supported.

c) Place awnings and canopies to reflect the fenestration pattern (placement of windows anc

d) Placement of awnings and canopies should ba daylight penetration. Avoid continuous opaque full length of facades.

e) Along the Fraser Highway, weather protectic awnings.

f) Awnings and/or canopies can be used along o downtown.

Awnings

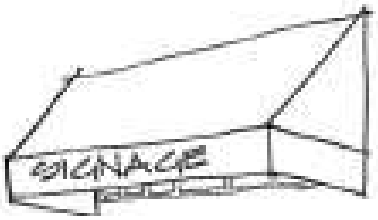
a) Awnings should have a minimum vertical clearance of 2.5 m measured from the sidewalk and shall extend out over the sidewalk a minimum of 1.8 m, with greater coverage desirable in areas of high pedestrian traffic and where sidewalk widths are adequate. Awnings should not occupy more than 2/3 of the total sidewalk width.

b) Awnings shall have a minimum slope of 30 degrees to allow for proper drainage and self cleaning action of rain and wind.

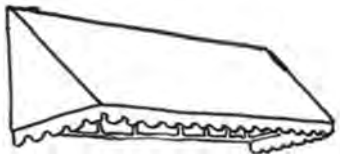
c) Along the Fraser Highway, awning design should reflect a traditional style. 3 or 4-point awnings are preferred. The use of quarter barrel awnings are strongly discouraged and should be avoided.

d) Construct awnings of durable, colour-fast material. This may include reinforced plastic coated fabric provided the look and feel of canvas is maintained.

e) Signage on the front face of a 4 point awning shall not exceed 0.3 m in height.



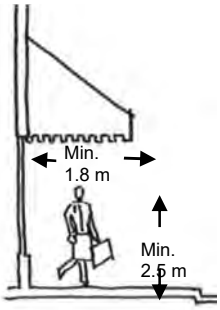
4-point awning with compatible signage



3-point awning with valance

Canopies

Canopies shall have a minimum vertical clearance of 2.8 m measured from the sidewalk and should extend out over the sidewalk at least 2.5 m while maintaining a minimum 0.6 m setback from the outer face of the curb.





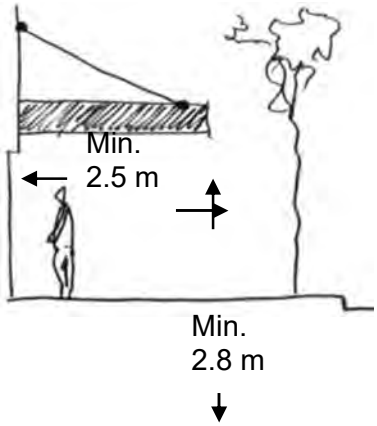
a) Use transparent and translucent canopies to allow natural light to penetrate to storefronts and the sidewalk.

b) Steel and glass are the preferred materials for canopies.

c) Design canopies extending over building frontages greater than 30 m to reduce their apparent scale and length, so as to relate better to the pedestrian scale of the street. The preferred approach is to break up the canopy to reflect the building façade's architecture and fenestration pattern.

d) Construct canopies of non-combustible material and support them entirely from the building. Post supports for canopies within Township property are not permitted.

e) Incorporate architectural glare-free lighting into the canopy soffit that has either a low level light source or one not directly visible to pedestrians. Fluorescent tube lights are not permitted for this use.





Transparent canopies made of glass and steel are preferred over solid wood, opaque canopies



THIS



Flush mounted signs, and blade signs hanging from weather protection, are preferred in downtown pedestrian areas



NOT THIS



Internally lit and plastic box signs, and large signage on awnings are discouraged and should be avoided.

Signage and Lighting

Intent and Overview: Signage and lighting play a significant role in the overall quality and character of shopping areas in the downtown. Integrated building lighting can make a positive contribution to the sense of safety and security pedestrians experience in the downtown through a combination of street, pedestrian and architectural lighting. A signage and lighting program for any commercial development should be designed as a totality, with signs, lighting and weather protection architecturally integrated from the outset.

Signage Guidelines

a) Limit signage in number, location and size to reduce visual clutter and make individual signs easier to see.

b) Provide visible signage identifying building address at all entrances.

c) Provide attractive signage on commercial buildings that identifies uses and shops clearly but which is scaled to the pedestrian rather than the motorist.

d) Visual or representational and iconic signs are encouraged to supplement conventional textual signs to help establish a special character to the downtown.

e) A single external sign band may be applied to each façade at the first storey, and may not exceed 0.9 m in height along any length.

f) Signage shall be externally lit. Signage within shop front glazing may be back lit, but shall not exceed 0.5 m in height and 2 metres in length.

g) Signage within residential frontages shall not exceed 0.1 square m.

h) The following are preferred or acceptable types of commercial signage in the downtown:

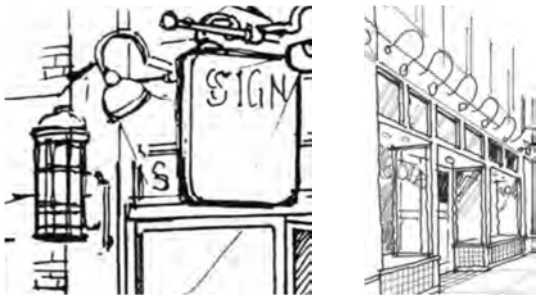
- Projecting two-dimensional or ‘blade’ type signs suspended from canopies and awnings (fitting within a 92 cm x 153 cm (36” x 60”) horizontal rectangle):
- Flush-mounted fascia signs;
- Externally lighted signs;
- Vertical banners; and
- Individual cut-out or silhouette letter signs mounted on storefronts. Individual letters should not exceed 45 cm (18”) in any dimension.

i) The following types of signage are strongly discouraged and should be avoided:

- Signs as awnings/awnings as signs;
- Internally lighted plastic box signs;
- Pylon (stand alone) signs;
- Rooftop signs; and
- Vertical projecting signs

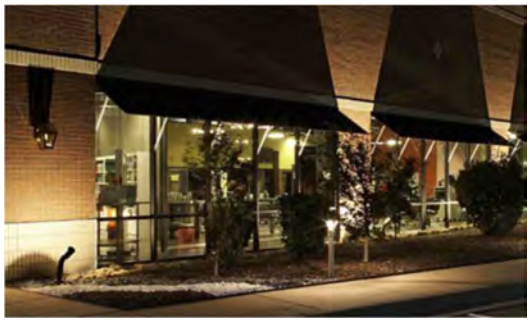
Lighting Guidelines:

a) Illuminate building facades and features by providing architectural lighting on the face of commercial buildings and at main entries to multi-family residential buildings to help create a sense of safe and intimate space around a building.
b) Paths and entry areas shall be sufficiently lighted to ensure pedestrian comfort and security.
c) Provide pedestrian scaled lighting with a high quality of design detail above sidewalks for night time visibility.
d) Full-spectrum 'white' light or incandescent sources are preferred in public areas.
e) Ensure lighting is sensitive to nearby residential uses. Avoid visible glaring light sources by using down-and/or up-lights with cutoff shields.
f) Gooseneck lights and sconces applied to fascias are the preferred type of storefront lighting.
g) Incorporate valence lighting into canopies and up lighting to illuminate pathways.
h) LED lighting of storefronts and street trees is encouraged.
i) Avoid the use of exterior fluorescent light sources.





Sconces and gooseneck lighting are preferred for commercial buildings



A combination of wall mounted lights, valance and up lighting animate this building façade and adjacent pedestrian areas

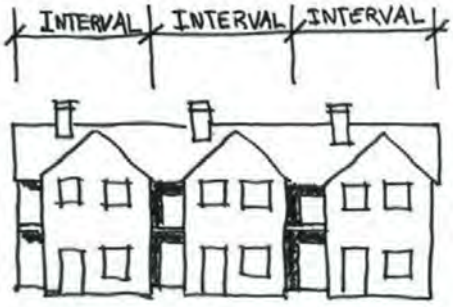


L.E.D. lighting along roof lines animates buildings at night





These buildings express a unified architectural concept that incorporates both variation and consistency in a pleasing composition





Breaking up a building's façade into a series of intervals creates a more pleasing and human scale expression

Architectural Concept: Achieving a Human Scale

Intent and Overview: The following architectural guidelines are not intended to be prescriptive but rather, to encourage flexibility and innovation in building design. They are focused on form over character, and in achieving a timeless architecture that emphasizes a human scale through the use of articulation, architectural details and features. A contemporary interpretation of traditional building forms and architectural features and details is encouraged to reference Aldergrove's small town, pioneer heritage. However, careful consideration must be taken to avoid a faux pioneer look or theme, which is strongly discouraged for Downtown Aldergrove.

Human Scale refers to the use of architectural features, details and site design elements that are human proportioned and clearly oriented towards pedestrian activity. A building has good human scale if its details, elements and materials allow people to feel comfortable using and approaching it.

Building articulation refers to the many street frontage design elements, both horizontal and vertical, that help create an interesting and welcoming streetscape. These include building materials, special ground-floor design treatments, façade modulation, corner treatments, building setbacks for upper stories, and façade elements such as window treatments, building entries, and other architectural details which help define the public realm as a welcoming place.

Guidelines:

a) The design of new buildings and renovated existing buildings should express a unified architectural concept that incorporates both variation and consistency in façade treatments by, for example, articulating buildings facades into a series of intervals. This can be achieved by:

- Façade modulation – stepping back or extending forward a portion of the façade to create a series of intervals or breaks in the façade;
- Repeating window patterns at intervals that correspond to extensions and step backs;
- Providing a porch, patio, deck, or covered entry for each interval;
- Providing a balcony or bay window for each interval; and
- Changing the roof line by alternating dormers, stepped roofs, gables, or other roof elements to reinforce the modulation or articulation interval.

b) Incorporate a range of architectural features and design details into building facades that are rich and varied in detail to create visual interest when approached by pedestrians.

Examples of architectural features include:

- Building height, massing, articulation and modulation;
- Bay windows and balconies;
- Corner feature accents, such as turrets or cupolas;
- Decorative roof lines and cornices;
- Building entries; and
- Canopies and overhangs.

Examples of architectural details include:

- Treatment of masonry (such as ceramic tile, paving stones, brick patterns, etc.);
- Treatment of siding – for example the use of score lines, textures and different materials or patterning to distinguish between different floors;
- Articulation of columns and pilasters;
- Ornament or integrated art work;
- Integrated architectural lighting;
- Detailed grills and railings;
- Substantial trim details and moldings; and
- Trellises and arbors.

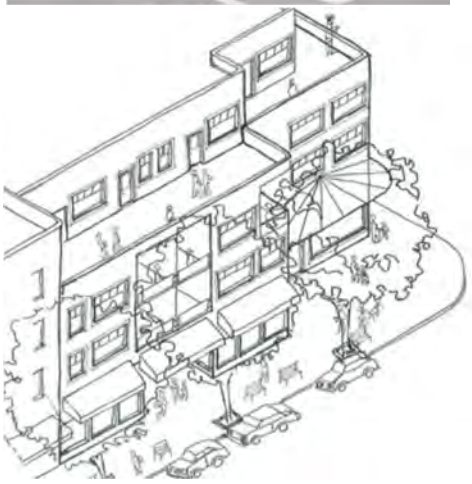
c) When considering ornamental details, emphasis should be placed upon exterior wall materials, surface planes and textures, skyline articulation, and decorative motifs.

d) Locate and design entrances to create building identity and to distinguish between individual ground floor units. Use a high level of architectural detail and, where appropriate, landscape treatment, to emphasize primary entrances, and to provide 'punctuation' in the overall streetscape treatment.

e) Clearly distinguish the roof line of the building's façade from its walls, for example, through the use of a cornice, projecting over hang, or decorative motif.

f) Design balconies as integral parts of buildings. Use glazed or narrow metal spindle guardrails to maximize daylight penetration into dwellings.









Architectural details and features help to create visual interest when approached by pedestrians

g) Windows should be designed to reinforce human scale. This can be accomplished by incorporating individual windows in upper stories that:
- are vertically proportioned and approximately the size and proportion of a traditional window;
- include substantial trim or molding;
- are separated from adjacent windows by a vertical element;
- are made up of small panes of glass; and
- are separated and grouped together to form larger areas of glazing with moldings or jambs.



Bands of windows broken up into vertical proportions help achieve a human scale

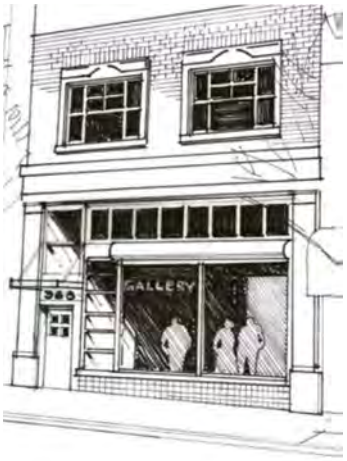


Commercial Frontage

a) Provide a continuous, transparent and welcoming retail frontage which will be a benefit to both the pedestrian and merchant.

b) Establish a dominant frontage rhythm along the street through the use of vertical elements and a fenestration pattern (shop entrances and windows) arranged into modules. Frontage widths should be limited to 8 m along the Fraser Highway and fronting onto plazas and paseos. A maximum 12 m frontage should be maintained along other commercial frontage in the downtown.

A contemporary interpretation (right) of a traditional shop front elements (above right)



c) Shop fronts should incorporate the following design elements and details:
- A high percentage of glazing, in the display window area, transom windows and in the entry door(s);
- A recessed entry, with a rectangular or trapezoidal plan;
- Transom window above the entry, often stretching the full width of the shop front above the recessed entry;
- Paneled display windows;
- Weather protection, lighting and signage;
- A shop front cornice which is generally a reduced version of the main cornice atop the building; and
- A modern interpretation of a false front at the first step back for buildings along the Fraser Highway is acceptable although a faux pioneer look or theme is strongly discouraged and should be avoided;



d) The lower façade of new buildings should be distinguished at its uppermost edge by a continuous intermediate cornice or similar decorative banding element.



Contemporary interpretations reference traditional architectural styles without being faux, tacky or kitschy

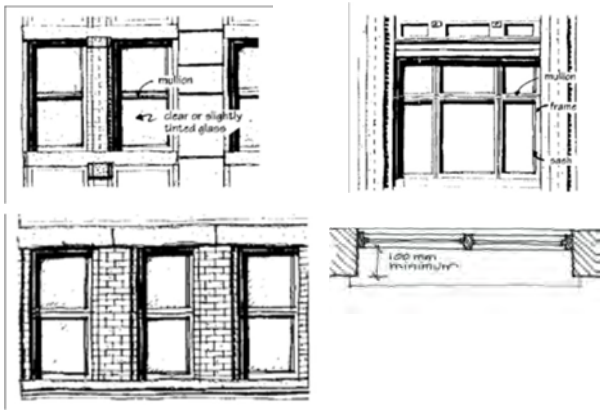
e) The upper facades of buildings should:

- Be ordered by the use of vertical elements such as pilasters, columns, projecting bays and recessed balconies, and;
- Incorporate decorative roof lines and cornices to define the upper edge of the façade where the building steps back and at the top elevation of the building.

f) Windows incorporated into upper facades should:

Be punched (recessed) a minimum 10 cm and incorporate lintels and sills;

- Be oriented vertically and organized into repetitive groups in relationship to the vertical elements which frame and divide the façade such as shop front modules, pilasters, columns and vertical step backs;
- Be built of wood, and be painted, stained, or clad; and
- Incorporate substantial trim and moldings.



Punched windows create variation in the façade and help create human scale

Materials

a) An integrated, consistent range of materials and colours should be used, and variety between buildings and building frontages should be provided.

b) In general, new buildings should incorporate substantial, natural building materials into their façade to avoid a 'thin veneer' look and feel. A robust and rugged, as opposed to skin like treatment, is preferred.

c) Materials which are considered for use as an exterior finish should respect the nature and style of the original materials used on the facades of the prevailing historic buildings in downtown Aldergrove, such as brick, horizontal wood siding, and cut stone. Original, historic, building materials should be retained whenever possible during restorative renovations. Historic material should never be covered with modern materials. If historic materials have been covered over due to a previous renovation, they should be uncovered and refurbished to as near original condition as possible.

d) Synthetic materials are generally discouraged in favour of natural materials such as masonry, stone and wood.

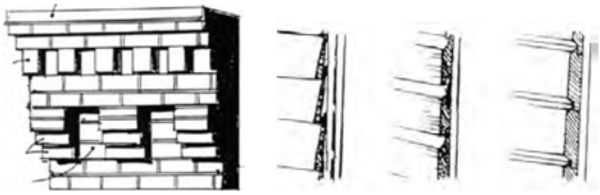
e) The following materials are preferred for the downtown:







- Granite, marble, sandstone, facing stone laid in regular, coursed, patterns to imitate structural stone, and stone tiles such as granite and marble;
- Traditional brick;
- Glazed tile;
- Horizontal wood board siding utilizing traditional wood siding sizes, patterns, and methods of application such as wood plank, beveled wood, and clap board siding.



Substantive natural materials including brick, wood and cut stone are preferred for residential and commercial buildings





Wood and brick combined with metal, glass, and limited stucco to create a pleasing palette of materials and colour.





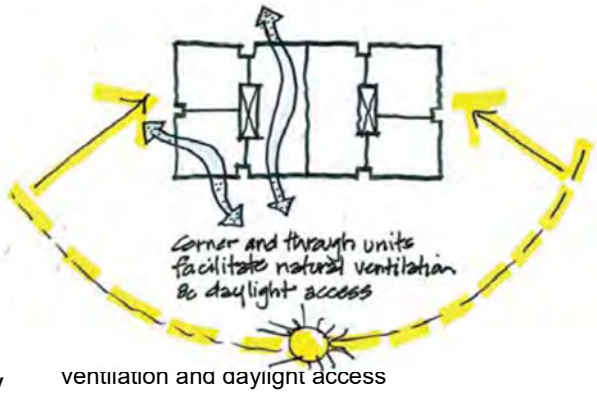
- Wooden corner boards;
- Substantial wooden trims and moldings for windows and doors;
- Sawn wood shingles – both plain and fancy shapes (e.g. fish scale, diamond);
- Common brick in traditional sizes and colours and traditional textural techniques such as corbelling, and inset panels with half and full brick;
- Metal, formed into traditional decorative elements such as flashings, cornice, brackets, finials;
- Non-ferrous metals such as copper, brass, bronze, and zinc, used for decorative purposes; and
- Wood-like hardboard products (acceptable not preferable).

f) The following materials are strongly discouraged for the downtown:

- Vinyl;
- Heavy swirl type stucco such as Bavarian style, and excessively bright coloured stucco;
- Random coursed ‘ashlar’ stone veneers and cobble stone;
- Modern oversized or undersized brick forms, modern pastel coloured bricks and artificial brick facing;
- Artificial brick or artificial stone;
- Asbestos or asphalt shingles or panels as a wall covering;
- Fiberglass panels;
- Corrugated coloured metal used as a siding material;
- Unfinished form cast concrete;
- Unfinished plywood, or chip board, used as a finish siding; and
- Vinyl for window frames.

Green and Healthy Buildings and Landscapes

Intent: To encourage building design and site planning that maximize livability, daylight access and energy efficiency and reduce the overall 'ecological footprint' (energy use, waste, and pollution) of development.



ventilation and daylight access

Guidelines:

a) Site and design new development to maximize the privacy of adjacent outdoor private open spaces.

b) Site and orient new development so that a majority of primary living spaces receive direct sunlight for the daylight hours at Equinox.

c) Residential buildings should be designed to receive daylight and natural ventilation from at least two sides of a building, or from one side and a roof. Where possible, dwellings should have a choice of aspect, either front and back, or on two sides for corner units.

d) New buildings should be designed with greater floor to ceiling heights (i.e., 9' – 10') to increase the amount of interior space that can be day-lit from windows.

e) Dwelling units with exterior access on only one side should always face a good view, the direction of the sun, or ideally both, and are more suitable as wide frontages with shallow floor plans to allow adequate penetration of daylight. Dwelling units with exterior access on two sides are usually suitable with narrow frontages and deep floor plates.

f) New developments should ensure that the siting, form, and scale of buildings do not block significant views and solar access from existing or anticipated development, and that shadowing impacts on adjacent residential buildings and useable open spaces are minimized.

g) Residential and mixed-use projects should incorporate courtyards and greenways as defining elements of the project while providing a common garden area, play space, gathering place, walkway, or other use located to maximize the amount of direct sunlight received.

h) Incorporate safe and sunny play areas for children that have surveillance from ground oriented and upper storey dwellings in residential developments.

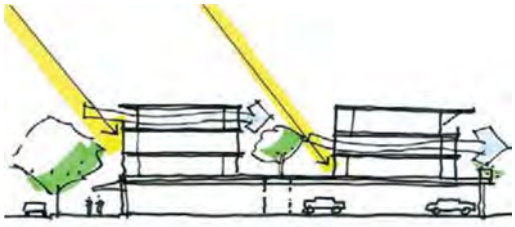


Green roofs and upper storey step-backs provide amenity space for residents



Fixed fins shade the interior from afternoon sun, reducing summer cooling loads





Court yard designs create dual aspect units and amenity spaces for residents



i) Roof top common open spaces are encouraged, particularly where at-grade space is limited. Where possible, upper storey terraces are encouraged to open onto roof top gardens to increase access to semi-private outdoor amenity space.

j) Incorporate green roofs where appropriate to help absorb storm water and provide outdoor amenity space for residents/workers.

k) Best management practices for retention and infiltration of rain water shall be used as appropriate.

l) Light pollution should be minimized through the use of full cut-off lighting, avoiding light reflectance. Exceptions may be made for signage and architectural lighting.



m) Make use of existing buildings where possible or carefully deconstruct building and re-use materials.

n) Use of materials with recycled content is strongly encouraged.

o) Each dwelling unit in a residential or mixed-use project should incorporate direct access to a usable private outdoor space such as a patio, balcony, or upper level terrace. These should be of adequate size and be covered to ensure comfort and usability.



p) New development should minimize the removal of existing significant trees. Where tree removal is necessary, trees that were removed should be replaced with new trees. All new developments are subject to the provisions of the Township of Langley Tree Protection Bylaw ~~2006 No. 4470~~2019, No. 5478



Storm water source controls like these rain gardens reduce pollutant run-off

q) Landscaping should incorporate and emphasize native landscape materials and the use of drought resistant plants (xeriscaping) to reduce water usage from irrigation needs.

r) New developments should incorporate a combination of landscaping materials to enhance and integrate new projects into the surrounding landscape and to improve the experience and overall livability of residents and users of new developments.

s) The form of buildings should be softened using plants shrubs and trees, and where necessary, hard landscaping treatments such as terraced retaining walls and planters.

Public Realm Design

Intent: To ensure the design of streets and open spaces create visual interest, comfort and safety for pedestrians and contribute to a unique local identity and sense of place.

Guidelines:

a) Maintain a minimum distance of 3.5 m from curb to building face along all commercial streets in the downtown.

b) Provide a continuous planting of street trees along both sides of streets and along greenways. Street trees should be directly planted into the ground using cutouts and ornamental grills in the sidewalk.

c) Provide zebra or ladder painted crosswalks or crosswalks made of special paving materials at all key pedestrian crossings to increase driver awareness.

d) Incorporate corner bulbs to enhance pedestrian crossings and provide space for landscaping, seating and public art, and raised crosswalks of special paving materials to calm traffic and emphasize key pedestrian crossings, with a priority for the pedestrian crossing at the Aldergrove Transit Plaza on 272 Street. Corner bulbs and raised crosswalks shall not be located along the Fraser Highway and 272 Street where curbside travel lanes shall remain open for peak period traffic flow and for bus travel in the curb lane.

e) Provide adequate public streetscape amenities including benches, planters, trash cans, bike racks, water fountains, wayfinding signage, public telephones, and newspaper boxes, with a priority for the downtown Aldergrove transit plaza and other areas with high pedestrian activity. Furniture and fixtures should generally be located within a 1.5 m street furnishing zone located adjacent to the curb and should not impede pedestrian travel.

f) Café tables are permitted and encouraged on public sidewalks provided safe passage for pedestrians and emergency services is maintained.

g) Pedestrian-oriented lighting should be provided throughout downtown streets with priority for high pedestrian areas. These luminaries should be attached to existing light standards and incorporate cut-off shields to minimize light pollution.

h) Distinctive bus shelters or deep canopies at building facades adjacent to the transit plaza should be provided for the comfort of transit users.





Pedestrian scale lighting, special pavers along sidewalks and across intersections, curb extensions, lighted bollards, rolled curbs, street tree with pavers in the tree well, all combine to make a pleasing and welcoming streetscape for pedestrians

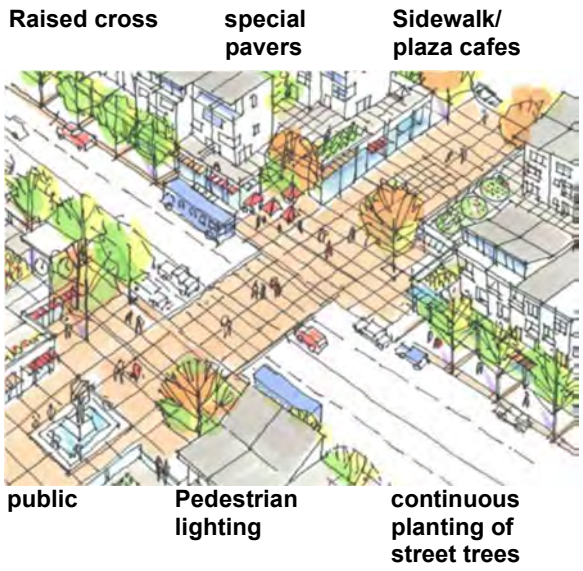


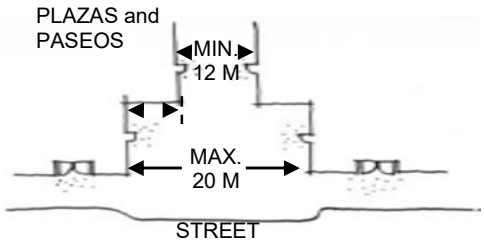






Street furniture can enhance the functionality and visual interest of downtown streets and plazas, and help create a unique identity and character for the downtown







Shared streets or woonerfs in appropriate locations can create a special character for certain streets in the downtown



i) Plazas and paseos (pass throughs) should be incorporated throughout the downtown at key locations as proposed by the concept plan to provide public 'outdoor' rooms and mid-block pedestrian connections.

j) Plazas and greenways should be framed by buildings with a minimum building face separation of 12 m and a maximum building face separation of 20 m

k) Paseos or mid-block pedestrian pass throughs should have a minimum building face separation of 8 m.

l) Shared streets or woonerf's (streets that integrate vehicular, pedestrian and bicycle traffic together) are encouraged in active retail areas where appropriate, as indicated by the concept plan.

Public Art

Public art can play an important role in reflecting Aldergrove's history and sense of place. It can be inspiring or playful, serious or whimsical, can be functional or make a statement – or all of these. It can be located to reflect a significant historic event, building, activity or natural feature. It can be in the form of sculptures, statues, murals, or a range of other forms, and should engage viewers of all ages to enhance the family-friendly tone of the downtown. Public art with touchable elements can draw active engagement transforming a street into a 'magical place'.

Guidelines:

a) Public art should be incorporated into parks, plazas and other key activity areas in the downtown, especially at gateways and entry points, as a key means of creating a unique identity and sense of place in the downtown and enhancing the sense of entry into the downtown.

b) Public art in the downtown should reflect Aldergrove's unique natural and human history, for example, its agricultural roots and its local First Nations history.





Public art can play an important role in reflecting Aldergrove's history and sense of place



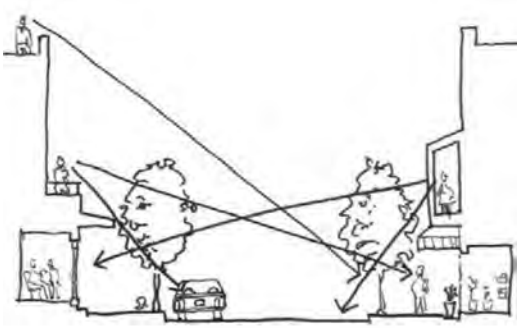
Personal Safety, Security and Accessibility

Intent: To ensure that building siting, orientation, and design enhance personal safety and security. To ensure buildings and open spaces accommodate and provide access for all users and abilities.

Guidelines

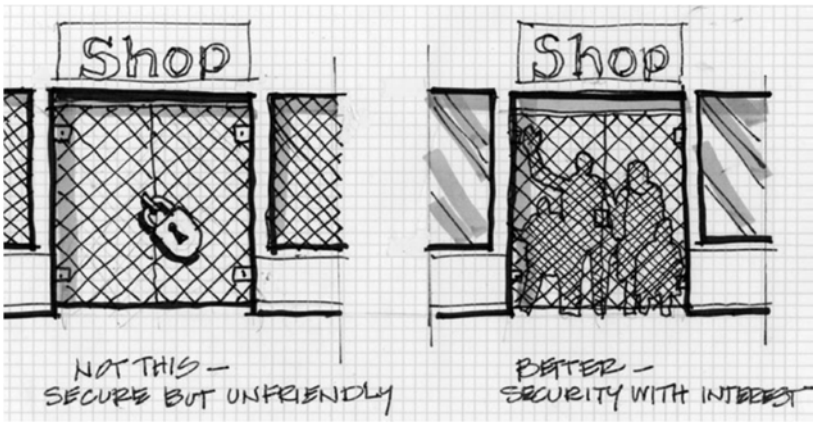
a) Ensure the design of new development, through the placement of windows, balconies, and street-level uses, contributes to increased 'eyes on the street' and allows for casual surveillance of parks, open spaces, and children's play areas.
b) Avoid blank, windowless walls that do not permit residents or workers to observe the street.
c) Incorporate creative use of ornamental grills over ground floor windows or as fencing as necessary and where appropriate.
d) Provide adequate lighting along streets and at entrances to enhance the sense of personal safety and security.
e) Design parking areas to allow natural surveillance by retaining clear lines of sight to and between public sidewalks and building entrances both for those who park there and for users of nearby buildings.
f) Eliminate structures and/or landscaping and plant materials that provide hiding places for undesirable activity. Generally, landscaping that is above the head or below the knee is appropriate.
g) Ensure all pedestrian routes including those leading to building entrances are safe and easy to use by a wide range of persons with disabilities. Generally, such routes should be direct, level, obstacle free, easily identifiable and clearly separated from vehicular routes.





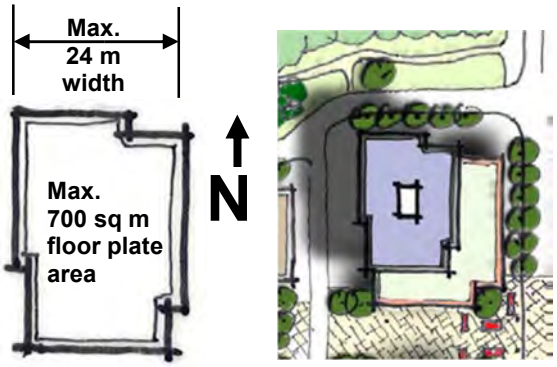
Buildings should be designed and oriented to encourage casual surveillance and 'eyes on the street'

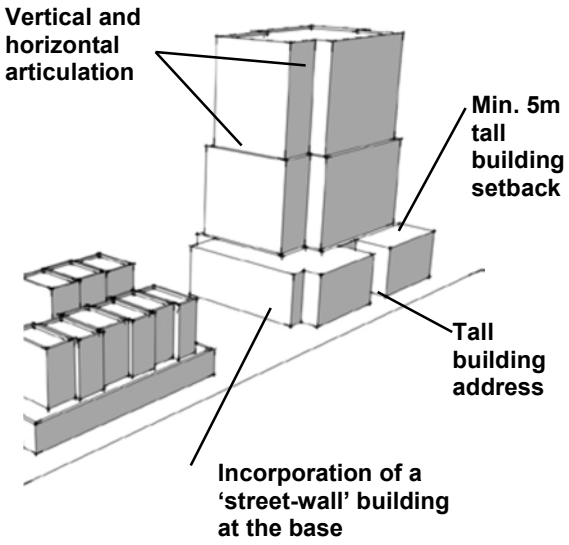


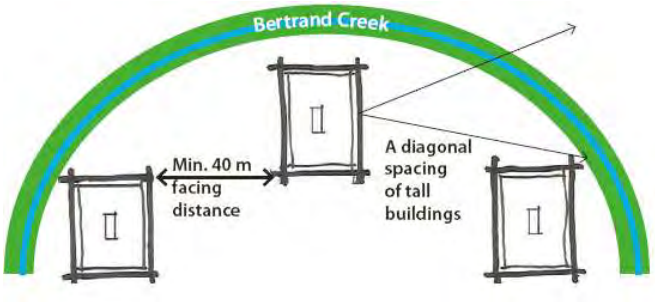


Ornamental grills provide security and visual interest









Tall Buildings

Overview: The overall intent of the tall building guidelines is to encourage siting, massing and design that minimize negative impacts on views, privacy, and solar access for individual units, to reduce the perceived bulk of tall buildings, and to minimize impacts of tall buildings on adjacent public streets and open spaces. Tall Buildings are defined as buildings over 6 storeys or 18 m in height. In addition to the preceding general guidelines (sections 3.1 – 3.12), the following tall building guidelines are applicable to development proposals that include buildings over 6 storeys in height.

Guidelines:

a) An open spacing of tall buildings should be maintained to ensure adequate light, air, access and views for residents.

b) The minimum facing distance between tall buildings should be 40 m.

c) The placement of tall buildings should achieve a diagonal spacing to avoid tall buildings looking directly into each other.

d) Tall buildings should have a maximum floor plate size of 700 sq m.

e) Tall buildings should have a maximum floor plate width of 24 m.

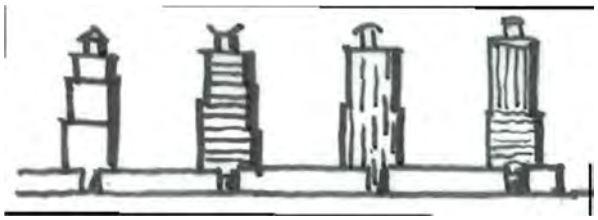
f) The bulk of towers should be minimized using vertical and horizontal articulation, for example, by incorporating changes of plane, stepped terraces or modulated plan and façade forms.

g) Tall buildings should have a maximum height of 50 m, excluding appurtenances and mechanical equipment.

h) Tall buildings should generally be aligned parallel to the street in a north-south direction.

i) New developments with tall buildings should incorporate a base building sited and scaled to complement adjacent buildings and to create a strong street edge definition.

j) Tall buildings should incorporate ground floor uses that have views into and, where possible, access to, adjacent streets, parks and open spaces.
k) Tall buildings should be setback a minimum of 5 m from the fronting public street or open space, while still achieving good address on the fronting public street or open space.
l) Tall building address should be achieved by stepping back the base building (podium) at the primary entrance of tall buildings to allow the tall building to meet the street and by locating main building entrances so that they are clearly visible and directly accessible from the public sidewalk, plaza or other open space.
m) An interesting and varied roof form should be achieved, for example, by incorporating a top penthouse or amenity space to conceal appurtenances and mechanical equipment.



Variation in tower form and design should be achieved

An open spacing of tall buildings and their siting adjacent to Bertrand Creek minimize view, shadowing and other impacts on residents and pedestrians. Tall buildings front onto and have direct access from adjacent public streets and open spaces. Tall buildings incorporate a base building to define streets and open spaces







Master Planning for Tall Buildings and Large Sites

In order to meet the objectives of downtown revitalization as indicated in the Aldergrove Core Area Plan and illustrated in the Aldergrove Core Area Concept Plan, proposals for Large Sites and sites with Tall Buildings should include a master plan. The integration of larger sites and sites with tall buildings with adjacent areas is important, especially in light of Area Plan policies calling for the provision of new roads, parks, pedestrian paths, plazas and open spaces that extend into and complement the existing surrounding area. Further, master planning will enable tall buildings to be sited and organized in a way that provides desirable transition to adjacent areas and ensures appropriate tall building separation. More broadly, a master planning process for these sites will help knit the public realm into a single, cohesive whole as demonstrated by the illustrative concept plan and encouraged by the design guidelines.

A Master Plan is to be provided at both the neighbourhood scale and the site or block scale and should reflect the intent of the Core Area Concept Plan and Design Guidelines.

Tall Buildings are defined as buildings over 6 storeys or 18 m in height. Large Sites are defined as those over 5000 sq. m in size. However, the Township may, at its discretion, identify other sites with special characteristics or conditions where master plans will be required. A Master Plan for Large Sites and site with Tall Buildings should describe in drawings and words for the site and its context the following issues:

- the location and dimensions of public streets, parks and accessible open spaces
- general location and dimensions of pedestrian circulation and relationship to pedestrian sidewalks and paths, transit stops and shelters
- general location of building footprints – base buildings and taller buildings
- general layout and dimensions of setbacks from streets, parks and open spaces, as well as dimensions between base and tall buildings on the same site
- general location of building entrances for each building
- general location and dimensions of site access, service areas, ramps, drop-off and parking for each building
- the location of watercourses including non-disturbance areas
- phasing plan and schedule
- perspective(s) showing important views
- shadowing impacts on adjacent buildings and open spaces using sun/shade diagrams at the following times:
    - Equinox: 8am, 12 noon, 4pm
    - Winter Solstice: 9am, 12 noon, 3pm

Township of Langley

Est. 1873

Township of Langley
20338 - 65 Avenue
Langley, British Columbia V2Y 3J1

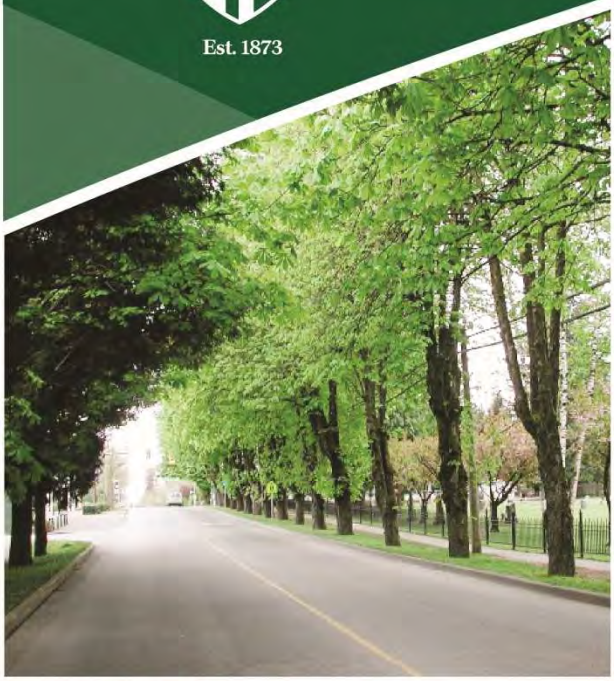
Community Development Division
604.533.6034

tol.ca

Township of Langley

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ATTACHMENT C



Fort Langley

Community Plan





Adopted October 26, 1987





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THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842 AMENDMENT (FORT LANGLEY COMMUNITY PLAN) BYLAW 1987 NO. 2527

Adopted by Council on October 26, 1987

CONSOLIDATED FOR CONVENIENCE ONLY

THIS IS A CONSOLIDATED BYLAW PREPARED BY THE CORPORATION OF THE TOWNSHIP OF LANGLEY FOR CONVENIENCE ONLY. THE TOWNSHIP DOES NOT WARRANT THAT THE INFORMATION CONTAINED IN THIS CONSOLIDATION IS CURRENT. IT IS THE RESPONSIBILITY OF THE PERSON USING THIS CONSOLIDATION TO ENSURE THAT IT ACCURATELY REFLECTS CURRENT BYLAW PROVISIONS.

AMENDMENTS

BYLAW NO./NAME	MAP/TEXT CHANGE	DATE OF ADOPTION
3204 (Development Permit Area)	Map/Text	May 3, 1993
3710 (Heritage Conservation Area)	Text	October 27, 1997
3757 (Derby Reach Holdings)	Map	March 23, 1998
3826 (Langley Lions Seniors Housing)	Map	November 2, 1998
3809 (Larry & Julie Willoughby)	Map	July 19, 1999
4308 (Fort Langley Fire Hall)	Map	August 23, 2004
4372 (Simpson Hospital)	Map/Text	March 14, 2005
4085 (Interfor)	Map	March 6, 2006
5001 (McBride Station)	Map	September 30, 2013
5063 (Fort Langley Design Guidelines Intent)	Text	April 28, 2014
5761 (Township of Langley / Vicini Homes (Fort Langley) LP)	Map/Text	July 25, 2022

SCHEDULE "A"

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979, NO. 1842 AMENDMENT (FORT LANGLEY COMMUNITY PLAN) BYLAW 1987 NO. 2527

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1. INTRODUCTION

The Fort Langley Community Plan provides a statement of the Township of Langley's policies for the future of Fort Langley. It conforms with the goals and objectives of the Langley Official Community Plan and provides more detailed land use policies.

The community of Fort Langley is a place with a significant historical role which has retained much of the scale and character of a rural small town in the midst of the urbanization of the Fraser Valley. Its character and ambiance are prized by the area's residents. Fort Langley's beauty and small town atmosphere also attract visitors from out-of-town. This attractiveness to tourists is the strength of Fort Langley's commercial area and its hope for future expansion and growth.

The Community Plan seeks to retain the features of the community, which make it such a desirable place to live. The Plan strives to keep the character of the community as improvements to the commercial area, to tourist services, and to recreational amenities of Fort Langley are made.

This Plan results from a Downtown Revitalization Study of the community's commercial core area, completed in 1984, and from a community planning process undertaken in 1986. This planning process involved background research and preparation of a range of feasible future development options for the community. This information was presented to Langley Council in a **Report on Options for Fort Langley** (October 29, 1986) and to the public in an Open House display (November 1, 1986). The results of the Open House and the questionnaire were then used to guide the preparation of this Plan.

In December 2023, the Province of British Columbia ~~government~~ amended the Local Government Act (LGA) to require municipalities to permit small-scale multi-unit housing (SSMUH) options that are ground-oriented and compatible in scale and form ~~in~~with traditional single-family neighbourhoods. In early 2024, Council directed staff to revise Community Plans to align with the new provincial legislation. This Community Plan was revised as part of the effort to meet the requirements of the LGA.

2. LAND USE

2.1 REGIONAL ROLE

Fort Langley is a distinct community within the Township of Langley. It was one of the Province's earliest towns, with the community established next to the Hudson's Bay Company fort. The Fort itself was built at its present site in 1839 - and the Crown Colony of British Columbia was proclaimed there in 1858. The town prospered in its early years as a supply point for the Fraser River gold rush.

Fort Langley has retained much of its historical land use pattern. The entire community is situated on a rise of land surrounded by the Salmon River and by farms on the good soils of its flood plain, now within the Agricultural Land Reserve. The Fort, now a National Historic ~~Park~~Site, overlooks the Fraser River from this escarpment. ~~The remaining major industrial use is located on the waterfront.~~ Nearby, the commercial area is focussed on the "main street", Glover Road, and surrounded by the community's residential area comprised almost entirely of single family homes.

This historic land use pattern ensures a distinct community identity for Fort Langley. Approaching the community from any direction, there is a clear sense of arrival. Entering town from the north involves ~~crossing the Fraser by ferry and~~ use of a bridge across the Bedford Channel; from any other direction one arrives in Fort Langley's residential area from rural farmland.

Fort Langley also retains a distinct character by virtue of its scale of development. Homes of one and two storeys are sited on large lots. The commercial area is generally comprised of small stores, with individual structures and identities, and primarily one and two storeys in height.

There is also a significant stock of heritage buildings in Fort Langley, including houses, stores, churches, and the Community Hall. The recently restored C.N.R. Station is an important visual focus and tourist resource in the commercial core. The community benefits as well from having a heritage resource of the stature of the Fort Langley National Historic ~~Park~~ Site within it.

As a result of its distinctive scale and character and of its heritage structures, Fort Langley is in a special position to take advantage of its assets and attract tourists and tourist-related development. The best opportunity for economic growth is tourism, particularly the attraction of visitors for day trips from throughout the Lower Mainland. Significant improvements to the commercial, recreational, and tourism amenities of Fort Langley can be compatible with retention of the existing, and highly valued, character of the community.

2.2 LAND USE CONCEPT

The land use concept for Fort Langley's future reinforces its regional role. The intent of this Plan is to foster the introduction of improvements within the commercial core area and to the recreational and tourist amenities while protecting the community's scale and character.

The existing single family residential area, which comprises the majority of Fort Langley, will continue to develop at the permitted minimum lot size of 930 square metres where vacant and subdividable land is available. Densities should not increase since residential lot size is a factor of land area required for wastewater disposal tile fields.

Current population figures are estimated at ~~2,376 people (1986).~~ 3,435 as of 2021. Fort Langley's growth has been considerably slower than that of other parts of the Township of Langley where new subdivisions have been created.

Under the Community Plan, residential growth will continue to be limited. Nevertheless, there are locations within Fort Langley which could be developed or redeveloped to permit additional people to move into the community. For example, residential units could be located on vacant lots and introduced over stores within the commercial core. Additionally, Small-Scale Multi-Unit Housing on lots meeting all conditions may add population ~~introduce infill growth~~ in Fort Langley through infill development.

~~Population projections for Fort Langley estimate 2,450 residents in 1991 and 2,540 by 1996. These estimates represent limited residential growth of the community from its 1981 Census population of 2,326. In order to achieve these estimates, most of the remaining development opportunities, both already existing under current zoning and subdivision regulations and those created by the land use concept of the Community Plan (should rezonings be undertaken), will have to be used. Therefore, a population of 2,540 could be considered an ultimate one under this Plan.~~

~~However, a maximum population of 2,830 by 2011 was projected, at a comparable slow rate of growth, for the purpose of planning municipal services, particularly for modelling the requirements of the water supply system, to ensure that these services are adequate for all feasible future development. It also permits an assessment of the possibility of new wastewater treatment technology coming into cost-effective use within the next twenty years which would permit significant residential development over commercial uses within the commercial core to be feasible, as is already permitted under current zoning regulations.~~

2.3 COMMERCIAL

2.3.1 Commercial Core

The Fort Langley commercial core focuses on Glover Road between St. Andrews Street and the bridge across Bedford Channel. It is intended that this commercial core be a compact, pedestrian-oriented shopping area. The Fort Langley Downtown Revitalization Study (1985) serves as a guide to both public and private developments in the commercial core. Improvements to pedestrian sidewalks and crosswalks are currently being implemented as part of the reconstruction of Glover Road.

Policy: The objective of the commercial core is twofold: to provide retail commercial, personal services, and offices to serve the residents of Fort Langley and its surrounding service area and to offer retail commercial and food services oriented to out-of-town visitors.

Key to the revitalization guidelines for Glover Road is the heritage building theme for commercial buildings fronting on Glover Road and Mavis Avenue. These theme guidelines call for the restoration of heritage buildings and older buildings with potential heritage interest and for treatment of contemporary and new buildings with elements to complement the heritage theme.

The heritage theme for the key streets in the commercial core was adopted to protect Fort Langley's advantage as a tourist destination within the Lower Mainland and to promote new development and streetscape improvements to increase its appeal to visitors.

At present, Fort Langley's intimate character in the commercial core is protected by the fact that larger and higher buildings are difficult to achieve due to the on-site wastewater disposal constraints. However, the Community Commercial zoning in the commercial core permits much taller buildings (12 metres) and higher density residential use (74 units per hectare) than that of current development. If a developer could solve the problem of servicing to the satisfaction of the Ministry of Health, then a substantially larger building than is now found in the commercial core could be built.

#3710
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The Heritage Conservation Area shown on Map 4 will serve two important objectives: it will ensure that new development will respond to the heritage theme, thereby enhancing the commercial core's attractiveness to tourists, and it will protect the area from the introduction of much larger new buildings in a style which could potentially affect the scale and character of the core area. (Refer to section 5.1.)

2.3.2 Service Station Commercial

There are three sites zoned for service station uses within Fort Langley: on the northeast corner of Glover Road and St. Andrews Street, on the southwest corner of Glover Road and Mavis Avenue, and the southeast corner of Church Street and Mavis Avenue. ~~The community supports three service stations at present by virtue of the through traffic generated by the ferry service. Once the ferry service is abandoned, the sites already zoned for service station use should be more than adequate to serve the Fort Langley area for the foreseeable future.~~

If an additional service station is sought in the future, it should not be located to front on Glover Road. The large building setbacks and usual contemporary design of service stations is not compatible with the objective of promoting a heritage theme for Glover Road, as described in the Fort Langley Downtown Revitalization Study (1985).

~~If existing service stations are found to be in excess of demand after the ferry closes, redevelopment of service stations to other commercial use should be designed to meet the streetscape objectives and heritage theme for Glover Road and Mavis Avenue.~~

~~2.3.3 Campground Commercial~~

~~The block bounded by Taylor Street on the west, by Mavis Avenue on the north, and by McBride Street on the east is zoned for campground use. This use is regulated by both the Township of Langley Zoning Bylaw and by the "Langley Campground Regulation Bylaw".~~

~~At present, this use complements the intent to provide tourist services within Fort Langley's commercial core area. Additional campground use is not recommended. Adequate provision for campgrounds has been made on Brae Island, immediately across the bridge at the north end of Glover Road.~~

2.4 RESIDENTIAL

Single family residential development is the predominant land use in Fort Langley. Most of the Plan area is designated as "Single Family Residential" on the Community Plan Map. The housing stock is unusually mixed, ranging in size from small cottages to homes with many bedrooms, and some ~~in~~ buildings age ~~up to 80 years.~~over ~~a century~~100 years old.

Policy: Single family residential use should continue to be the dominant land use and residential housing type in Fort Langley.

Current zoning generally permits subdivision to lots of 930 square metres. However, exceptions may be made to allow lots with a minimum of 90% of the required lot area where the surrounding subdivision pattern has lots which are smaller than the permitted minimum. Under this subdivision requirement, there remain few opportunities to create new single family lots within Fort Langley. Nevertheless, lot sizes should be kept within the current size limits in order to ensure that tile fields have sufficient site area for effective operation.

~~There is one multiple family site in Fort Langley: the townhouses on the corner of McBride Street and Mary Avenue. Since these townhouses were built, the zoning has been changed to exclude similar uses from being built in the surrounding blocks of the commercial core.~~ Accessory residential uses are permitted above the first floor in commercial buildings within the commercially zoned area at the centre of the community. ~~Few commercial buildings have been constructed with residential uses within them. The potential number of units from this form of development is currently limited by tile field requirements but could be increased significantly if permission were obtained for the use of holding tanks or an alternative means of wastewater treatment and disposal.~~

~~The only other residential use in the commercial core of Fort Langley is a mobile home park on McBride Street. The block immediately north of the mobile home park on the west side of McBride Street is zoned for a commercial campground.~~

~~In the future, single family homes will continue to be the form of residential development permitted in Fort Langley. Over the next years, it is anticipated that new houses will be built at the rate of a few each year on vacant or newly subdivided sites or replacing older homes.~~

~~While Fort Langley is generally not an appropriate location for multiple family development, there are special situations in which a community should consider multiple family uses. For example, a multiple family development could be considered desirable if it were sponsored for a particular user group within the community, such as senior citizens who might otherwise be forced to move out of Fort Langley to obtain an appropriate dwelling unit, or by a specified institutional group, such as one of the community's churches or service clubs.~~

~~If a multiple family use is sought by the community in the future, it should be low density (not in excess of 30 units per hectare) and compatible in scale (not in excess of 2 1/2 storeys in height) and design to Fort Langley. The appropriate location for such a use is in the vicinity of McBride~~

~~Street including the present mobile home and commercial campground sites and the remainder of the block next to the existing townhouses fronting on McBride.~~

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~~Lands legally described as Lots 6 through 11 District Lot 19 Group 2 New Westminster District Plan 8856, Lots 5 and 12 District Lot 19 Group 2 New Westminster District Plan 8856 Except Plan EPP107614, Portion of Royal Street proposed for closure by Highway Closing and Dedication Removal (Township – Fort Block Royal) Bylaw 2020 No. 5597, and Portion of lane proposed for closure by Highway Closing and Dedication Removal (Township – Fort Block Lane) Bylaw 2020 No. 5558 shall be permitted to develop as townhouses at a maximum allowable density of up to 54 units per hectare (21.5 units per acre).~~

Notwithstanding the land use designations described above, eligible existing lots in the Single Family designation may be entitled to Small-Scale Multi-Unit Housing development, pursuant to *Local Government Act* B.C. Reg. 262/2023. Entitlement to three or four ground-oriented dwelling units is conditional on lot size and other eligibility criteria outlined in Zoning Bylaw No. 2500. Refer to *Development Permit Area: Form and Character Guidelines for Small-Scale Multi-Unit Housing (SSMUH)* for design expectations on these sites.

Secondary suites are exempted from unit counts for the purpose of calculating density as units per hectare or units per acre under this community plan.

2.5 INSTITUTIONAL

For its size, Fort Langley is well served by a variety of institutional uses, both public and private. Institutional uses include educational, religious, community service, and other public-oriented facilities.

~~There are two schools within the community: Fort Langley Elementary and Fort Langley Junior Secondary. There is a centrally located Community Hall and the nearby Firehall No. 2. Four churches are situated within the community. In addition, there are the Simpson Private Hospital, the Lions Club building, and Douglas Manor, sponsored by the Lions.~~

Any new institutional uses locating in Fort Langley could be accommodated within either the residential or commercial areas, provided that the buildings which house them are in scale and of complementary design to adjacent existing uses. Individual review of each case is required to determine its compatibility with adjacent uses.

Policy: New institutional land uses should be permitted within Fort Langley provided that each is demonstrated to be compatible with the uses in its immediate vicinity both in use and with respect to the buildings which house the use.

~~2.6 INDUSTRIAL~~

~~Over the years, Fort Langley's industrial base has shrunk to the point where there are only two uses with industrial zoning. The sole heavy industrial use is McDonald Cedar occupying the flats between the Fraser River and the railway tracks west of Glover Road and behind the Derby Reach Restaurant. This use is well established and will likely continue into the future. This major industrial presence contributes to the character of the waterfront and provides a link with the river's industrial heritage.~~

~~The second industrial use is an auto body shop on Mavis Avenue west of Glover Road, which provides a service industrial function complementary to the adjacent commercial area fronting on Glover Road.~~

~~No expansion of industrial use is considered desirable in the future, except on land already zoned for industry.~~

~~*Policy: No additional land for industrial use should be created within Fort Langley.*~~

2.7 PARKS AND OPEN SPACE

2.7.1 Overview of Parks and Open Space

The community of Fort Langley has two municipal park sites within its boundaries. Two local school grounds provide additional public recreation space and facilities. However, there are many other open spaces within Fort Langley which are either public or accessible to the public and which greatly expand the passive recreational opportunities available in the community.

Furthermore, there are recreational opportunities afforded by roads and pedestrian routes both within Fort Langley and connecting to attractive walking and bicycling destinations in the surrounding areas. There are potentially more recreational routes in the area.

2.7.2 Municipal Parks

2.7.2.1 Community Parks

Policy: The community park should provide for the active athletic and recreational requirements of the community.

The municipal park which meets this objective within Fort Langley is a community park/school at the Fort Langley Junior Secondary School (3.89 ha) with playfields and school related play equipment combined with the adjacent Fort Langley Community Park (2.3 ha) with a variety of active and passive park facilities including a pool, dressing rooms, washrooms, concessions, playfields, and a fitness track.

2.7.2.2 Special Purpose Park

Policy: Waterfront access to the Fraser River within Fort Langley should be available to both residents and tourists. The appropriate designation for waterfront park is special purpose park.

Fort Langley Marina Park (.68 ha) is the community's only special purpose park. It features passive recreation facilities including picnicing, parking, restrooms, and boat launching. It provides recreational opportunities through access to the riverfront to both local residents and to out-of-town visitors, particularly those with small boats. Adequate parking to support recreational boat launching should be available.

Policy: A master plan of Marina Park should be undertaken in order to determine the optimum location for the pedestrian waterfront link and to consider the possibility of a link to Glover Road, perhaps over the river itself on a boardwalk. Marina Park development should complement the improvements planned on Parks Canada lands to the east.

2.7.2.3 Park Requirements

Fort Langley is currently below municipal standards for publicly-owned park and recreation areas. The Parks and Recreation Comprehensive Plan Update (1982) suggests that some of the community's park requirements will be met by community athletic and passive park development in nearby Walnut Grove.

Provision of new parkland within Fort Langley is constrained by the lack of vacant land.

In recognition of the fact that park facilities are below standard in terms of site area, it is important that available park and other public open spaces be effectively and efficiently used. New

development, especially that on the municipally-owned lands near the Fort, should seek to provide landscaping and passive recreation areas as part of their overall development concept.

2.7.3 Community Open Space

Policy: The role that public open space plays in providing additional passive recreational opportunities within Fort Langley should be recognized, protected, and enhanced.

In addition to its public parks, the community of Fort Langley enjoys a number of other public open spaces which contribute to the recreational opportunities available to its residents. These open spaces include the Fort Langley National Historic ~~Park~~ Site with its landscaped setting and picnic area, the green space in front of the Community Hall, and the Fraser River waterfront. ~~There are plans to landscape more fully the open space adjacent to the C.N.R. Station along Glover Road which will provide both an open space amenity as well as a garden with heritage interest.~~

The important role that these open space areas play in augmenting the character of the community should be recognized and protected. ~~As future development takes place in the commercial area, a~~Additional opportunities to provide landscaping and open space amenities should be sought. ~~(refer to Map A).~~

~~2.7.4 Linear Park System~~

~~2.7.4.1 Recreational Pedestrian Routes~~

~~Recreational walkways are a key part of the recreational resources of Fort Langley. Linear park experiences help to enhance the strong impression of landscape and rural character for the community. Recreational walkways are discussed in detail in section 2.9.3.~~

~~Heritage walking tours are another linear recreational experience which Fort Langley offers (refer to section 2.8.1 and Map B).~~

~~2.7.4.2 Potential Regional Linear Park~~

~~The Greater Vancouver Regional District has a long term interest in the provision of a linear park with a walking trail along the south side of the Fraser River through Fort Langley and continuing westward to the Derby Reach Regional Park.~~

~~A linear park link along the Fraser River will add another significant attraction for visitors to the Fort Langley area. This link would offer heritage interest since the site of the original fort, relocated to Fort Langley within a few years of its founding, is located within the G.V.R.D. park. The commercial enterprises and other tourist-oriented facilities should benefit from an increase in patronage and the community's residents will enjoy another recreational amenity.~~

~~*Policy: The Township of Langley should encourage detailed planning for and development of a linear park link between Marina Park in Fort Langley and the Derby Reach Regional Park.*~~

~~In the short term, a cycling link on the road shoulder could connect Fort Langley and the regional park (refer to Map B).~~

~~2.7.4.3 Connection to Brae Island~~

~~Brae Island is an important landscape resource for Fort Langley both as a view from across Bedford Channel and as a destination for walking and bicycling. The bridge over the channel of the Fraser River is key to this linear recreational opportunity.~~

~~*Policy: The Township of Langley should work with the Ministry of Highways to ensure that any reconstruction of the bridge across Bedford Channel makes good provision for both pedestrian and bicycle use as well as for vehicles, and is consistent with the Downtown Revitalization Plan.*~~

A safe pedestrian and cycling route to link with the ferry and Brae Island should be developed. Such a route could attract visitors from the Maple Ridge area to combine a trip on the ferry with walking or cycling to Fort Langley.

2.8 TOURIST AMENITIES

2.8.1 Heritage Resources

Fort Langley is fortunate to have retained a stock of heritage structures from its early days. There is an active interest in the heritage resources of Fort Langley by residents and by the Langley Heritage Society.

To date, two structures within Fort Langley have been designated as heritage buildings by the Township of Langley: the Fort Langley Community Hall (1930) designed by early B.C. architect Archibald Campbell Hope and the recently renovated Canadian Northern Railway Station (1915).

Six other heritage buildings are included in the inventory prepared by the Heritage Society: St. George's Anglican Church, the Coronation Block, the Marr House, the Hadden House, St. Andrew's United Church, and the Bedford House Restaurant. (Refer to Maps A and 4 for the location of these heritage buildings).

In addition, the Fort Langley Downtown Revitalization Study (1985) identified a number of other buildings with heritage interest within the commercial core of the community. These early buildings contribute to the character of the downtown area, even if they have undergone alterations over the years.

The community's stock of heritage buildings is a very significant tourist amenity. Their presence in the commercial area serves to create interest for visitors. Each building is an opportunity to interpret Fort Langley's history and to promote a tourist attraction to complement the Fort and other museums. The use of the C.N.R. Station as a visitors information site is very supportive of the goal of maximizing the heritage interest of Fort Langley for tourists. Brochures available to tourists which lead them on a walking tour of Fort Langley's heritage buildings also contribute to increasing the depth of interest for visitors to this area.

Policy: Walking tours and other means of providing visitors to Fort Langley with information to enhance their appreciation of heritage resources in the community should be encouraged.

In the future, the stock of heritage buildings is key to increasing the attractiveness of Fort Langley to visitors. Efforts to renovate buildings in keeping with the heritage theme for the downtown will aid in promoting the commercial area as a tourist destination. (Refer to section 5.1).



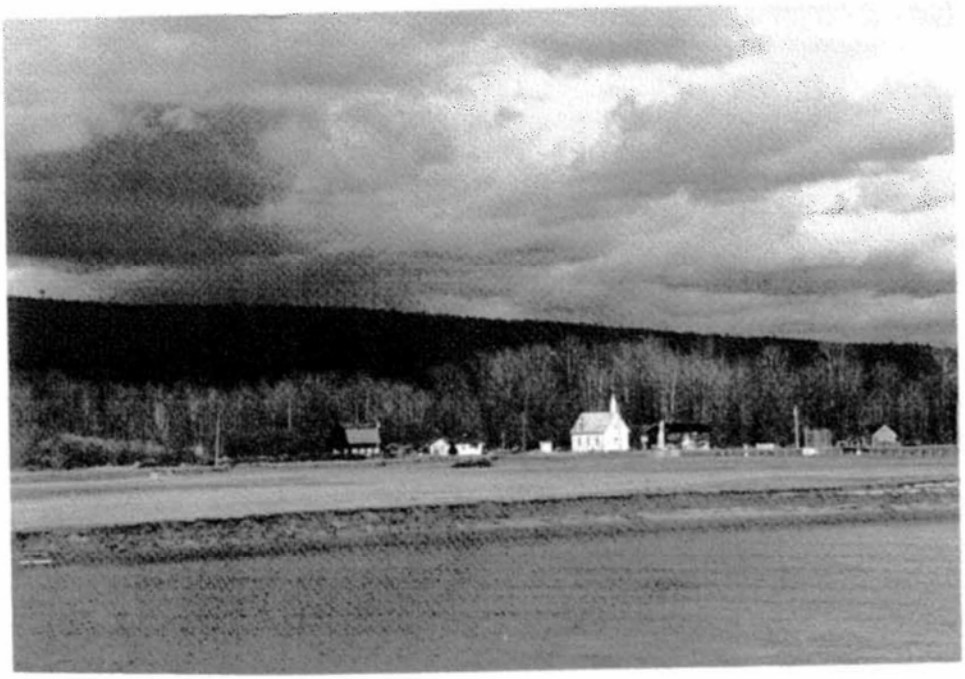
FORT LANGLEY COMMUNITY HALL AND ITS OPEN SPACE
The Community Hall, built in 1930, was designed by the renowned B.C. architect, Archibald Campbell Hope.



FORT LANGLEY RAILWAY STATION
The Station, an outstanding example of early Canadian railway architecture, has recently been restored.



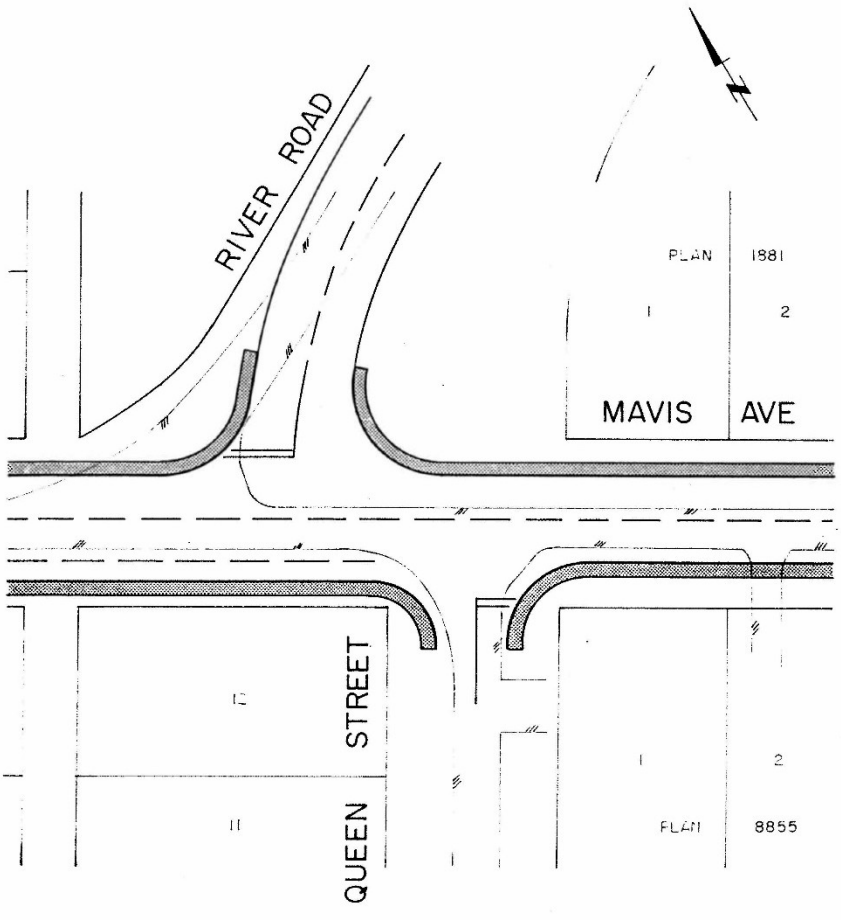
MARR HOUSE (1910)
The Marr House is a fine example of the many delightful historical houses found in Fort Langley.



RESERVE CHURCH ON BRAE ISLAND
This historic church provides a visual feature in the view acr Bedford Channel from Fort Langley.

~~TABLE 1: Land Use Summary~~

	~~Net Area (hectares)~~	~~Percentage~~
~~Single Family Residential~~	~~82.2~~	~~68~~
~~Multiple Family Residential~~	~~0.4~~	~~less than 1~~
~~Mobile Home Park~~	~~0.9~~	~~less than 1~~
~~Campground~~	~~0.8~~	~~less than 1~~
~~Commercial~~	~~8.2~~	~~7~~
~~Heavy Industrial~~	~~5.2~~	~~4~~
~~Light Industrial~~	~~0.08~~	~~less than 1~~
~~Institutional~~	~~12.9~~	~~11~~
~~Park~~	~~3.4~~	~~2~~
~~School~~	~~6.3~~	~~5~~



RIVER ROAD-MAVIS AVE.
INTERSECTION
SCALE - 1:500

FIGURE 1

Policy: Upgrading and adaptive use of heritage buildings is encouraged wherever possible over demolition and construction of new buildings.

A heritage walking tour of the points and heritage interest in the Downtown should be promoted as a visitor attraction. A route which links the heritage destinations in the Village Centre is shown on Map B.

2.8.2 Museums

Fort Langley's museums are the cornerstone of the community's attraction for tourists. The Fort Langley National Historic Park is an important visitor destination within British Columbia. The park features the restored fur trading post originally built at this site in 1839. A management plan developed by Environment Canada Parks in 1986 proposes a number of improvements which will introduce new features into the exhibit such as interpretive demonstration sites for historic activities and a demonstration farm/garden. The park planners are also preparing a marketing strategy for promotion of the park which will seek to market other visitor destinations in Fort Langley.

Across Mavis Avenue from the Fort, are two local museums: the Langley Centennial Museum and National Exhibition Centre and the B.C. Farm Machinery Museum. These museums complement the Fort, offering visitors the opportunity to view additional historic displays before or after touring the Fort. The eventual upgrading and possible expansion of these museums and the potential for using land owned by the Township of Langley in this process is discussed in section 2.11.

Policy: The Township of Langley should continue to work with the park planners for the Fort Langley National Historic Park to coordinate the interests of the community with those of the park. To this end, the park planners should be encouraged to consider the objectives of the Community Plan as improvements are undertaken on the Federally-owned land surrounding the Fort. Most importantly this should include integrated pedestrian routes along the waterfront between Glover Road, through Marina Park, and linking to the proposed pedestrian crossing of the C.N.R. tracks north of the Fort.

2.8.3 Commercial Facilities

Fort Langley offers a number of commercial establishments which cater primarily to visitors including restaurants, craft and gift shops. The community is known for its concentration of antique shops. Shopping often serves as a recreational activity for out-of-town visitors. Stores oriented primarily to local customers also benefit from tourist activity as people stop to purchase groceries or sundries.

Tourist-oriented commercial establishments tend to benefit from competition. As the numbers of antique, gift, and related shops proliferate, visitors will be willing to travel from greater distances to shop due to the opportunity to see a wide variety of merchandise with one stop.

Policy: Fort Langley should be promoted as both a local and a specialized, tourist-oriented shopping area and new commercial enterprises should be encouraged to locate in the core area.

~~2.8.4 Recreational Facilities~~

~~Most of the recreational uses within Fort Langley are oriented to local residents. Fort Langley Marina Park is the key exception. With its boat launch and picnic facilities, this park draws both local and visitor use.~~

~~It is appropriate that the parks adjacent to the two schools should serve the community. On the other hand, Marina Park and the public open spaces in and around the commercial core should be used by both local residents and visitors.~~

~~*Policy: The distinction between resident-oriented parks and those serving both residents and visitors should be encouraged and reinforced in the future.*~~

2.9 PEDESTRIAN CIRCULATION

2.9.1 Pedestrian Network

Policy: The objectives of the pedestrian system in Fort Langley are to provide direct, convenient access for pedestrians to destinations within the community and to provide pleasant, safe walking opportunities.

A good pedestrian network reinforces the objective of a pedestrian orientation for the commercial core as well as encouraging longer stays by visitors. In particular, good pedestrian links between the Fort and museum complex and the commercial area will promote visits into the Downtown by people who park in the National Historic ~~Park's~~ Site's parking lot.

2.9.2 Sidewalks

Sidewalks contribute to the comfort and sense of security of people shopping in the commercial core. Sidewalks and clearly marked pedestrian crosswalks at intersections define where it is expected that pedestrians will walk, demarcating these areas as separate from parking or roadways.

Policy: As road and other public realm improvements are made to the major roads in the commercial core (Glover Road and Mavis Avenue east of Glover) sidewalks should be incorporated in these improvements and should be designed to create a comfortable and attractive pedestrian environment.

The north end of Glover Road, from the river to the intersection with Mavis Avenue, is an important arrival point or gateway to Fort Langley. Improvements should be considered to provide direct and safe pedestrian access both to the bridge and to the recommended waterfront pedestrian link. Sidewalk improvements in this area should be integrated with the Mavis Avenue beautification and should include an extension of the street tree planting.

Should the bridge over the river be rebuilt in the future, the municipality should work with the Ministry of Highways to ensure that it includes wide (at least 3 ~~meter~~metres) sidewalks on both sides. The bridge design should be compatible with the heritage theme for the commercial core. Other desirable features would be an outlook with seating and pedestrian-oriented night lighting using an appropriate design of character lighting.

2.9.3 Recreational Walkways

Walkways separated from road ~~right-of-ways~~rights-of-way provide access to parkland and other open space and offer a different kind of pedestrian experience than that provided by sidewalks. Provision of recreational walkways is an objective for new park and open space development within Fort Langley, particularly in the commercial core and the museum district.

~~The highest priority recreational walkway location is along the riverfront east of the bridge. The park planners for Environment Canada Parks are proposing pedestrian pathways around the Federally-owned land north of the C.N.R. tracks to provide access to a series of interpretive sites where early food preparation and industrial techniques would be demonstrated. A reconstruction of the fort wharf, the historic landing point for traders, is also suggested. They propose to link this demonstration area with the Fort with a safe pedestrian crossing of the tracks and River Road.~~

~~The walkway system on Federal property should be linked to a riverfront walkway through Marina Park connecting, as a minimum to Church Street, and eventually to Glover Road and westward to Derby Reach Park (refer to section 2.7.5). The Downtown Revitalization Study suggested the idea of a boardwalk built over the surface of the Channel as a means to create a link between Marina Park and the foot of Glover Road.~~

~~The boardwalk would permit the pedestrian system to be continuous through a section where privately-owned lands front on the river. If desirable, the boardwalk could incorporate a small craft marina, visitor dock space, provision for fishing, and seating.~~

~~The creation of a waterfront pedestrian route between Glover Road and the Fort would permit out-of-town visitors to walk one route over, and another back from whichever location they parked their car. Loop routes of this sort are a definite attraction to encourage tourists to get out of their cars and investigate what the area has to offer. (Refer to Map A for locations of recreational walkways).~~

Policy: The implementation of a loop route connecting Glover Road to the Fort Langley National Historic Site~~Park~~ via Mavis Avenue in one direction and via the waterfront in the other should be a high priority.

2.10 PARKING

Up to the time of the adoption of the Community Plan, adequate parking for visitors and shoppers has been available in the vicinity of the commercial core. This parking has been provided by a combination of on-street parking and private, on-site parking. The provision of adequate parking is a key objective since it will ensure the viability of the downtown as a commercial and tourist destination.

Fort Langley historically did not require parking to be provided on-site with new development. Therefore, existing on-site parking has been provided based on the owners' requirements for employee and customer parking. The lack of parking requirements has served to shape a commercial core with a pedestrian scale. The guidelines for commercial development along Glover Road and Mavis Avenue are intended to protect and promote an intense, pedestrian-scale environment in the downtown (refer to section 5.1). This objective is significantly easier to achieve without required on-site parking since parking lots do not contribute to pedestrian interest. In addition, provision of on-site parking is constrained by the requirements for septic fields.

The zoning for Fort Langley makes the community an exception to the general requirements for provision of on-site parking in the municipality. The Plan anticipates an increase in commercial and tourist-oriented development in the downtown. Provision of additional parking spaces within the commercial area is required to protect the current level of accessibility.

A separate Parking ByLaw should be established by the Township of Langley which will require developers of new buildings within the commercially zoned district of Fort Langley to contribute a specific amount for each parking space which would have been required of them within the same commercial district elsewhere in the Township of Langley. The funds acquired by these charges should be used toward the acquisition of land for public parking and/or the upgrading of existing public parking.

Policy: As new development occurs in the commercial area of Fort Langley, funds should be collected from the developers and used to provide public parking in surface lots adjacent to the shopping area in order to ensure that there will be an adequate supply of parking for patrons of the commercial area in the future.

~~The location which should be improved first for the provision of additional public parking is the north foot of Church Street. This area could either be improved to accommodate public parking as part of the planned improvements to Mavis Avenue or through the use of parking funds from new development.~~

~~The redevelopment of the municipally-owned land near the Fort (refer to Section 2.11) and the block which currently contains the Centennial Museum should be planned to accommodate some public parking in a manner which will not intrude on the other public uses of these blocks (refer to Map A).~~

Any new parking areas created within the commercial core should be planned with the minimum possible impact on the pedestrian ambiance of the area. Landscaping should be used to screen views of parking areas. New on-street parking, especially that created with the improvement of Mavis Avenue, should be defined with curbs and clearly separated from crosswalks.

2.11 MUNICIPALLY-OWNED LAND

The Township of Langley currently owns a number of lots in the vicinity of the Fort. These include the site of the Langley Centennial Museum at the corner of Mavis Avenue and King Street and all except two of the lots in the block bounded by Mavis and Mary Avenues and by King and Royal Streets.

Policy: The lands owned by the Township of Langley east of the commercial area and adjacent to the Fort should be used to benefit the community by providing open space and recreational amenities, to enhance the existing museums in its vicinity by providing either outdoor exhibit and program space or sites for new buildings which could include museum use, and to increase the attraction of Fort Langley to out-of-town visitors.

The municipality should seek to acquire the two remaining lots in the block next to the Fort as they come onto the market. This block represents an opportunity for the municipality to develop a site it owns with uses which will complement the adjacent museums and increase the recreational, cultural, and tourism importance of this area.

As a first step, the Langley Centennial and B.C. Farm Machinery Museums should be asked to study their requirements and objectives for the future. The community should be given the opportunity to review and comment on the museums plans before they are finalized.

The municipally-owned block could potentially provide a new site for museum buildings, permitting a phasing of construction while the exhibits are kept open except for a brief moving period. If the museum study does not indicate a potential or need for new buildings on this block, then the site should be planned with outdoor exhibits and public open space amenities which support the adjacent museum activities. Possible features could include:

- a village green of an historic character to serve as a focus for community and visitor activities such as May Day or the starting point for an annual bicycle race and for historic displays or re-creations. This green could be enclosed along one or more sides by buildings.
- early farm implements or vehicles, and related demonstrations of early farming methods;
- demonstrations of crafts and historic industrial techniques, similar to Folklife at Expo 86;
- an open air setting for performances and concerts and a gathering place for special events;

- relocation of one or two heritage buildings from places within the general Langley area which are characteristic of the historic styles associated with Fort Langley's past and which are slated for demolition at their original sites. A heritage building such as an early farmhouse could be restored and its use interpreted for the public. Heritage buildings can be effectively integrated into a public open space as has been done at Parksite 19 in Vancouver,
- horticultural gardens, with emphasis on historic farm uses and their interpretation. A gazebo in a style from the turn of the century could provide shelter from the weather.
- some public parking could be provided on part of the site, away from view of the central green.

Once the museums requirements are established, the plan for the use of the municipally-owned land might achieve a larger site area by incorporating adjacent road rights-of-way. There are possibilities for road closures to expand the site at the north end of Royal Street, at the east end of Mavis Avenue, or at the north end of King Street, which could potentially be turned into a cul-de-sac.

Furthermore, the acquisition of Lots 1, 2, and 3 behind the Langley Centennial Museum should also be considered in the preparation of the plan for the museums. Ownership of these lots by the municipality would increase the range of options available for the future development and expansion of museums and related uses in this area.

When the plan for the municipally-owned land has been determined and is ready for implementation, it should be rezoned from its current residential designation to civic institutional.

2.12 HAZARDOUS LANDS

Fort Langley is surrounded by the flood plain of the Fraser and Salmon Rivers. Construction of structures on flood plain lands is subject to regulation by the Ministry of Environment and Parks.

Policy: In order to prevent loss of life and damage to property and trauma associated with flooding, it is the object of the Township of Langley to discourage the development of land which may be subject to flooding. Lands subject to a general liability to flood should, where possible, be used for parks, open space recreation, or agricultural uses.

Where there is no alternative land available, and floodable lands are required for development, the construction and siting of buildings and mobile homes to be used for habitation, business, or the storage of goods damageable by floodwaters shall be floodproofed, where relevant legislation exists, to those standards specified by the Ministry of Environment and Parks.

Industrial uses of land subject to a general liability to flood shall be floodproofed to the Designated Flood Level as prescribed by the Ministry of Environment and Parks together with appropriate setbacks.

Floodproofing shall not be required for farm buildings other than dwelling units except for closed-sided livestock structures, which may be floodproofed to less than those standards specified by the Ministry of Environment and Parks.

Map 1 identifies the limits of lands subject to flooding within Fort Langley. These limits are defined by the 6.6 metre contour along the Fraser River waterfront which occurs at the embankment of the C.N.R. tracks.

~~2.13 SUMMARY OF RECOMMENDED IMPROVEMENTS~~

~~2.13.1 The Village Centre Plan~~

The Village Centre Plan, Map A, presents a graphic summary of many of the key points in Section 2. The following chart lists the area-by-area recommendations contained in Map A.

Route	Recommendation	Discussion
1. Municipal lands	Develop area with public facilities, open space, and parking	Refer to 2.11
2. Parks Canada Historic Site (The Fort)	Relate new visitor and community facilities to Fort	Refer to 2.8.2
3. Parks Canada proposed historic waterfront development	Encourage Parks Canada to introduce planned visitor attractions	Refer to 2.9.3
4. Public waterfront walk	Work with Parks Canada to develop a waterfront pedestrian route	Refer to 2.9.3
5. Marina Park	Integrate waterfront pedestrian route into existing Marina Park	Refer to 2.7.2
6. The Boardwalk	Consider implementation of a waterfront link between Marina Park and the foot of Glover Road, potentially on a boardwalk over the water	Refer to 2.9.3
7. North Glover Road gateway beautification	Improve the gateway area adjacent to the river on Glover with pedestrian amenities	Refer to 2.9.2 and 4.1
8. The Station	Reinforce the significant contribution of the station to the heritage theme	Refer to 2.8.1
9. Mavis Avenue beautification	Improve Mavis Avenue to create a strong link between the Fort and the commercial core	Refer to 2.9.2 and 4.2
10. Glover Road Downtown Beautification	Continue to implement the recommendations of the Downtown Revitalization Study	Refer to 2.3.1 and 5.1
11. South Glover Road gateway beautification	Consider additional improvements, especially street trees	Refer to 4.1

2.13.2 Walking and Cycling Routes

Fort Langley is built to a scale conducive to easy walking and cycling. A series of walking and cycling routes would offer a range of interesting destinations to both residents and visitors. Map B

~~depicts recommended locations for both walking and cycling routes in the Village Centre. These routes link, in some cases, to regional routes as shown on Map 5.~~

~~The following table summarizes the routes shown on Map B.~~

~~Route~~	~~Recommendation~~	~~Discussion~~
~~Downtown Heritage Walking Tour~~	~~Promote a walking tour linking all the points of heritage interest in the core~~	~~Refer to 2.8.1~~
~~Brae Island Link~~	~~Provide a safe pedestrian and cycling link to Brae Island and the ferry~~	~~Refer to 2.7.4~~
~~Derby Reach Route~~	~~Consider an interim link for cycling~~	~~Refer to 2.7.4~~
~~Other Cycling Routes~~	~~Enhance local roads for cycling purposes~~	~~Refer to 2.9.3~~
~~Public Waterfront Route~~	~~Create a continuous public pedestrian route along the waterfront from the Fort to Glover Road~~	

3. UTILITY SERVICING

Where no municipal water distribution or sewer collection system is fronting the property, sewer and water system expansion/extensions must follow the Local Area Services (LAS) Policy or Private Utility Extension Process. System expansion/extension of municipal water and sewer can only be considered when all the following conditions are met:

- there is sufficient capacity in the water and sewer systems;
- the applicable water and sewer systems to be extended are not identified for upsizing in the neighbourhood Engineering Servicing Plan(s) nor part of an active development application;
- the proposed expansion/extension does not result in operational or maintenance issues for the system or other Township of Langley infrastructure;
- and the cost of expansion/extensions is paid by the proponent (through private utility extension process with latecomer) or benefitting property owners (through LAS process).

3.1 WATER SUPPLY

Domestic water is currently supplied to Northwest Langley including Fort Langley, by two groundwater wells located on the east side of the Salmon River at 88~~th~~ Avenue. Water is distributed through the community of Fort Langley by a series of water mains ranging in size from 150 mm to 300 mm in diameter. Water storage for fire protection is provided by a reservoir located near 212~~th~~ Street and 85~~th~~ Avenue.

An approval in principle is currently in place to have the Greater Vancouver Water District supply water to the Township within the next few years. The above wells would then be abandoned, eliminating any potential future contamination problem of the well supply by agricultural activities and on-site wastewater disposal in Fort Langley.

The distribution system is adequate to supply water flows for fire protection to the single family residential areas. Higher flows, desirable in the commercial are, cannot be supplied concurrently with the future maximum day domestic water demand.

In order to resolve this problem and provide a more reliable water system, a 250 mm diameter water transmission main should be constructed from 96th Avenue and 216th Street, along 96th Avenue, to connect with the existing distribution system in Fort Langley.

3.2 WASTEWATER DISPOSAL

Wastewater management in the community is currently by on-site septic tanks and tile fields. A few commercial establishments utilize holding tanks that require occasional pumping and disposal of the wastewater in the Township's wastewater treatment plant.

The sand/gravel surface soils allow tile fields to perform satisfactorily in the majority of the residential area due to the relatively low development density. In areas of higher density commercial development, holding tanks have been used where sufficient undeveloped area was not available to construct the required tile field area.

A community wastewater system is not required to achieve the Community Plan. No changes to the current methods of wastewater disposal are proposed.

However, it is not the intention of the Official Community Plan to prohibit the possibility of a community wastewater system for Fort Langley in the future. The benefits of a municipal sewer system are recognized. The decision to proceed with the expenditures represented by a community sewer system will require both a favourable cost-benefit analysis and demonstration of ability to pay for the service by property owners.

3.3 STORM WATER MANAGEMENT

The topography and underlying soil conditions of Fort Langley ensure that a system of natural drainage works extremely well. Much of the precipitation is dispersed by percolation into the underlying sand and gravel soils. At the boundaries of the community, the ground slopes in all directions to surrounding rivers and flood plains, which provide natural destinations for runoff from Fort Langley.

This natural drainage system works so well that the only piped storm sewers which have been installed are limited to very short lengths and culverts to avoid interruption to natural drainage patterns.

With the present level of development of the community, installation of an artificial drainage system cannot be considered appropriate. However, increased development of the community would likely bring with it increased areas of paved surface for roads and parking lots, coupled with drainage restraints such as curb and gutter. Should this occur, concentration of precipitation as runoff at localized points is likely, which could lead to overtaxing of the natural drainage system at these locations. Some form of piped drainage system may then be needed. Road reconstruction or building projects should therefore be required to include adequate drainage facilities.

4. ROADS

4.1 GLOVER ROAD

~~Glover Road is the most important traffic arterial in the community, as it connects directly to the Fraser River ferry. As a north/south link, Glover Road carries through traffic from the ferry to the Trans Canada Highway at 232nd Street and to the urbanized are of the City of Langley.~~

Relatively high volumes of traffic are presently carried on ~~this road~~Glover Road. Previous road ~~and the Ministry of Transportation and Highways is in the process of carrying out road improvements. These~~ improvements have included the installation of curb and gutter and ~~development~~ allocation of two lanes for traffic and two lanes for parallel parking.

On-going streetscape improvements should be considered for the key gateway area between the intersections at 96th and 88th Avenues. Tree retention and the introduction of new street trees will add to the sense of entry into Fort Langley created along Glover Road.

It is understood that the Ministry of Transportation and Highways plans to build a new bridge across the Fraser River, to the west of Fort Langley in the area of 216th Street. The timing of construction of this bridge is currently unknown, although it is likely to be tied to the rate of development on the north shore of the Fraser and could conceivably be required within five to ten years. With the completion of this bridge, the Fort Langley ferry will be discontinued. Glover Road will then lose its importance as a through highway and will only serve the local needs of Fort Langley residents and visitors. With the 1986 upgrading, Glover Road is unlikely to require further improvements, particularly with the likely drop in traffic loading with ultimate ferry closure.

Policy: Glover Road is the most important road within Fort Langley. Any future roadworks or improvements should be designed to support the objective of an active, compact, and pedestrian-oriented shopping area focused on Glover Road.

4.2 MAVIS AVENUE

Policy: Mavis Avenue should be considered as the key vehicular and pedestrian link between the Fort and the community's commercial area. It plays an important role in encouraging visitors to the Fort to also spend time in the commercial area. Therefore, it should be upgraded with the objective of creating a safe and attractive pedestrian environment.

Improvements to Mavis Avenue are currently being designed for implementation in 1987. These improvements will create a much improved pedestrian environment and link between the Fort Langley National Historic Park and the commercial core area.

The proposed plan for Mavis Avenue includes new curbs, sidewalks, street trees, street furnishings, and screened and organized parking areas.

As part of these improvements, the River Road/Mavis Avenue intersection should be improved. Currently River Road to Mavis Avenue is designated the through route. As a result, truck traffic from River Road enters Fort Langley at some speed, posing a hazard to local vehicular and pedestrian traffic. River Road should be realigned to intersect Mavis Avenue at a right angle with a stop sign on River Road and continuity of traffic flow on Mavis Avenue to resolve this problem (refer to Figure 1.).

4.3 REGIONAL ROAD NETWORK

The regional road network includes those roads which carry through traffic as well as local traffic. Streets designated as part of the regional network within Fort Langley are Glover Road, 88th Avenue, 96th Avenue, and River Road (refer to Map 2.).

Glover Road is the only road under the jurisdiction of the Ministry of Transportation and Highways. Glover Road, 88th Avenue, and 96th Avenue and River Road are Municipal municipal arterials which are eligible for revenue sharing grants from TransLink.the Ministry of Transportation and Highways.

Glover Road is currently being improved by the Ministry of Transportation and Highways. 88th and 96th Avenues are presently adequate for the traffic which uses them and there are no plans for upgrading these roads. River Road is much less heavily trafficked than the other regional roads and is used mainly by truck traffic to and from gravel pits to the east. Changes to its intersection with Mavis Avenue are recommended in section 4.2 and illustrated in Figure 1.

Prior to the preparation of this Community Plan, the regional road network indicated a future diversion of River Road immediately east of the Fort to climb the face of the cliff on the eastern

~~edge of the community and join 88th Avenue at Hudson Bay Street. This diversion had been considered desirable to divert truck traffic from the downtown core of Fort Langley.~~

~~The cost of this diversion was estimated at approximately $2,000,000 for construction costs only. Land acquisition and the cost of underpasses to provide continuity of existing farm access roads would have been additional. Furthermore, the diversion would have placed truck traffic on 88th Avenue between Hudson Bay Street and Glover Road, which is currently a quiet residential area. It was considered that the costs and impact of construction of the diversion route would not have been justified by the benefits it would have achieved. Consequently, the future link has not been shown on the Major Road Map (2).~~

~~A more cost effective approach to limiting the gravel truck traffic on Mavis Avenue and Glover Road is for the Township of Langley to insert clauses in new gravel pit development permits to prohibit the use of River Road by gravel trucks from new pits.~~

5. IMPLEMENTATION

5.1 HERITAGE CONSERVATION AREA

#3204 93/03/05 The area shown on Map 4 is designated a heritage conservation area under ~~Section 945 (c) of~~ the ~~Municipal~~ Local Government Act for the protection of municipal heritage sites.

~~As noted previously in this plan, h~~Heritage is a very important element in the community. Fort Langley was the first settlement in the Township and one of the earliest towns in B.C. ~~as well as its first capital.~~ Fort Langley's heritage significance is enhanced by several buildings of heritage interest in the heritage conservation area, including two that have been designated as heritage sites.

The purpose of heritage conservation area designation is to protect the heritage character of downtown Fort Langley. This will be accomplished by encouraging new development and alterations that complement and enhance buildings with heritage value and the heritage character of the area.

General building design guidelines are as follows:

a) historic buildings should be renovated and restored in a manner appropriate to their individual period and style and, whenever possible, original forms, materials and details should be uncovered or left in place and preserved;
b) new construction and infill projects should be designed to blend harmoniously with historic elements of the streetscape; and
c) decorative styles which are out of place with the architectural evolution of Fort Langley should be avoided.

#3710 97/12/01 New signs that are not covered by a heritage alteration permit require a permit under the Sign Bylaw and must conform to the general building design guidelines.

#5063 14/04/28 A heritage alteration permit is not required for:

a) façade improvements (any reconstruction or improvements including new siding, doors, windows, cornices or awnings or canopies to an elevation of an existing building) or signage that is in conformity with the general building design guidelines;
b) minor additions that are less than 50m^2 (538 ft^2) in floor area, do not front a road (other than a lane) and are in conformity with the general building design guidelines; or

c) minor additions that are less than 50m^2 (538 ft^2) in floor area, do not front a road (other than a lane) and are constructed in a similar style and of similar materials as the existing building.

The Fort Langley Building Façade Design Guidelines are non-binding policy guidelines for the Fort Langley Heritage Conservation Area. They are not part of the Fort Langley Community Plan and may be amended or repealed by Council resolution.

~~**5.2 PROVINCIAL GOVERNMENT FUNDING**~~

~~Fort Langley is already recognized by the Provincial government as a tourist destination. The fact that Fort Langley's downtown area serves out-of-town visitors as well as local residents may entitle the community to consideration for funding of future programs and projects. At present, improvements to Glover Road, funded by the Ministry of Transportation and Highways and by the Township of Langley have responded to design objectives for Glover Road, especially with respect to the pedestrian environment.~~

~~As Fort Langley continues to improve its visitor and community amenities, its role as a Provincial tourist destination will be enhanced. Dialogue with Provincial agencies should be continued with an eye to obtaining funding which is appropriate to community objectives.~~

~~**5.3 HERITAGE AREA FUNDING**~~

~~The Heritage Canada Foundation administers the Main Street Program for the revitalization of downtown commercial areas with significant heritage resources within them. The Program is currently in its second phase, which follows after an initial period which focused on demonstration projects such as Nelson, B.C. The current phase provides training, technical services, and consultant support to downtown revitalization efforts sponsored by the local community.~~

~~The costs of participation in the Main Street Program are probably beyond the resources available to a community of the small sized of Fort Langley, particularly under current economic conditions. Nevertheless, consideration should be given to the potential of using programs administered by the Heritage Canada Foundation in the future and use should be made of the literature generated by the Foundation from its experience with both the demonstration projects and the current program.~~

~~**5.4 LIAISON WITH ENVIRONMENT CANADA, PARKS**~~

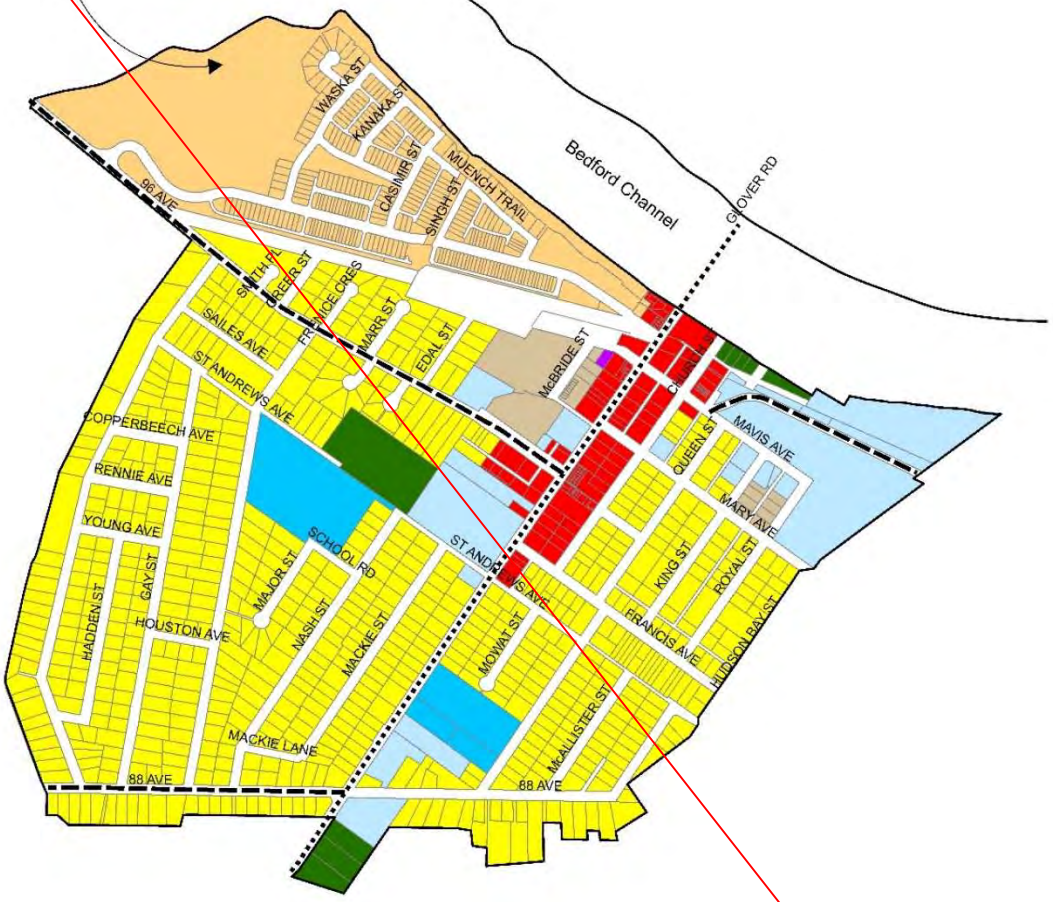
~~Fort Langley National Historic Park and the community of Fort Langley will both benefit from efforts made to promote increased, appropriate tourist activities. The current jointly funded marketing study will lead to a coordinated marketing strategy for both the Federal ministry and the Township to follow. Continued liaison and coordination of plans and programs by each group will benefit the objectives of the community.~~

5.~~5~~2 DEVELOPMENT PERMIT AREA

The area shown on Map 4 is designated a mandatory Development Permit area under ~~Section 488 of~~ the Local Government Act. Prior to issuance of a building permit, a Development Permit must be approved by Council. Developments within the Development Permit area must be developed in a manner sympathetic with the Heritage Conservation Area guidelines contained in Section 5.1 and be compatible with adjacent development and uses.

Fort Langley Community Plan

Note: Lands designated Comprehensive Development in the Township of Langley Bylaw 4842 Amendment (Interfor) Bylaw 2002 No. 4085 are designated as Mandatory Development Permit Area and are subject to Development Permit Area Guidelines as provided for in Schedule F of Bylaw No. 4085



LEGEND

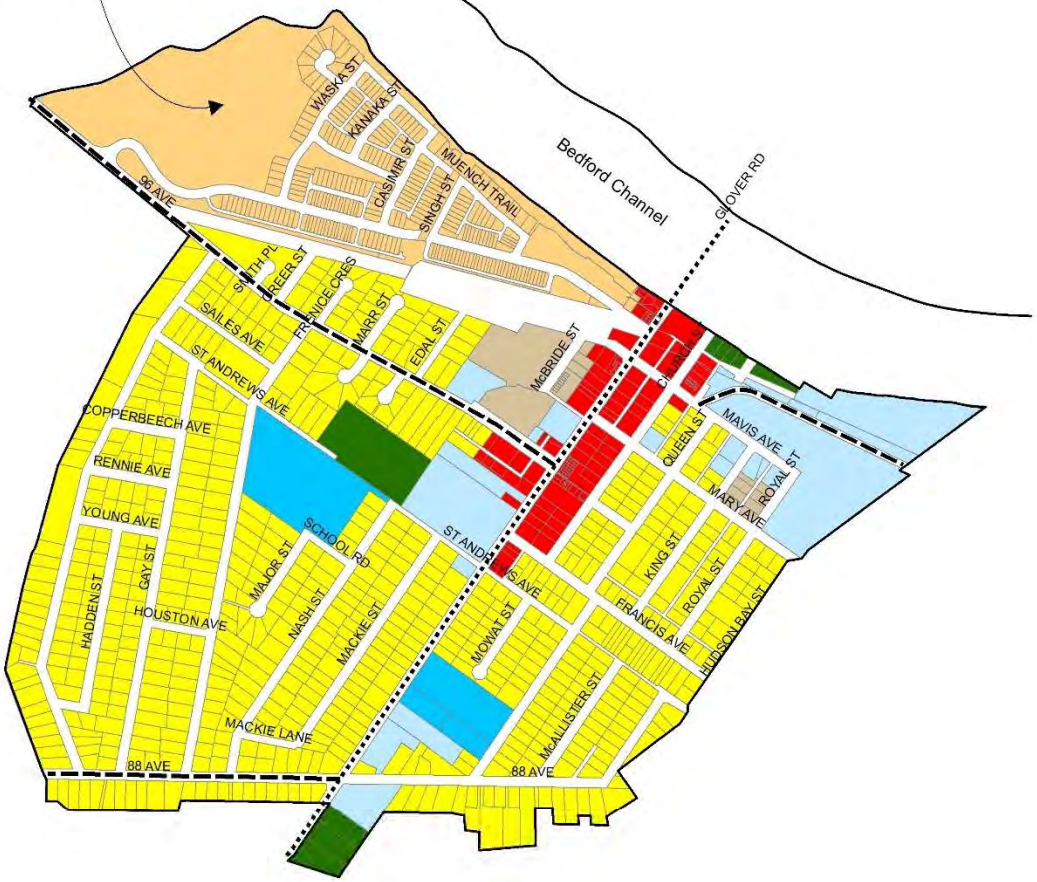
- Single Family
- Multi Family
- Comprehensive Development
- Commercial
- Light Industrial
- Park
- School
- Institutional
- Provincial Highway
- Arterial Road

Map 1

UPDATED: July 25, 2022 - BYLAW 5761

Fort Langley Community Plan

Note: Lands designated Comprehensive Development in the Township of Langley Bylaw 4842 Amendment (Interfor) Bylaw 2002 No. 4085 are designated as Mandatory Development Permit Area and are subject to Development Permit Area Guidelines as provided for in Schedule F of Bylaw No. 4085



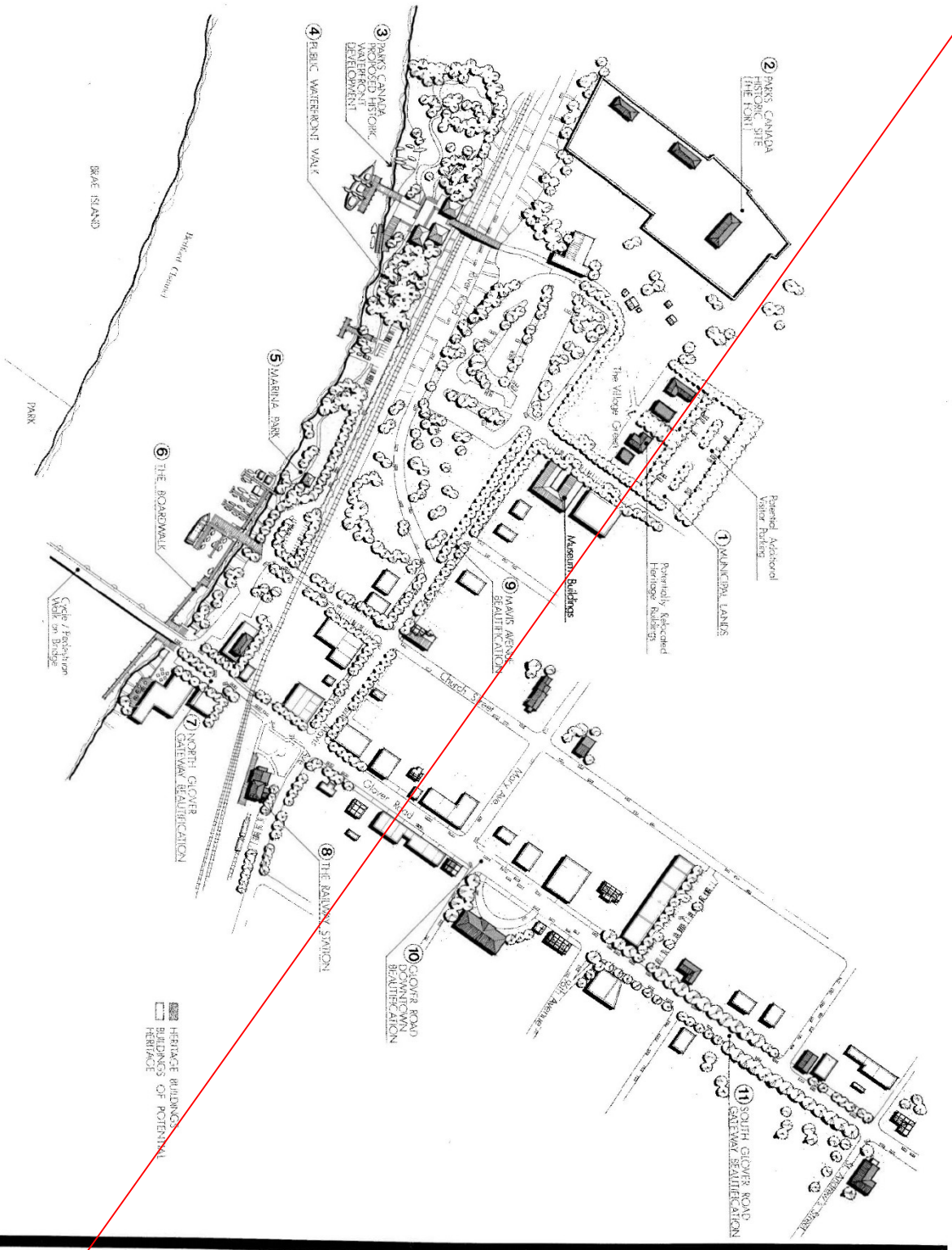
LEGEND

- Single Family
- Multi Family
- Comprehensive Development
- Commercial
- Park
- School
- Institutional
- Provincial Highway
- Arterial Road

Map 1

UPDATED: August 6, 2025 - BYLAW ####

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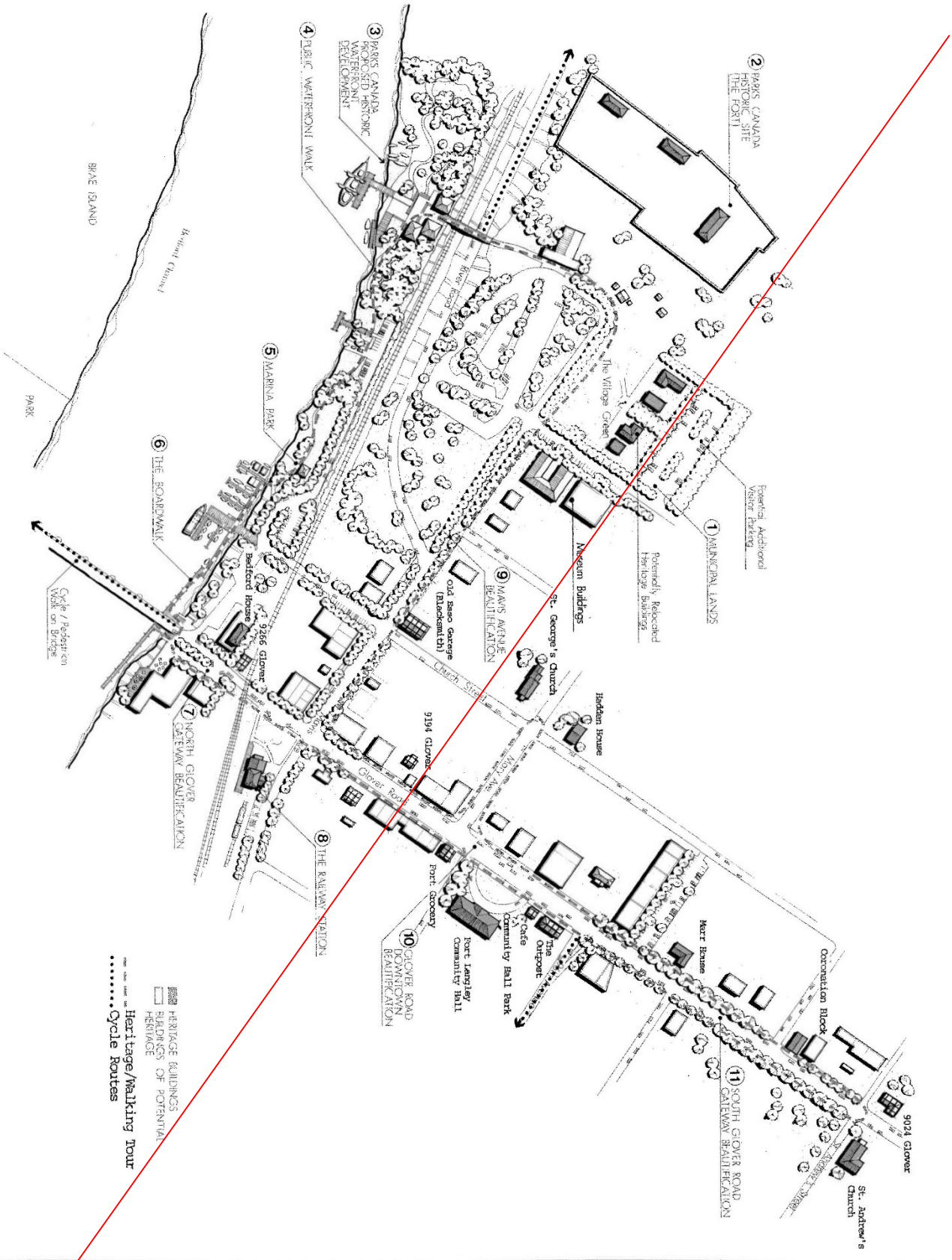


FORT LANGLEY COMMUNITY PLAN

VILLAGE CENTRE PLAN

MAP A

The EIKOS Group



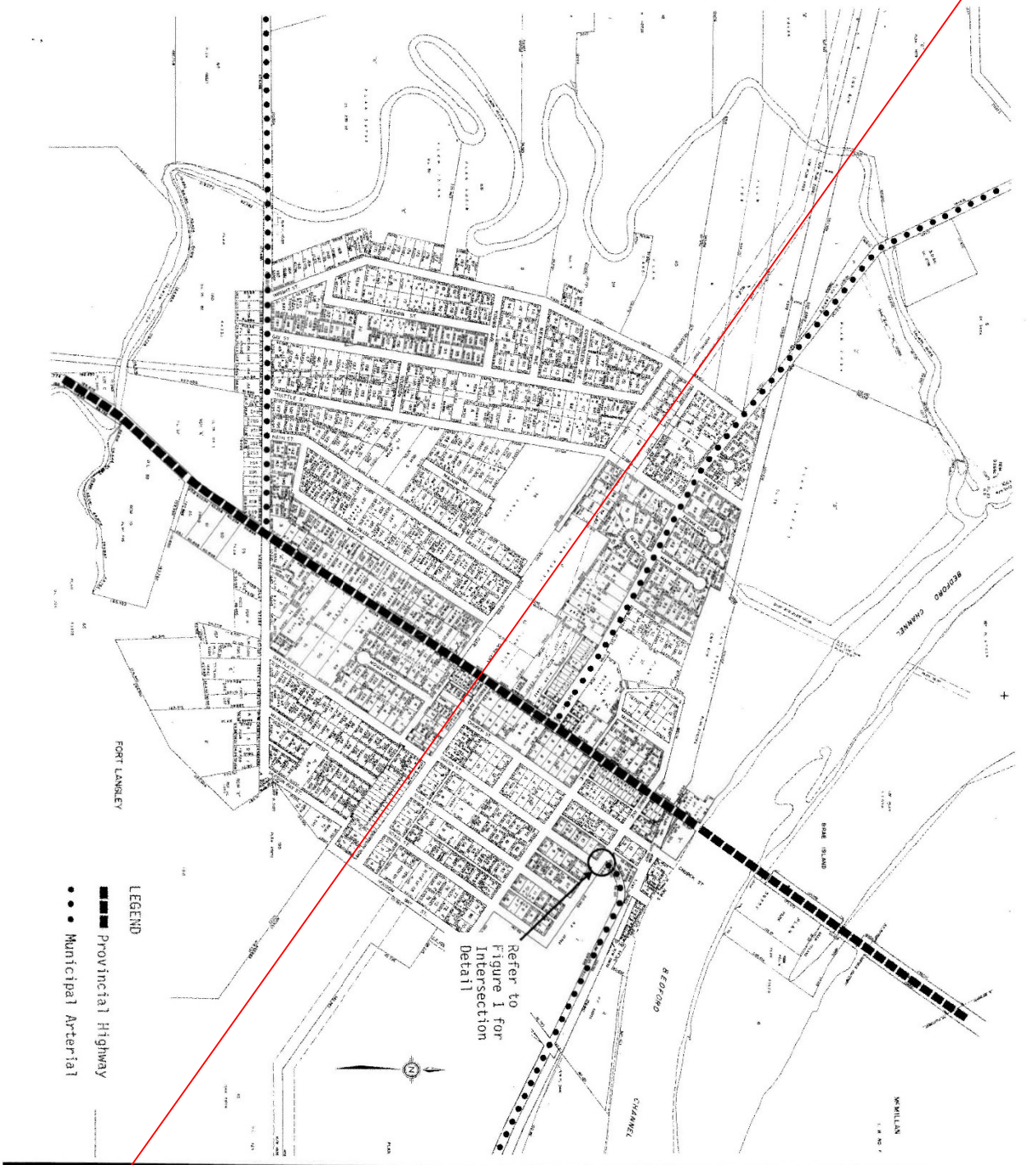
FORT LANGLEY COMMUNITY PLAN

WALKING AND CYCLING ROUTE

MAP B

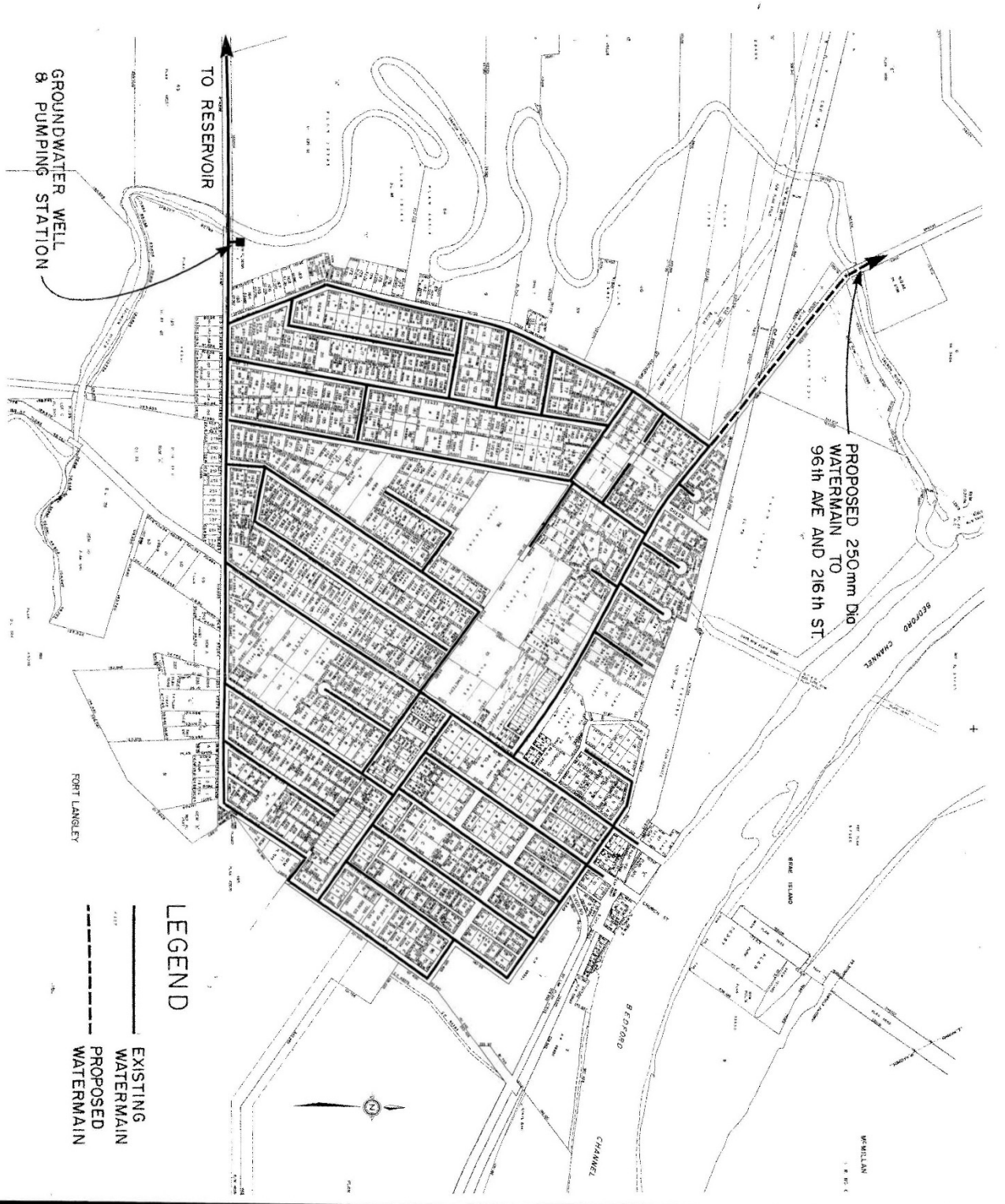
The EIKOS Group

ASSOCIATED ENGINEERING



FORT LANGLEY COMMUNITY PLAN

MAJOR ROAD MAP



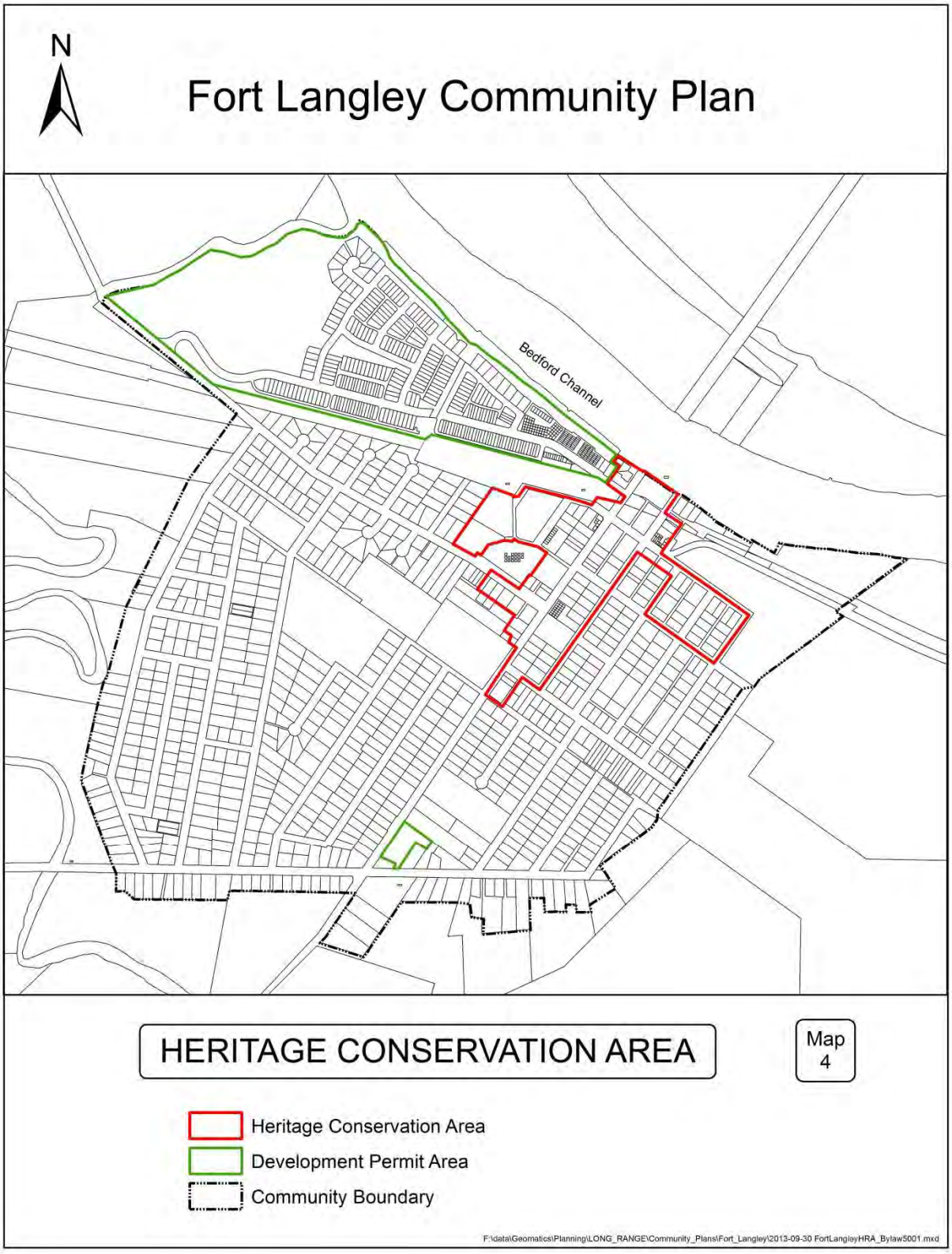
FORT LANGLEY COMMUNITY PLAN

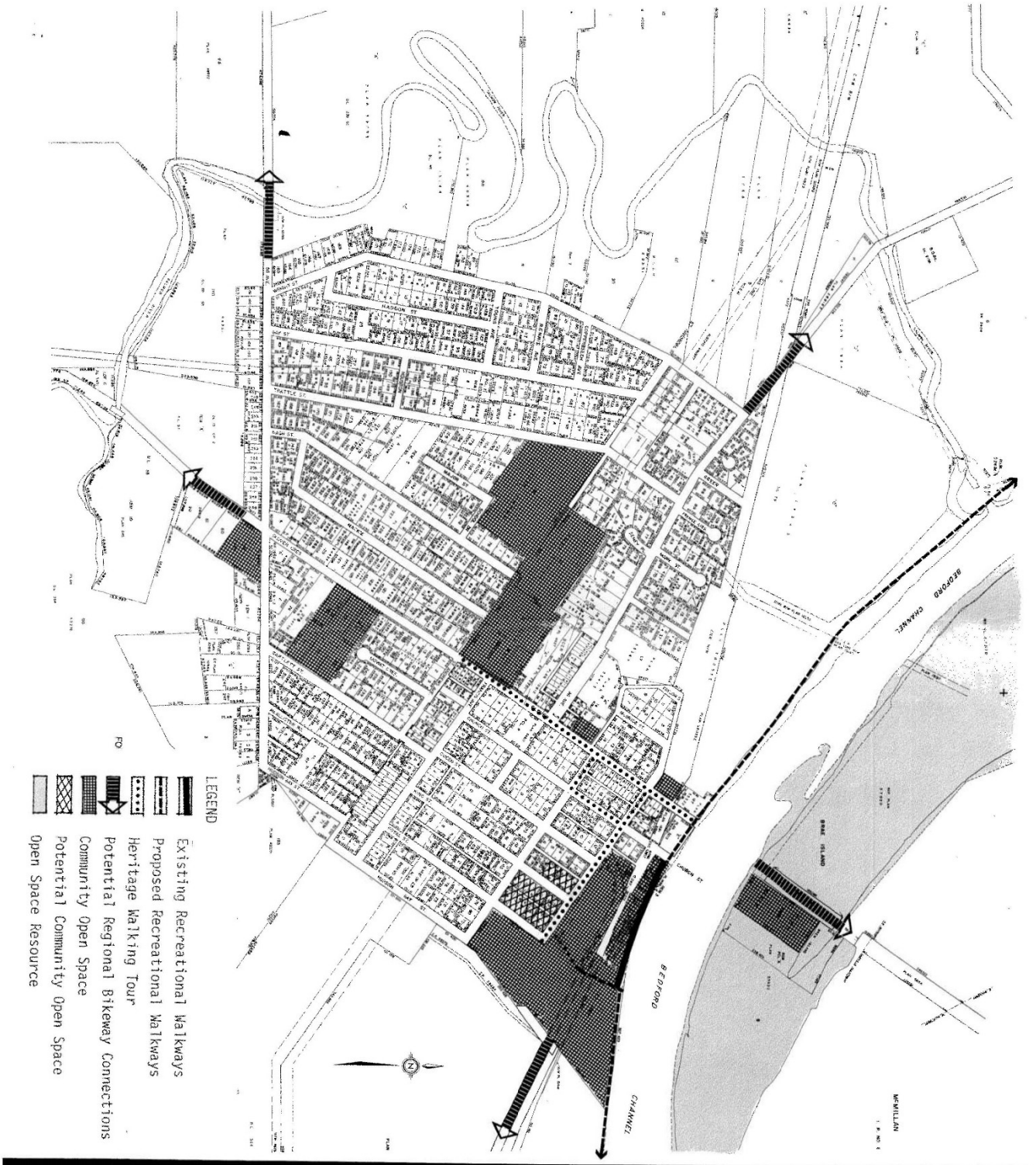
WATER SYSTEM PLAN

MAP 3

The EIKOS Group

ASSOCIATED ENGINEERING


N
Fort Langley Community Plan
Bedford Channel
HERITAGE CONSERVATION AREA
Map 4
Heritage Conservation Area
Development Permit Area
Community Boundary
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FORT LANGLEY COMMUNITY PLAN

OPEN SPACE MAP

MAP 5

The EIKOS Group

ASSOCIATED ENGINEERING

Township of Langley

Est. 1873

Township of Langley
20338 - 65 Avenue
Langley, British Columbia V2Y 3J1

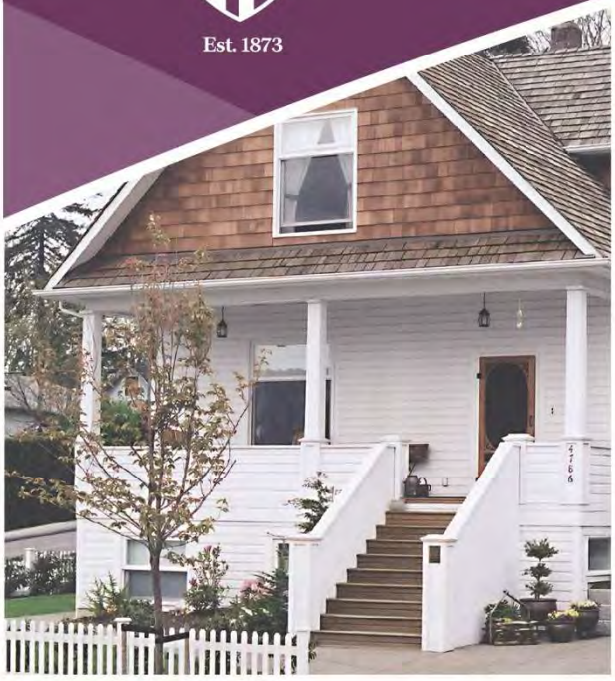
Community Development Division
604.533.6034

tol.ca

ATTACHMENT D

Township of Langley

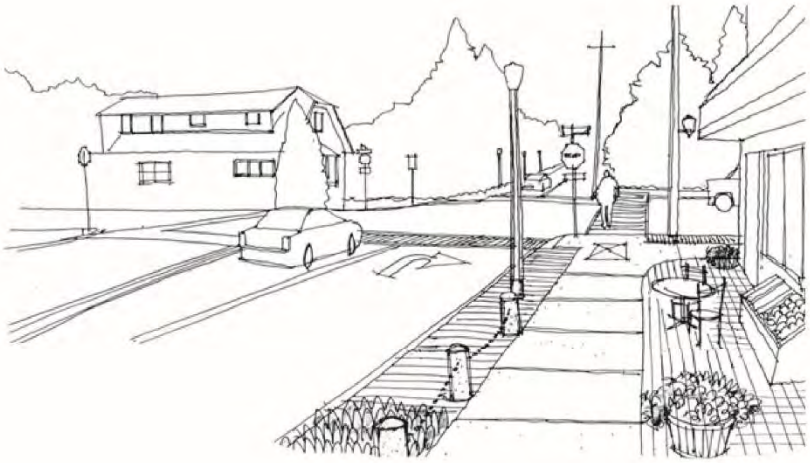
Est. 1873



Murrayville

Community Plan





Adopted April 17, 1989





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THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (MURRAYVILLE COMMUNITY PLAN)
BYLAW 1988 NO. 2661

Adopted by Council on April 17,1989

CONSOLIDATED FOR CONVENIENCE ONLY

THIS IS A CONSOLIDATED BYLAW PREPARED BY THE CORPORATION OF THE TOWNSHIP OF LANGLEY FOR CONVENIENCE ONLY. THE TOWNSHIP DOES NOT WARRANT THAT THE INFORMATION CONTAINED IN THIS CONSOLIDATION IS CURRENT. IT IS THE RESPONSIBILITY OF THE PERSON USING THIS CONSOLIDATION TO ENSURE THAT IT ACCURATELY REFLECTS CURRENT BYLAW PROVISIONS.

AMENDMENTS

BYLAW NO. / NAME	MAP/TEXT CHANGE	DATE OF ADOPTION
2351 (Rossi)	Map	June 9, 1986
2528 (Harwood)	Map	July 18, 1988
2655 (B-250 Holdings)	Map	December 12, 1988
2628 (Shoreline)	Map	February 6, 1989
2661 (Murrayville OCP)	Map/Text	April 17, 1989
2940 (Rumel Investment Corp.)	Map	September 10, 1991
3014 (H.B. Construction)	Map	January 20, 1992
3100 (Goertzen)	Map	June 1, 1992
3085 (Langleyhill Housing Society)	Map/Text	June 22,1992
3132 (Glenbrook)	Map	October 26, 1992
3197 (Pan West Financial Inc.)	Map/Text	February 1, 1993
3225 (Township of Langley)	Map	March 15, 1993
3070 (Township of Langley)	Map	April 5, 1993
3240 (Loewen)	Map	January 24, 1994
3177 (Langley Christian School)	Map	May 2, 1994
3388 (ASV Contracting Ltd.)	Map	July 25, 1994
3391 (Township of Langley)	Map	July 25, 1994
3352 (Murray's Corner)	Map/Text	August 22, 1994
3312 (Veritas Holdings Ltd.)	Map	October 3, 1994
3431 (Potter)	Map	March 27, 1995
3454 (Gospel Hall Church)	Map	March 27, 1995
3314 (Eaglecrest)	Map	January8, 1996
3559 (Crump)	Map	January 22, 1996
3633 (Taylor)	Map	November 4, 1996
3667 (Progressive Construction Ltd.)	Map/Text	July 28, 1997
3524 (Northeast Murrayville)	Map/Text	Dec. 1, 1997

3781 (Travellers' Hotel)	Map/Text	July 20, 1998
3913 (P.Y. Porter Residence)	Text	March 6, 2000
4028 (Southridge Fellowship Baptist Church)	Map	November 4, 2002
4485 (Streamside Protection)	Map/Text	March 27, 2006
4375 (Langley Christian School)	Map	March 27, 2006
4476 (Chelsey House)	Map	April 3, 2006
4588 (Avalon Gardens)	Map/Text	March 3, 2008
4611 (Pacific Pointe Homes/Park)	Map	April 7, 2008
4663 (Bontkes)	Text	October 6, 2008
4601 (Harrison Pointe)	Map/Text	November 3, 2008
4646 (Century Group)	Map/Text	June 15, 2009
4719 (Marcon Homes (Crossbreeze) Ltd.)	Map/Text	March 1, 2010
4724 (Vieira/Soni)	Map	May 3, 2010
4760 (Parklane Ventures (50 Avenue) Ltd.)	Map	June 7, 2010
4833 (Heritage Conservation Area)	Map/Text	November 29, 2010
4888 (Pedestrian Overpass)	Map/Text	July 25, 2011
4877 (Sandhill)	Map/Text	November 7, 2011
4902 (Preston Properties Ltd.)	Map	January 23, 2012
4930 (Roderick Cummings Residence)	Map	July 23, 2012
5086 (Kelson Investments Ltd.)	Map/Text	October 27, 2014
5092 (Infinity Properties Ltd.)	Map	May 11, 2015
5149 (Christians' Gospel Society)	Map	July 24, 2017
5310 (Zenterra)	Map	June 11, 2018
5251 (216 Fraser Ventures Ltd.)	Map	October 1, 2018
5351 (Lanstone Homes (Murrayville) Ltd.)	Map/Text	April 1, 2019
5280 (Reno Investments 2011 Ltd.)	Map	November 4, 2019
5660 (Langley Memorial Hospital Foundation)	Text	July 12, 2021
5547 (1159338 BC Ltd.)	Map	February 28, 2022
5673 (Christian Life Assembly)	Map/Text	May 30, 2022

TOWNSHIP OF LANGLEY

SCHEDULE "A"

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842

AMENDMENT (MURRAYVILLE COMMUNITY PLAN) BYLAW 1988 NO. 2661

MURRYVILLE COMMUNITY PLAN

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MAP 2 ..... COMMUNITY PLAN MAP
MAP 3 ..... DEVELOPMENT PERMIT AREAS
MAP 4 ..... MURRAYVILLE HERITAGE CONSERVATION AREA
~~**MAP 5** ..... SEWER SYSTEM~~

1. INTRODUCTION

1.1 BACKGROUND INFORMATION

The Murrayville community is located on both sides of the Fraser Highway immediately east of the City of Langley. The plan area ~~, shown on Map 1, is~~ comprises approximately 550 hectares (1,360 acres) in area and had an estimated population of 1,862 in 1986. The area consists predominantly of residential and agricultural uses with a number of institutional properties. Commercial and industrial uses are concentrated along and adjacent to the Fraser Highway. ~~In recent years Murrayville has experienced slow growth due to the lack of a sanitary sewer system. The recent construction of the first phases of a sewer system is expected to result in higher growth rates in the future.~~

The community plan provides for development of Murrayville as a residential community and as the administrative and institutional centre for Langley Township. The community will continue to rely on employment opportunities and commercial facilities elsewhere in the Township or Langley City.

1.2 POPULATION PROJECTION

~~3524~~
~~1/12/97~~

~~Projected population growth in Murrayville is estimated as follows:~~

~~1986 1,860~~
~~1991 2,125~~
~~1996 6,070~~
~~2001 9,000~~

The plan area at the time of the adoption of the community plan ~~can~~ was intended to accommodate an ultimate population of approximately 9,700 people. In 2024, the population of Murrayville was 11,853.

1.3 PURPOSE AND USE OF THE COMMUNITY PLAN

This community plan is intended to provide Council and the public with a comprehensive framework for the future development of Murrayville. It is designed to facilitate decision making and guide development in a manner which preserves the character of the community. The plan will act as a guide for revision of zoning and subdivision regulations and installation and upgrading of municipal services.

The Murrayville Community Plan is divided into the following parts:

- planning goals and objectives
- community plan policies
- servicing policies
- implementation

The plan incorporates the Community Plan Map, Map 2, which sets out land use policy. Recognizing the complexity of land use decisions, Council will review the plan when required, with a major review occurring within five years of adoption of this plan.

1.4 INTERPRETATION

a) Maps attached to and forming part of this bylaw are intended to show general locations and distribution of major land uses, relative relationships between various uses and general locations of service facilities.

b) It is intended that all figures, numbers and quantities within this plan be considered approximate only.

c) Deviations from the policies and plans of this document will require an amendment. However, minor changes will be permitted without amendment provided they do not affect the intent of this plan.

2. PLANNING GOALS AND OBJECTIVES

2.1 PLANNING GOALS

The planning goals for Murrayville express the ultimate desired character of development for the community. They state the end result to be achieved by the planning program. Murrayville's planning goals reflect the focus of the community on its residential and institutional character, relying on major employment and shopping opportunities elsewhere in Langley.

The goals for Murrayville may be summarized as follows:

1. The development of a pleasant and efficient residential community with complementary scaled commercial, recreational and employment facilities.

2. The maintenance of the community as the public institutional and administrative focal point for the Township of Langley.

3. The development of an urban area with attractive residential qualities and good road and utility services.

4. The identification and protection of heritage resources in Murrayville in recognition of their cultural, educational and enjoyment value to present and future generations.

2.2 PLANNING OBJECTIVES

The planning objectives define the steps required to achieve the long term goals, providing direction to the future development of Murrayville. The planning objectives are as follows:

1. To facilitate development of the Murrayville area in compliance with overall development concepts contained in the Langley Official Community Plan.

2. To encourage the development of the community primarily as a residential area with a variety of housing types and densities suitable to a range of life-styles.

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.

5. To provide for retail commercial areas commensurate with local needs and to encourage service commercial uses in locations readily accessible to vehicles.

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

7. To ensure that subdivision patterns and roads are adequately designed for more intensive forms of development in the long term.

8. To make provision for adequate park and other public use lands in recognition of future population growth.

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

10. To protect Langley Municipal Airport from incompatible development to ensure overall safety and limit community conflicts.

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.

13. To consider the heritage resources of Murrayville in the preparation of land use policies and bylaws and in the review of development proposals in Murrayville.

3. COMMUNITY PLAN POLICIES

3.1 GENERAL

Planning policies are statements indicating the course of action which will guide the growth and development of Murrayville. Policies provide the means of attaining the more generally stated objectives.

For the purpose of this plan the Murrayville area is divided into the following land use designations:

- Agriculture
- Suburban
- Single Family One
- Single Family Two

3524 1/12/97

- Residential Three

3352 22/8/94

- Comprehensive Development

3085 22/6/92

- Multi Family One

3197 01/02/93

- Multi Family Two
- Multi Family Three

4719 01/03/10

- Multi Family Four
- Commercial
- Industrial
- Terminal
- Institutional
- School
- Park
- Conservation

The location of these land use designations is shown on Map 2.

3.2 AGRICULTURAL POLICIES

1. Council accepts the desirability of retaining good capability agricultural lands in the Agricultural Land Reserve and shall support development of lands within the ~~A.L.R.~~ALR for agriculture or such other uses as deemed appropriate by the Agricultural Land Commission and Council. Lands designated Agriculture by Map 2 shall be used for agricultural, rural and associated uses.

2. In order to maintain the future capability of agricultural lands, peripheral development shall be carefully evaluated to minimize conflict. All residential development on lands not within the Agricultural Land Reserve but abutting the Agricultural Land Reserve shall provide fencing to restrict access to Agricultural Land Reserve Lands.

3. Where land presently regulated by the Agricultural Land Commission Act, Regulations or Orders of the Commission is excluded from the Agricultural Land Reserve or exempted by the Agricultural Land Commission Act, Regulations or an Order of the Commission, the provisions of this community plan shall continue to apply unless such area is redesignated. The Township will review the land use designation of land excluded from the Agricultural Land Reserve and contiguous with the proposed urban development area.

4. Notwithstanding the provisions of this plan, lands in the Agricultural Land Reserve are subject to the provisions of the Agricultural Land Commission Act, Regulations and Orders of the Commission.

3.3 RESIDENTIAL POLICIES

Notwithstanding the land use designations described below, eligible existing lots in the Suburban Residential, Single Family One, Single Family Two, and Residential Three designations may be entitled to Small-Scale Multi-Unit Housing development, pursuant to *Local Government Act* B.C. Reg. 262/2023. Entitlement to three or four ground-oriented dwelling units is conditional on lot size and other eligibility criteria outlined in Zoning Bylaw No. 2500. Refer to *Development Permit Area: Form and Character Guidelines for Small-Scale Multi-Unit Housing (SSMUH)* for design expectations on these sites.

3667 28/7/97
3524 1/12/97
1. Residential development shall be confined to areas designated on Map 2 as Suburban, Single Family One, Single Family Two, Residential Three and Multi Family One, Multi Family Two and Multi Family Three. ~~A summary of potential residential development and population is provided in Table 1.~~

4663 06.10.08
2. Areas designated Suburban on Map 2 shall be single family residential and have a maximum permitted density of 5 units per hectare (2 units per acre). The minimum lot size shall be 1,765 m2 (18,998.9 sq. ft.).For the lands described as the west 174.31 feet Lot 7, and Lot 7, Except: the west 174.31 feet, Section 6, Township 11, New Westminster District, Plan 2592, may be developed at an overall density of 5 uph (2 upa), subject to no more than one lot being less than 1,765 m2 (0.44 acres) in size.

~~3.~~ Areas designated Single Family One on Map 2 shall be single family residential and have a maximum permitted density of 10 units per hectare (4 units per acre). The minimum lot size shall be 930 m2 (10,010.8 sq. ft.).

3524
12/1/97

1.0 TABLE 1

RESIDENTIAL DEVELOPMENT SUMMARY

Area	Suburban and Single Family		Multi Family		Total	
	Potential Dwelling Units	Potential Population	Potential Dwelling Units	Potential Population	Potential Dwelling Unit	Potential Population
North of Fraser Hwy						
West of 216th Street	20	70	170	510	190	580
East of 216th Street	470	1504	693	1663	1163	3167
South of Fraser Hwy						
West of 216th Street	240	770	--	--	240	770
North of 48th Avenue						
West of 216th Street	100	310	--	--	100	310
South of 48th Avenue						
East of 216th Street	200	650	440	1300	640	1950
North of 48th Avenue						
East of 216th Street	870	2770	220	670	1090	3440
South of 48th Avenue						
Total	1900	6074	1523	4143	3423	10217

4.3. Areas designated Single Family Two on Map 2 shall be single family residential and have a maximum permitted density of 15 units per hectare (6 units per acre). The minimum lot size shall be 650 m2 (6996.8 square feet).

3524 1/12/97

5. Areas designated Residential Three on Map 2 Murrayville Community Plan shall have a maximum permitted density of 25 units per ha/10 units per acre.

6. Small-Scale Multi-Unit Housing is permitted on eligible lots within the single family and suburban land use designation(s), which may yield a higher total unit per acre density, as compared to single-unit development on the same lots.

~~5.~~7. Secondary suites are exempted from unit counts for the purpose of calculating density as units per hectare or units per acre under this community plan.

3913 6/03/00

~~6.~~8. Where a site is the subject of a Heritage Revitalization Agreement, the maximum permitted density shall be calculated on the basis of gross site area (prior to road dedications) and the minimum lot size shall be 464.m2 (5,000 square feet).

3352 22/8/94

7. Areas designated Comprehensive Development on Map 2 shall be the subject of a comprehensive development plan incorporating innovative subdivision design and housing concepts. Lots shall be ~~single family in character~~ground-oriented, may include secondary suites, or may be Small-Scale Multi-Unit Housing developments subject to the *Development Permit Area: Form and Character Guidelines for Small-Scale Multi-Unit Housing (SSMUH)*.~~,~~ shall have a minimum lot size of 510 m2 (5,490 sq. ft.), and an average lot size of 590 m2 (6,350 sq. ft.). Comprehensive Development areas shall require an exterior design control agreement at the time of subdivision to secure specific form, character, siting, design and landscape objectives.

8. Areas designated Multi Family One on Map 2 shall have a maximum permitted density of 44 units per hectare (18 units per acre).

5351 01/04/19

1. Notwithstanding the above, the maximum residential density for those lands described as Parcel A Section 31 Township 10 New Westminster District Plan 88339 shall be 27 units per hectare (11 units per acre).

3085 22/6/92

9. Areas designated Multi Family Two on Map 2 shall have a maximum permitted density of 74 units per hectare (30 units per acre).

5673 30/5/22

1. Notwithstanding the above, the maximum permitted residential density for lands designated Multi Family Two legally described as: Portion of Lot 2 District Lot 306 Group 2 New Westminster District Plan BCP51720 shall be 83 units per hectare (34 units per acre).

3197 1/2/93

10. Areas designated Multi Family Three on Map 2 shall have a maximum permitted density of 124 units per hectare (50 units per acre).

3524 1/12/97

1. Notwithstanding the above, the maximum permitted residential density within those portions of the designated Multi Family Three areas, located north of the Fraser Highway and immediately adjacent to designated park or along the west side of 223 Street, shall be 41 units per hectare (16.5 units per acre).

5660 12/07/21

2. Notwithstanding the above, the maximum permitted residential density for lands designated Multi Family Three legally described as: Lot 6 Section 6 Township 11 New Westminster District Plan LMP38288 shall be 141 units per hectare (57 units per acre) with 415 m2 (4,467 ft2) of commercial space permitted.

4719 01/03/10 11. Areas designated Multi Family Four on Map 2 shall have a maximum permitted density of 200 units per ha (81 units per acre).

5086 27/10/14 1. Notwithstanding the above, the maximum permitted residential density on lands designated Multi Family Four located between 49 Avenue and 48A Avenue fronting 221 Street (legally described as: Lot 4 Section 6 Township 11 NWD Plan 12757; Lot 3, Except Parcel A (EP16376) and Road; Section 6 Township 11 NWD Plan 12757; and, Parcel A (EP16376) Lot 3 Section 6 Township 11 NWD Plan 12757) shall be 154 units per hectare (63 units per acre).

12. Boundaries for Multi Family development shall be considered conceptual in nature and variations which do not alter the intent and substance of this plan may be permitted.

13. ~~Prior to the provision of sanitary sewer service, minimum parcel sizes for residential use shall be 3,716 m2 (40,000 ft2). Development in conformity with the plan policies can be considered when land is serviced by the sanitary sewer system.~~

14. Where residential uses are to be developed adjacent to commercial areas of the Fraser Highway, such development shall be designed and screened to minimize noise and negative visual impact. See section 4.3(6).

15. Direct access to residential properties abutting the Fraser Highway shall not be permitted. Access must be provided by reverse frontage lots or other satisfactory means.

16. To maximize safety of residential areas along 48~~th~~ Avenue, 56~~th~~ Avenue, 216~~th~~ Street and 222~~nd~~/224~~th~~ Streets, driveway access and new road intersections shall be kept to a minimum.

17. Developers of residential property are encouraged to take advantage of scenic views, topography and natural vegetation to ensure and maintain a pleasing and desirable residential character in Murrayville.

3667 28/7/97 4888 25/07/11 18. To assist with cost recovery for the pedestrian overpass crossing of the Fraser Highway referenced in Section 4.3(7) a levy will be assessed for new residential and commercial development in the Murrayville Community Plan area at the rate of $332.00 for each new residential lot or unit created and $4.15 per m2 gross floorspace for commercial development. The levy does not apply to developments that are defined as institutional for Development Cost Charge purposes. The levy will be assessed prior to final subdivision approval for single family lots or prior to issuance of a building permit for multiple family, commercial, mixed use and comprehensive developments.

4833 29/11/10 19. In the event of the rezoning or proposed subdivision of lands adjacent to the Heritage Conservation Area boundaries, new development adjacent to the boundaries should be developed in consideration of the form, scale and character of historic Murrayville as expressed in the Murrayville Heritage Conservation Area Design Guidelines, and will require an exterior design control agreement.

3.4 RESIDENTIAL DEVELOPMENT PERMIT AREA

Multi Family ~~and adjacent Institutional~~ areas are designated as development permit areas under ~~Section 945(4)(e) of the Municipal~~ the Local Government Act to establish objectives and provide

guidelines for the form and character of development. These areas are shown as Development Permit Area A on Map 3.

The objective of the development permit area designation is to ensure safe and attractive multiple family neighbourhoods and to reduce conflicts with adjacent uses. The development permit guidelines for this area are:

a) Development should be designed to integrate with and be compatible with adjacent development with respect to siting of buildings, exterior finish and design. Pitched roofs shall be encouraged.

b) Buildings should be designed and sited so that sun penetration to roads and adjacent properties is maximized.

c) Landscaping shall be required to enhance the appearance of the development. Careful consideration shall be given to retaining as many of the existing trees as possible. Buildings and parking, loading and storage areas should be screened from adjacent roads and single family residential development. Garbage receptacles and other service areas should be screened. A landscaping plan shall be submitted as part of a development permit application.

d) Building materials, design and massing shall support the creation of an attractive residential environment. The use of "untreated" concrete or "unfinished" metal or aluminum as a final building finish shall not be permitted.

e) Signs should be designed so that they are compatible with buildings.

f) Walkways should be developed to ensure convenient access to and from adjacent commercial and institutional uses. For security, walkways should be lighted and allow overview from adjacent dwellings.

g) deleted by Bylaw 4833 Nov. 29, 2010

3.5 COMMERCIAL POLICIES

1. In accordance with Map 2, commercial development shall be limited to areas designated as Commercial. Minor variations in conformity with (5) below may be permitted.

2. New retail commercial facilities shall be considered by Council in relation to the available supply of services to the local community and to population.

3. Council shall encourage the establishment of retail uses and business and professional offices in the area designated Commercial along 48th Avenue east ~~and west of the civic core and~~ along 222nd Street between 48th Avenue and the Fraser Highway. Special attention will be paid to development proposals in this area to ensure a high quality and attractive development. ~~compatible with the civic core area~~.

4. Auto oriented and service commercial uses, including tourist accommodation and related uses, shall be confined primarily to areas with access to the Fraser Highway.

5. Small convenience shopping facilities may be located in any area of Murrayville, subject to zoning of a specific site. Zoning for convenience stores shall be subject to:

1. a location abutting an arterial or collector road designated on Map 2;

a location within 50 metres (164 ft.) of the centreline of an arterial or collector road;
a total maximum gross floor area of 450 m2 (4844 sq.ft.);
the suitability of the site for commercial use; and
compatibility with surrounding land uses.

6. Commercial uses shall provide adequate and safe access to adjacent roads and provide sufficient space for parking and loading facilities.

~~6.~~7. Because of restricted site access and configuration, development of the Commercially designated lands located northeast of the Fraser Highway and 223 Street will require coordination in a comprehensive development plan.

~~7.~~8. In accordance with Council's resolution of March 20, 1989, the Travellers' Hotel property located at 21628 - 48~~th~~ Avenue and legally described as Lot 1, Section 31, Township 10, NWD Plan LMP 34386 is designated as Limited Commercial subject to a heritage revitalization agreement being entered into pursuant to Section 966 of the ~~Municipal~~ Local Government Act.

3781 20/7/98

3.6 COMMERCIAL ~~AND INSTITUTIONAL~~ DEVELOPMENT PERMIT AREAS

1. Commercial areas along the Fraser Highway and 56~~th~~ Avenue are designated development permit areas ~~under Section 945(4)(e) of the Municipal Act~~ to establish objectives and provide guidelines for the form and character of development. These areas are shown as Development Permit Area B on Map 3.

   The objective of this development permit area designation is to ensure attractive commercial development along major roads and to reduce conflict with adjacent uses. The development permit guidelines for this area are:

1. Buildings should be sited to consider adjacent development and to provide for pedestrian and traffic movement to adjacent properties.

Buildings in areas adjacent to residential development should be low profile to reduce visual impacts on nearby homes.

Buildings should be sited and designed so that sun penetration to roads and adjacent properties is maximized.

Building elevations that are visible from adjacent roads, walkways or properties should be improved by painting, architectural details, landscaping or screening.

Landscaping shall be required to enhance the appearance of the development and to screen parking, loading and outdoor storage areas from adjacent roads, residential and institutional uses and other commercial uses. A 5 m wide landscaped area and a fence shall be provided adjacent to all areas designated for residential development in this plan. A landscaping plan shall be submitted as part of a development permit application.

2. Commercial areas on 48~~th~~ Avenue~~, the civic core area and institutional areas north of the Fraser Highway~~ are designated development permit areas under ~~Section 945(4)(e) of~~ the ~~Municipal~~ Local Government Act to establish objectives and provide guidelines for the form and character of development. These areas are shown as Development Permit Area C on Map 3.

The objective of the development permit area designation is to promote the development of an attractive institutional and commercial area. The development permit guidelines for this area are:

1. Buildings should be constructed so that front elevations are oriented toward the street to integrate commercial development with surrounding uses and to create a pedestrian-oriented environment.

Building elevations that are visible from adjoining or nearby streets, walkways or adjacent land uses should be improved by painting, architectural details, landscaping or screening.

The use of "untreated" concrete or "unfinished" metal or aluminum as a final building finish shall not be permitted. Building materials and building massing shall support the creation of a pedestrian oriented and attractive environment and shall be compatible with and complimentary to adjacent buildings ~~in the civic core~~.

Consideration should be given to the provision of a covered walkway along the building frontage. Continuous weather protected walkways shall be encouraged between public streets, buildings and parking areas. Building entrances should also have weather protected areas.

Landscaping shall be required to enhance the appearance of buildings and to screen parking, loading and storage areas from adjacent residential and institutional uses and roads. A 5 m wide landscaped area and a fence shall be provided adjacent to all areas designated for residential development in this plan. A landscaping plan shall be submitted as part of a development permit application and take into account ~~the civic core~~ development guidelines.

Signs should be designed so that they are compatible with buildings.

Buildings should be designed and sited so that sun penetration to roads and adjacent properties is maximized.

Individual access onto 48~~th~~ Avenue and 222~~nd~~ Street should be limited.

Walkways should be provided in appropriate locations to ensure safe and convenient access to and from adjacent development and parking areas. Walkways should be lighted to improve security.

3. deleted by Bylaw 4833 November 29, 2010

3.7 INDUSTRIAL POLICIES

1. Industrial enterprises shall be confined to the area designated as Industrial on Map 2

2. Smaller repair and service facilities, particularly those with a retail component, may, subject to zoning regulations, be located in areas designated Commercial.

3.8 INDUSTRIAL DEVELOPMENT PERMIT AREA

The industrial area is designated a development permit area under ~~Section 945(4)(e) of~~ the ~~Municipal~~ Local Government Act to establish objectives and provide guidelines for the form and character of development. This area is shown as Development Permit Area E on Map 3.

The objective of this development permit area designation is to promote development of an attractive industrial area and reduce conflicts with adjacent uses. The development permit guidelines for this area are:

1. Buildings should be sited and designed so that sun penetration to roads and adjacent properties is maximized.

2. Building elevations that are visible from adjacent roads or non-industrial uses should be improved by painting, architectural details, landscaping or screening.

3. Landscaping shall be required to screen buildings and parking, loading and outdoor storage areas from adjacent roads and non-industrial uses. A landscaping plan shall be submitted as part of a development permit application.

3.9 INSTITUTIONAL POLICIES

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

~~2. To facilitate public access and maximize the convenience of the existing cluster of civic uses, public governmental facilities shall, to the maximum extent possible, be located in the civic core, the area designated Institutional on Map 2 adjacent to the existing Municipal Hall.~~

~~3. In order to enhance the civic core as an administrative center, Council shall give favourable consideration to related compatible office, service and recreation uses to act as a public activity node for Murrayville and all of Langley.~~

~~4. Over the long term attention shall be given to improved pedestrian access between governmental and administrative facilities, as current buildings are not well integrated for purposes of foot traffic.~~

~~5. Small local institutional and public service uses such as utility structures, day care centres, firehalls and similar service uses, may be located in any area, subject to appropriate zoning regulations.~~

~~6. On the basis of projected population growth it is anticipated that an additional elementary school in Murrayville will be required in the long term. An indication of a suitable site is given on Map 2.~~

~~7. Liaison shall be maintained with School District No. 35 to ensure that, to the maximum degree practical, future school enrollment boundaries be designed to minimize the number of children crossing the Fraser Highway.~~

~~8.~~4. Development within Langley Municipal Airport shall be limited to aircraft related services and industries, or uses permitted within the Langley Airport Strategic Plan. The extent of airport related enterprises is depicted on Map 2 by the designation "~~Terminal~~Heavy Industrial". Height restrictions required by ~~the Ministry of Transport~~ Transport Canada shall be observed. Any development outside airport boundaries shall be carefully evaluated with respect to noise and safety considerations imposed by airport use.

9.5. ~~The municipal works yard shall be moved to another location to provide an opportunity to utilize the current site for a more intensive and appropriate form of civic development.~~

3524 1/12/97 4588 03/03/08

1. The lands designated institutional, located northeast of 50 Avenue and 221A Street, may accommodate congregate care or multi-level care facilities (to a maximum density of 124 units per hectare or 50 units per acre), health care and related services, medical offices and related uses.

2. The lands designated institutional located on the northwest corner of 48 Avenue and 223A Street may accommodate commercial uses on the ground floor and seniors' residential housing above.

3. The lands designated institutional located east of 216 Street and south of the 52 Avenue Diversion may accommodate seniors' housing.

4. The lands designated Institutional located north of Fraser Highway, east of 222 Street and south of 50 Avenue may accommodate seniors' housing.

The lands designated institutional at the southeast corner of 48 Avenue and 228 Street may accommodate a mix of institutional, seniors' housing and other predominantly adult oriented housing forms provided:

i. the majority of residential units are seniors' housing; and

4877 07/11/11

ii. a landscape buffer is provided from adjacent properties; and

4601 03/11/08

iii. the overall residential density does not exceed 94 uph (40 upa) ranging from a lower density (30 uph/12 upa) to a higher density (200 uph/80 upa) at the southern portion of the site.

3.10 PARK AND CONSERVATION AREA POLICIES

4646 15/06/09

1. The banks of the Nicomekl River and Murray Creek as shown on Map 2 shall be preserved as conservation areas. Subject to conformance with Township and Provincial requirements, conservation areas may be used for roads, walkways, park, public utilities, agriculture, rural and associated uses.

2. In reviewing new housing projects the Municipality shall give due consideration to preserving land for open space. Where practical, open space areas shall be linked with others to create or maintain an open space network. Key open space areas and desirable pedestrian linkages are illustrated.

3. Murrayville, in the context of Langley, requires park at the neighbourhood and community levels. The Langley Parks and Recreation Master Plan recommends a total park standard of 2.6 ha (6.4 acres)/1,000 population, with neighbourhood parks comprising 0.9 ha (2.2 acres)/1,000 and community parks 1.7 ha (4.2 acres)/1,000 population.

4. Map 2 indicates the approximate location of four future neighbourhood parks, two adjacent to elementary ~~s~~schools, one on 215~~th~~ Street and one north of the Fraser Highway on 221A Street. The community park is contiguous with Langley Senior Secondary School north of 56~~th~~ Avenue.

4.5. Consideration shall be given to connecting, by public trail, the two Park sites designated along 223 Street, north of the Fraser Highway. Consideration shall also be given to providing a public trail connection between 221A Street and the designated Neighbourhood

3667
28/7/97 Park near 51 Avenue.

~~5.~~6. Recreational facilities shall, where situated within Murrayville, be located within or in ~~close proximity to the civic core. This provides~~ a convenient central location~~.~~ ~~for all public use facilities.~~

3.11 CONSERVATION DEVELOPMENT PERMIT AREA (DELETED BY #4485 27.03.06)

3.12 MURRAYVILLE HERITAGE CONSERVATION AREA

1. The area outlined on Map 4 is designated as a Heritage Conservation Area under ~~Section 970.1(1) of~~ the Local Government Act, based on the special features and characteristics outlined below.

   The community of Murrayville, with its unique five-corner intersection known as Murray's Corner, was the second area in the Township to develop into a distinct community. Clustered around Murray's Corner is a diverse range of historic resources associated with different eras of development in Murrayville's past from the late 1880s to the present day. These include residential, institutional and commercial buildings, roadways and natural views, which together provide a strong basis for the preservation and enhancement of this historic community. Growing interest in Murrayville as a place to live and work has already resulted in the successful restoration and protection of many historic structures.

2. When Langley's earliest settlement moved inland from the Fraser River and away from Fort Langley, other village centres began to emerge. These typically developed at a major crossroads, and usually included a church, a general store, a hotel, a post office, and a blacksmith. Murray's Corners (later called Murrayville) was the first community in Langley to develop outside of Fort Langley, and originated near Paul Murray's farm (pre-empted in 1874) where the New Westminster – Yale Road intersected with the trail to Fort Langley.

   Murrayville became one of the most important settlements in Langley and grew as a service area for travelers and for the local agricultural community. The community retains a number of early buildings from all eras of its development: from early hotels (1880s), to later farmhouses and a church (1900s to 1910s), a school and early suburban residences (1910s), and later stores, church and community hall (1920s to 1930s). In the recent past, the area has experienced new infill projects on vacant or redeveloped lots that reflect a more contemporary aesthetic in their form, scale, design and materials. These new additions have value in themselves and form part of the evolving story of Murrayville and how it has responded to economic and social change over time. This concentration of heritage buildings is a significant community resource, and an important reminder of an earlier way of life in Langley. Today this heritage precinct is still centered on the Murray's Corners intersection, which remains the heart of the Murrayville community.

   Within the area recognized as the historic core of Murrayville, there are existing residential, commercial and institutional structures that vary in scale and style. Some are large and possess distinctive stylistic elements, while others are modest in scale. The aggregate presence of these buildings and streetscape elements from different historical eras is crucial to the overall sense of place, which is unique and treasured by the local residents. The intent of the Heritage Conservation Area is to acknowledge the importance of this historic

vernacular appearance, and afford a means of long-term management, protection and enhancement of Murrayville' heritage values.

3. The objectives of the Murrayville Heritage Conservation Area are to:

1. Recognize and enhance the historic nature of Murrayville for the benefit of present and future generations;

2. Ensure that all building restorations, rehabilitations, renovations or alterations, and property development or redevelopment within the Area, respects the history and enhances the heritage character of Murrayville;

3. Promote preservation, restoration and rehabilitation of heritage buildings in the Area;

4. Respect the design of existing contemporary buildings;

- Accommodate infill development that is consistent with the existing heritage buildings and enhances the heritage character of the Area; and
- Communicate the historic value of the area through a variety of means including complementary streetworks, historic interpretation, events and neighbourhood celebrations.

4. The buildings, structures and sites listed in Appendix B are protected heritage property.

5. Work, including subdivision, construction of a new building or an addition to an existing building, or alteration of a building or structure or protected feature, to be undertaken on legally protected heritage properties, listed in Appendix B: Murrayville Heritage Conservation Area Scheduled Heritage Properties shall conform to accepted heritage conservation principles, standards and guidelines. For the purposes of this bylaw, the Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada will be used as the basis for the review of any proposed work on the Scheduled Heritage Properties. The provision of the Tree Protection Bylaw shall also apply.

   The Murrayville Heritage Conservation Area Design Guidelines, attached as Appendix A, provide additional guidance for appropriate interventions, and also provide guidance for infill projects and new construction that will respect the heritage character of the Area.

6. Pursuant to ~~Section 970.1(3) of~~ the Local Government Act, a Heritage Alteration Permit is required for:
   - Subdivision of a property;
   - Addition/alteration to the exterior of a building(including windows, doors, porches and exterior siding;
   - Construction of a new building; or
   - Demolition of a building

7. Pursuant to ~~Section 970.1(3) of~~ the Local Government Act, a Heritage Alteration Permit is not required for:
   - Scheduled Heritage Properties where the exterior alterations do not change the form and scale of a building, and use original materials, materials similar to those on the building or materials recommended in the Design Guidelines;
   - Non-Scheduled Properties where any changes, accessory buildings or minor additions less than 50 square metres (538 square feet) do not front a road, are in

conformity with the Design Guidelines and are constructed with similar materials and in a similar style to the existing building;

- Exterior maintenance, repairs or in-kind repairs, including repainting in similar or identical colours.
- Interior renovations;
- Landscaping;
- Construction and maintenance activities carried out by, or on behalf of, the Township; or
- Regular and emergency municipal maintenance of municipal infrastructure conducted in a manner that is consistent with the objectives of the Heritage Conservation Area designation.

8. New signs that are not covered by a Heritage Alteration Permit require a permit under the Township's Sign Control Bylaw and shall conform to the Murrayville Heritage Conservation Area Design Guidelines¸ attached as Appendix A.

4. SERVICING

4.1 ROADS

56th Avenue, 48 Avenue, and 216th Street are designated as arterial roads on Map 2 to accommodate through traffic movement while 48th Avenue and 222nd/224th Street are designated major collector roads. 224th Street will be realigned to curve westward to join 222nd Street south of Old Yale Road. North of the Fraser Highway, 222nd Street will be extended north to 52 Avenue. The function of the intersection at 224 Street and the Fraser Highway will need to be reviewed. 48th Avenue is realigned to provide a better crossing of the Fraser Highway east of 224th Street. 44th Avenue and 52nd Avenue are designated as minor collector roads to provide for traffic movement from local to arterial streets and to allow access to adjacent land.

Map 2 also shows realignment of local roads. Old Yale Road is proposed to be realigned to meet 48th Avenue approximately 400 metres (1300 feet) west of 216th Street, with the section of Old Yale Road east of this realignment ending in a cul-de-sac. This redesign would eliminate the existing five street intersection at 48th Avenue and 216th Street. Old Yale Road is also realigned east of Murrayville School to provide a 90° intersection with 48th Avenue at 219th Street.

4.2 WATER, SANITARY SEWER AND STORM DRAINAGE

A sanitary sewer servicing program is presently being implemented in Murrayville. Existing and proposed sewer mains are shown on Map 5. The system is being established through a specified area, thus the order and timing of extensions to the system will depend on the willingness of property owners to become part of the specified area.

Most of the water system in Murrayville is complete and serving the area adequately. However, some upgrading of the system is necessary to satisfy projected fire flow and domestic consumption requirements.

The existing drainage system in Murrayville consists mainly of open ditches and culverts. A large diameter trunk storm sewer has been constructed on 216th Street between 48th Avenue and 52nd Avenue. A system of trunk and collector storm sewers and detention ponds has been identified in the "Murrayville Development Cost Charge Document".

In the case of the water supply and storm sewer system, the Murrayville Development Cost Charge Program defines the works to be constructed by the Township. Development in conformity with the community plan will only be permitted when the services required to support the development are available. Local facilities required to connect property to trunk lines will be the responsibility of the property owner.

On adoption of this Plan the Murrayville Development Cost Charge Program will be reviewed and a Capital Works Program and revised Development Cost Charge Bylaw prepared.

4.3 SERVICING POLICIES

1. Arterial and collector roads are shown on Map 2. The minimum right-of-way widths for arterial and collector roads are as follows:

	Minimum Right-of-Way Width
Provincial Highway	
Fraser Highway	30 m

Arterial Roads	
Fraser Highway	30m
56th Avenue	24 m
216th Street	24 m
Major Collector Roads	
48th Avenue	24 m
222nd/224th Streets	22 m
Minor Collector Roads	
44th Avenue	20 m
52nd Avenue	20 m

2. ~~All other roads in Murrayville shall constitute local roads and shall, wherever practical, be designed to discourage through traffic.~~

3. Map 2 identifies the Fraser Highway intersections. Additional intersections with the Fraser Highway shall be avoided to minimize traffic disruptions and maintain adequate safety standards.

4. Council shall consider the redesign of the intersections of Old Yale Road and 48th Avenue, both west of 216th Street and east of Murrayville School, to improve visibility and align the intersections at 90°. Proposed redesigns of these intersections are shown on Figure 4.

5. ~~Council shall consider the redesign and improvement of the intersection of 48th Avenue and the Fraser Highway as shown on Figure 5.~~

6. Where new residential developments are built adjacent to the Fraser Highway or arterial roads the minimum lot depth should be 45 metres (147.6 feet). Provision shall be made for landscape screening for residential developments built adjacent to the Fraser Highway or arterial roads.

7. Consideration shall be given to a safe pedestrian crossing (e.g. a grade separated overpass) between the hospital area and public institutional uses on the south side of the Fraser Highway.

8. Council shall review any new construction in the vicinity of the Municipal Hall with regard to the provision of proper pedestrian facilities and linkages to park and recreation areas.

9. Ultimate standards for roads in Murrayville include concrete curb and gutter, sidewalks, storm sewers and street lighting. New hydro and telephone service extension will be installed underground and connection to existing hydro services shall be by "dip" service.

10. Servicing shall be provided in conformity with the Township's Subdivision and Development Control Bylaw.

5. IMPLEMENTATION

A variety of methods are available to Council to ensure implementation of the Community Plan. These include capital improvements, new bylaws, bylaw amendments and policy resolutions. To carry out the objectives and policies of the Community Plan, the following implementation measures are indicated:

1. Langley Township Council shall adopt, by bylaw, the Murrayville Community Plan as a detailed community plan under ~~the Growth Management policies of~~ the Township's Official Community Plan.

2. Langley Township Council will update zoning and subdivision bylaws, in coordination with a Township Servicing Program, to implement the Murrayville Community Plan on a phased basis.

3. Service areas will expand systematically from existing trunk utilities providing a cost effective approach to growth.

4. Council shall ensure the adequate provision of park and open space in accord with Section 3.10(3) of this plan.

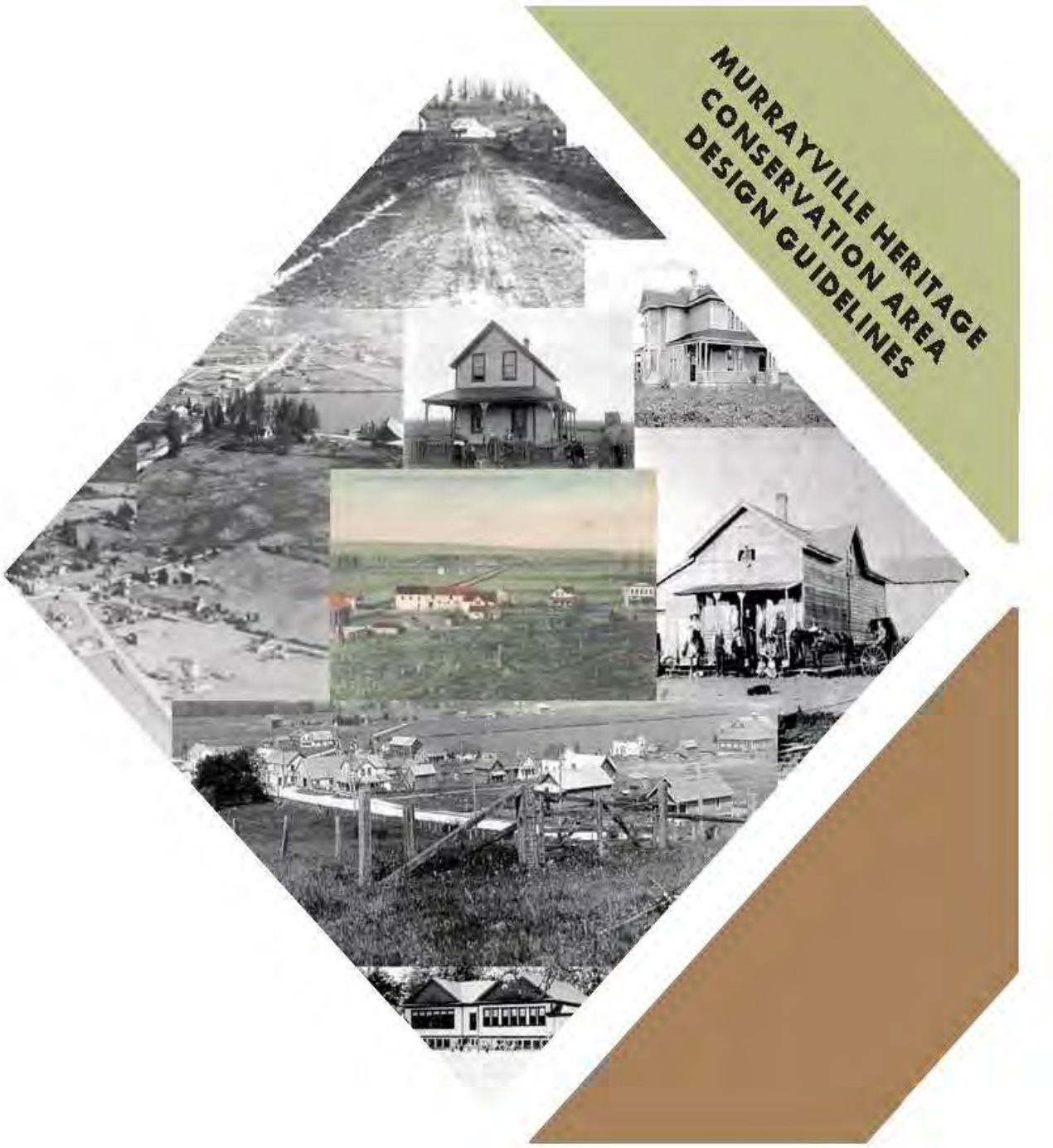
5. Council, in evaluating new public buildings ~~in the civic core~~, shall ensure the adequate and convenient provision of pedestrian movement between facilities.

6. ~~In conjunction with the Ministry of Highways,~~ Council shall examine the feasibility of a pedestrian overpass over the Fraser Highway to connect the hospital area on the north side and public institutional uses on the south side.

7. Council shall undertake a program of advance subdivision planning with the objectives of:
   - ensuring maximum usage of land for subdivision purposes;
   - harmoniously designing residential areas and roadways; and
   - arranging lot patterns to take optimum advantage of slope conditions.

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6. APPENDIX A: MURRAYVILLE HERITAGE CONSERVATION AREA DESIGN GUIDELINES



6.1 GENERAL PRINCIPLES

6.1.1 INTRODUCTION

Murrayville, with its unique five-corner intersection, was the second area in the Township to develop into a distinct community. Its history is over 140 years old, and since the 1890s it has functioned as a centre for local government as well as health, education, social and commercial services. Today there is a diverse range of heritage resources associated with the different eras of development in Murrayville's past, ranging from 1887 through to the present day. These include buildings, roadways, natural heritage, views and pioneer histories. In terms of the concentration of built heritage resources, Murrayville, along with Fort Langley, is one of the most intact early areas in the Township. Collectively these assets present a unique opportunity not only to preserve but also to enhance this already important heritage community of Murrayville. Growing community interest has already resulted in the successful restoration and adaptive use of a number of historic structures. Experience shows that a vital and well-planned heritage area provides economic as well as social and environmental benefits to individual owners as well as the entire community.

Preserving heritage values has a significant impact on the social, cultural, economic and environmental sustainability of a community. Through the recognition, revitalization and preservation of our built heritage we strengthen our community identity, promote the economic stability of livable, sought-after neighbourhoods and reduce energy consumption by reusing and retrofitting our existing building stock. These are key considerations in achieving the Township's vision of becoming a more sustainable community.



Murrayville circa 1910 [Langley Centennial Museum #3440]

In recognition of its heritage value to the citizens of Langley, Murrayville has been designated as a Heritage Conservation Area (HCA). These guidelines are intended to assist property owners, merchants, developers, architects, designers and the Township of Langley in designing, evaluating and implementing the rehabilitation of existing buildings, and the design of new buildings, in the Murrayville Heritage Conservation Area. Any person renovating, restoring or undertaking new construction work within the HCA should first consult these guidelines.

Historic building rehabilitation should be based on the integrity of a building's original design, and new buildings should relate to Murrayville's authentic architectural legacy. Depending on the complexity of a project, building owners are encouraged to retain suitable professional consultants that can provide sound advice and prepare project designs that achieve a set of objectives that all parties — including, where applicable, the public and Council — can support.

These design guidelines cover building facades, awnings, signs, lighting and landscaping. Sketches are included to illustrate concepts but should not be considered the only options available to designers. The historic photograph collection of the Langley Centennial Museum archives can also be a source of information and inspiration.

6.1.2 PURPOSE OF THE GUIDELINES

The purpose of these guidelines is to preserve and enhance the historic character of the buildings and elements that comprise the Murrayville Heritage Conservation Area. They are based on an examination of the existing conditions of the area and an analysis of potential conservation treatments. The underlying principles of the Guidelines are based on the integrity of individual buildings, and respect for the original design concept for each structure, as well as the integration of each building within a unified vision for the entire area. Therefore it is strongly recommended that the original materials of individual buildings be retained or uncovered, that lost details be replaced, and that historically inappropriate elements not be added. The objectives of the Guidelines are to:

- inform the building owners, tenants, retail merchants and the public of the intent to enhance the character of historic Murrayville;
- promote economically viable commercial and residential projects;
- encourage the retention and revitalization of individual historic buildings;
- provide guidance for new construction; and
- encourage a consistent and appropriate streetscape appearance that will benefit the entire heritage area.

6.1.3 GENERAL REQUIREMENTS

Although modest in scale, the character of Murrayville is defined by its entire collection of buildings, streets, and structures, and it is essential that these different components work together to provide a harmonious appearance. A variety of activities and businesses will draw tourists and promote commercial success. The overall framework for this activity should be a cohesive and visually appealing streetscape based on authentic historic character. While these guidelines do not apply to the interior of buildings, owners are encouraged to design interiors in a manner that is complimentary to exterior facades.

All permit applications within the HCA must conform to existing municipal bylaws, unless these bylaws are varied, amended or supplemented. Within the context of the Heritage Conservation Area, and specifically for heritage projects, variances can be considered in order to achieve better outcomes within the context of the area. In those cases where zoning requirements are considered for variance, the heritage character of the overall area will remain the primary concern.

Special requirements to vary provisions in the Zoning Bylaw related to heritage situations can be enabled either through Heritage Alteration Permits or Heritage Revitalization Agreements. In non-heritage developments, variances can be considered if they will complement or contribute to the area's heritage character. Heritage Alteration Permits are obtained by applying to the Township.

Property owners within the Heritage Conservation Area may do any of the following types of development if approved through a Heritage Alteration Permit:

- Subdivision of a property;
- Addition/alteration to the exterior of a building (including windows, doors, porches and exterior siding;
- Construction of a new building; or
- Demolition of a building.

The following activities do not require a Heritage Alteration Permit:
Scheduled Heritage Properties where the exterior alterations do not change the form and scale of a building, and use original materials, materials similar to those on the building or materials recommended in the *Design Guidelines*;

- Non-Scheduled Properties where any changes, accessory buildings or minor additions less than 50 square metres (538 square feet) do not front a road, are in conformity with the *Design Guidelines* and are constructed with similar materials and in a similar style to the existing building;
- Exterior maintenance, routine or in-kind repairs, including repainting in similar or identical colours;
- Interior renovations;
- Landscaping;
- Construction and maintenance activities carried out by, or on behalf of, the Township; or
- Regular and emergency maintenance of municipal infrastructure conducted in a manner that is consistent with the objectives of the Heritage Conservation Area designation.

The process for considering applications for a Heritage Alteration Permit is as follows:
Presentation by the applicant of a concept sketch of the project to the Heritage Review Panel of the Heritage Advisory Committee. This panel includes expertise in architectural design and construction and provides advice and recommendations on proposed designs. This step should be initiated early in the process.

1. Application to the Township for a Heritage Alteration Permit.
2. Presentation by the applicant of a final design, including building elevations, material, colours, landscaping, signs and interpretation to the Heritage Review Panel.
3. Report to Council by staff.
4. Notification of surrounding property owners and residents by staff.
5. Public Hearing.
6. Issuance of Permit.

The Township also administers the B.C. Building Code and other technical codes and regulations that control development. In dealing with heritage buildings, where finding technical solutions is not always straightforward, staff can consider equivalencies that achieve an acceptable level of Code compliance.

In all applications dealing with heritage properties, the Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada will be used as the basis for review. These standards outline principles and procedures for the appropriate treatment of historic buildings and structures, including different levels of intervention including additions. The Murrayville Heritage Conservation Area Design Guidelines provide additional, specific guidance for appropriate interventions and for infill and new construction.

6.1.3.1 Scheduled Heritage Properties

As part of the Heritage Conservation Area Bylaw, a number of properties with heritage character and value are listed as Scheduled Heritage Properties. These sites are legally protected, and should be conserved in a manner appropriate to their original period and style. These sites are

eligible for the highest level of conservation incentives offered under the Township of Langley's Heritage Building Incentive Program. Building details should be consistent with the date the building was constructed or, in certain circumstances, to a historically defensible later date based on documentary evidence. Applied ornamentation, detailing and forms that never existed should not be added. Specific guidance is provided in the Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada.



The Traveller's Hotel, 1887: a Scheduled Heritage Property

6.1.3.2 Heritage Inventory Sites

Another 18 sites of potential heritage value are identified on the Township of Langley's Heritage Inventory and can apply for legal protection in order to be eligible for the highest level of conservation incentives offered under the Heritage Building Incentive Program.

6.1.3.3 Non-Scheduled Existing Buildings and Renovations

While a number of more contemporary or significantly altered buildings are not included on the Schedule, they nevertheless bear witness to the design aesthetic of a particular time period. Individually, these buildings are an expression of their own period; collectively they demonstrate the evolution of the community over time. As with historic buildings, contemplated changes should be appropriate to the form and style of the existing structures.

Existing non-historic buildings should be renovated in a manner appropriate to their style and context. There is no requirement to alter existing buildings to reflect a historic "theme;" but rather to maintain the integrity of these buildings. New additions, or attempts to unify previously constructed additions, should present a harmonious appearance relative to the original building's overall form, scale, design and materials.

6.1.3.4 New Construction and Renovations

Design concepts for proposed new construction should attempt to blend harmoniously with the historic elements of the area. Sensitivity to historic precedent and a thorough understanding of the materials and design elements used in period architecture generally, and Murrayville specifically, would be most useful in conceiving appropriate designs. By understanding and

following the principles of form, rhythm, and detailing outlined in these design guidelines, it should be possible to create new buildings that are successfully integrated with the character of the heritage area.

Subdivision of land within the Murrayville Heritage Conservation Area may be approved, but not until a Heritage Alteration Permit is first obtained from the Township. If the proposed subdivision creates a new building site, a Heritage Alteration Permit must be obtained for the construction of a new building or structure on the new parcel prior to subdivision approval.

6.1.4 FORM AND SCALE

The character of Murrayville's historic buildings is derived from the use of indigenous materials and traditional forms and these qualities should be retained and enhanced whenever possible. Materials and textures should conform to the nature of historic construction. Remodelling of, or additions to, existing buildings (both scheduled and non-scheduled) should repeat the use of predominant materials and motifs. These are crucial considerations for maintaining the distinctively modest character of Murrayville.

The details of each individual rehabilitation, restoration or proposal for new construction should be designed with a system of proper proportioning in mind. Proportion refers to the relationship between the height and width of the elevation of a building or its facade elements. Alterations to existing historic buildings should respect their original design intention, as well as the proportions of neighbouring buildings. Renovations to modern infill buildings and proposed new construction should respect the precedent of the scale of existing historic architectural elements.

The historic character of each building is dependent on a variety of architectural details; in some cases these features have been lost or obscured by weathering, inappropriate renovation or lack of maintenance. Not every detail of every building may be feasibly restored, but surviving features should be retained and repaired. Inappropriate later additions should be removed or replaced. In many cases, the removal of later applied sidings may expose original details. Inappropriate new architectural details should not be added.



Existing Heritage Streetscape on 216A Street

In order to determine an appropriate form for an addition to an historic building or a new building, the following should be considered:

- **Setbacks:** New buildings and additions to historic buildings should be set back on the lot at a distance that is consistent with buildings on adjacent properties, in particular the setbacks of historic buildings.

SETBACKS: MANDATORY

- Setbacks for new buildings should be averaged between that of adjacent buildings so that the new building does not protrude further forward than its neighbours.

- **Building Height:** Should be visually consistent with the heritage character of the area. Traditionally, no building was higher than two storeys.

- **Roof Design:** The historic buildings in the area display a variety of cross-gabled and hipped roofs, with a pitch of approximately 25-35 degrees from horizontal. The earliest buildings originally had cedar shingle roofs, but over the years were generally replaced with asphalt. Some early commercial buildings had a gabled roof with a raised front parapet, also known as a “boomtown” façade. New buildings should have the expression of a pitched roof, either gabled or hipped, or a combination of the two.

- **Corner Sites:** Buildings on corner sites should be treated as if they have two main facades.

- **Exterior Finishing:** The exterior materials and details should respect the traditional wood frame construction typical of the historic buildings in the area.

These considerations of form and scale are crucial if the historic character of Murrayville is to be retained and augmented.

6.1.5 SUSTAINABILITY CONSIDERATIONS

Increasingly, there is an understanding of the vital need for sustainable building practices and energy conservation. Heritage conservation is inherently sustainable, as it minimizes the need to destroy building materials and retains established land use situations and infrastructure. It also conserves embodied energy, reduces pressure on landfill sites, avoids impacts of new construction and minimizes the need for new building materials. Heritage projects also encourage local employment of specialized trades and professionals.

The conservation of heritage sites is also important from an urban design perspective. Our historic places contribute significantly to Langley's unique sense of place by maintaining the context of streetscapes and providing a framework for the rhythm and massing of buildings. Preserving heritage values has a significant impact on all aspects of sustainability – social, environmental and economic. The intelligent reuse of our existing building stock will support Langley's vision of becoming a more sustainable community.

New buildings will be required to meet mandated energy performance standards under the Energy Efficiency Regulation. However, heritage buildings – both legally protected and Heritage Register sites – are exempt from these requirements, and alternative methods of improved performance characteristics can be pursued. There are many ways in which upgrading can be undertaken without destroying heritage character-defining elements, and consideration should be given as to how to balance heritage and upgrading requirements.

Energy upgrading measures for heritage buildings should be assessed against the Standards and Guidelines for the Conservation of Historic Places in Canada.[1] For further information on how to sensibly improve the performance of heritage buildings, refer to the Vancouver Heritage Foundation's New Life Old Buildings: Your Green Guide to Heritage Conservation that is available online.[2] Additional information on reducing operating energy demands is available on the Provincial Heritage Branch website.[3]

The general considerations apply for existing buildings:

- **Materials:** Retain as much of existing building envelope materials as possible, including siding. Do not install rainscreen sidings, as they introduce life cycle considerations and impair heritage character through the removal of original material.

- **Windows and Doors:** For historic buildings, every reasonable attempt should be made to retain the original window sashes and doors, or to replace inappropriate replacements with replicas of the originals. Excellent thermal efficiency may be achieved through the repair and maintenance of existing wooden windows. Wood-framed storm windows will also aid with thermal efficiency and sound abatement. Replacement of original windows should only be undertaken as a final resort in cases of extreme deterioration. Replacements of original windows should replicate the original profiles in wood.

- **Mechanical Systems:** Inefficient mechanical systems are one of the main reasons why existing buildings are poor thermal performers. Consider installing new boilers, hot water tanks and energy-efficient appliances that achieve Energy Star ratings.

- **Insulation and Weather-stripping:** Introduce extra insulation, especially in attic and basement spaces. Consider the use of weather-stripping and other draft-proofing

[1] http://www.pc.gc.ca/eng//docs/pc/guide/nldclpc-sgchpc.aspx
[2] www.vancouverheritagefoundation.org
[3] http://www.tca.gov.bc.ca/heritage/sustainability/greenBuilders.htm

measures

- **Additions**: Can be built to Building Code standards of energy efficiency.

6.2 BUILDING FACADES

The design of the visible facades of all buildings (scheduled, non-scheduled and new construction) should be carefully considered to blend harmoniously with the existing historic context. The harmonious character of Murrayville depends on all of its built form, including buildings and street furnishings, which work together to create a cohesive and visually appealing streetscape. Proposals for renovation or new construction should respect the character of the prevailing historic architectural detailing of the community as evidenced through archival photographs and the surviving heritage structures in the area. To achieve these goals, the following should be considered for each individual project:

- **Architectural Style:** Should be consistent with the overall traditional vernacular character of the area. Decorative styles that diverge greatly from the architectural evolution of historic Murrayville should be avoided. New construction should be compatible with the existing streetscape and surrounding buildings in form, scale, design and detail.

  The tendency to design individual facades in isolation from the context of the streetscape can lead to a discordant appearance. Certain chain store franchises or private businesses often identify with specific styles, which may be inappropriate for the Murrayville context. Caution should be exercised when developing facade designs for renovation and new construction to avoid the introduction of inappropriate elements into the historic streetscape.

- **Architectural Details:** New construction or additions should not be decorated with inappropriate applied ornamentation. Attached elements, such as house numbers, should be suitable in material and scale to the building element to which they are affixed.

- The following elements are inappropriate and should not be visible on the front elevation or be visible from the front street.

1. **Attachments**: Prohibited if visible from the front street
   - Metal Chimney Flues
   - Skylights

2. **Attachments:** Discouraged if visible from the front street
   - Satellite Dishes (should be screened when possible, see Section 6.4.8)

Porch Steps: Prohibited
   - Open risers (staircases should resemble traditional models with closed risers)

   - Buildings should be renovated and restored consistent with their individual period and style and building details should be congruent with the date the building was constructed.

   - New construction or additions should be compatible with historic construction methods, and be sympathetic to the existing streetscape and surrounding buildings. Attention to materials and details helps new blend with old.

6.2.1 SCHEDULED HISTORIC BUILDING RESTORATIONS/RENOVATIONS

Research is central to guiding the conservation of a building. Historic photos, archival records and a careful examination of the building itself often yield clues as to what was located where, what materials were used and the original colour scheme. This particularly applies to windows and doors and signature elements of a structure. The historic photograph collection at the Langley Centennial Museum may assist in the location of this information and owners should consult The Standards and Guidelines for the Conservation of Historic Places in Canada for best practices before developing plans.

The following conditions should be examined in considering all alterations and additions for scheduled heritage buildings. Additions should conform to the type of massing suggested by existing models. This is crucial in maintaining the heritage character of the area where obtrusive modern interventions could overwhelm the existing structures.

When developing design proposals for historic buildings, the following areas of each building should be examined to determine what original architectural details remain and may be rehabilitated.

- **Facade Treatment:** In the remodelling of, or addition to, an existing building, the predominant original facing materials should be maintained and used in order to ensure visual continuity. Materials should respect both the style and the date of each building. Original materials should be left in place, or exposed when intact. All facade materials used in alterations or additions should conform to those listed as appropriate in Section 6.2.4: Materials. Due to the nature of traditional construction methods, any new construction should blend sensitively where it joins with an older building.

- **Windows and Doors:** There is a variety of fenestration in the area, but a majority of buildings originally had double-hung wooden sash windows and wooden doors. Original window openings and sash should be retained whenever possible. When they have been changed, the original should be replicated. This is further covered in Section 6.2.5 Storefronts, Doors and Fenestration.

It is a general recommendation that, whenever possible, original forms, materials and details be uncovered or left in place, and preserved.

6.2.2 NON-SCHEDULED EXISTING BUILDINGS

When developing design proposals for non-scheduled existing buildings, the philosophical approach inherent in Section 6.2.1 applies. In general terms, the goal is to achieve integrated additions in keeping with the original form, scale, design and materials of the building, and to ensure that any new works respect the overall traditional character of the area. This work can be contemporary in nature but should be designed to blend in sympathetically with the general appearance of other existing buildings.

6.2.3 INFILL BUILDINGS AND NEW CONSTRUCTION

Design concepts for proposed new construction should attempt to blend harmoniously with the historic elements of the streetscape. This requires sensitivity to historic precedent and a willingness to be subordinate to that precedent. A thorough understanding of the materials and design elements used in period architecture generally, and Murrayville specifically, would be most useful in conceiving appropriate designs. By understanding and following the principles of form, rhythm, and detailing outlined in these design guidelines, it should be possible to create new buildings that successfully integrate into the historic area without compromising its authenticity.

The harmonious character of Murrayville depends on all of its built form, including the buildings and landscaping elements working together as a cohesive and visually appealing streetscape. To achieve this goal, architectural styles should be avoided that are clearly out of place with the historic evolution of the area. The tendency to design individual buildings in isolation from the context of the streetscape can lead to a discordant appearance. Caution should be exercised when developing designs for renovation and new construction, to avoid introduction of inappropriate elements into the historic streetscape.

When developing design proposals for the facades of new buildings, the following areas should be considered:

- **Facade Treatment:** Proposals for the facade design of infill buildings and new construction should attempt to utilize traditional materials and construction techniques typical of the period of Murrayville's early development. All facade materials used in alterations or additions should conform to those listed in Section 6.2.4: Materials.

- **Windows and Doors**: The form and detailing of windows and doors should be carefully considered in plans for new construction. Where possible the style of windows and doors should match the prevailing appearance of historic building types. Windows should be inset in a traditional manner, and not be set flush with the facing material. Unusually shaped windows or random placement are discouraged; wooden-sash windows with a historic look are encouraged. See also Section 6.2.5 Windows, Door and Storefronts.

6.2.4 MATERIALS

This section deals with the appropriate treatment of materials in the renovation or restoration of existing buildings or construction of new buildings. Material options are identified and practical construction considerations are discussed.

The use of materials should conform to the overall context of the early buildings of Murrayville, which derived their character from the use of indigenous materials and a simple and logical deployment of their forms and proportions.

For new construction, non-combustible building materials may have to be considered on side facades where required by the Building Code. In such cases, materials should resemble and complement recommended materials used on other facades of the building.

6.2.4.1 Wood

Wood was the most commonly used facing and structural material for the area's early buildings. Original wood facings should be repaired, painted and maintained to a generally acceptable standard.

The wooden elements of a building, through lack of proper maintenance, may decay to the point where replacement is necessitated. In these cases, the original configuration, assembly and appearance of wooden elements should be duplicated.

The traditional covering for pitched roofs would have been cedar shingles, and it is recommended that pitched roofs in the area be covered with cedar shingles whenever possible. Duroid or asphalt shingles are permitted, provided they resemble weathered cedar shingles. Split cedar shakes should not be used under any circumstances. It is strongly advised that zinc strips be installed at roof ridges, with galvanized nails, as a moss control element.

In new construction wood siding should be smooth, horizontal, no more than 15 centimetres (6 inches) wide, and closely resemble traditional drop siding or lapped siding. Corner boards and window trim should be used, and applied over the siding. Lumber with a combed texture should

not be used. Wood siding and trim should be properly painted as per Section 6.2.6: Colour. Unfinished cedar should not be used. Plywood shall not be used as a primary facing material. Wooden shingles may be used, if appropriately detailed. Wooden windows, doors, and storefront sections are strongly encouraged, as per Section 6.2.5.

6.2.4.2 Stucco

This material was rarely used as a primary facing before the 1930s, and is therefore often an addition to earlier buildings. Stucco facings were sometimes added at that time to "modernize" the style of a building.

Stucco in new construction should not be used for primary facades, but could be considered as a side or rear façade material, especially when non-combustible construction is required. It should be used only as a panel material, in small areas and bordered with wood trim. The surface should be plain, even and flat or else rough-cast (“pebble-dash”); textured, swirled or heavily stippled stucco should not be used. Metal trim should not be used with stucco as it invariably gives a cold and modern appearance. Wood trim and windows should be used to alleviate the blank appearance of unrelieved stucco facades. Windows should not be set flush with a stucco facing.

6.2.4.3 Later Applied Sidings

In many cases, applied sidings, including stucco, duroid, asbestos, shingle, vinyl and aluminum coverings, are added over the original materials of older buildings. These materials can be removed, as they are generally nailed directly to wood. Due to the ease of the procedure, it is strongly suggested that the removal of these later sidings be considered when feasible.

6.2.4.4 Masonry

Masonry was not historically used as a construction material in Murrayville, except for foundations and chimneys. Its use should be discouraged in favour of wooden sidings.

6.2.4.5 Metals

In general, metals are only found as trim elements. In cases where metal trim is part of the original design, it should be examined for deterioration, then repaired and repainted as necessary. Missing metal trim elements should be duplicated and replaced whenever possible. In general, the best protection for metal elements is adequate caulking at joints, and proper painting to protect the surface from corrosive pollutants.

In new construction, metals should generally be used as secondary trim, and should not be used as a primary facing material or predominant design element. Corrugated sheet metal siding is not considered an appropriate siding or roof material.

RECOMMENDED

- smooth wood resembling traditional drop siding or clapboard, no more than 15 centimetres (6 inches) wide
- sawn cedar shingles, as siding and on pitched roofs
- roof coverings of duroid or asphalt shingles that resemble weathered cedar shingles
- Board-and-batten wooden siding
- sidings that resemble traditional wood siding
- stucco on secondary facades, used as a panel treatment, bordered with wood and finished with a flat texture
- roughcast or “rock-dash” stucco

NOT RECOMMENDED

- vertical or diagonal wooden sidings (other than board-and-batten)
- split cedar shakes as siding or roof cover
- unfinished cedar siding
- wide profile lapped wooden siding
- lumber with a combed texture
- plywood as a primary material
- roof coverings of duroid or asphalt shingles that do not resemble weathered cedar shingles
- aluminum, vinyl or plastic sidings
- masonry as a primary facing material
- textured, swirled or heavily stippled stucco

6.2.5 WINDOWS, DOORS AND STOREFRONTS

6.2.5.1 Windows

Window shapes and sizes vary with the architectural style of each building. With older buildings the general character of window openings is that of a punctured void in a solid wall, the glass being inset, with a proper reveal, sill and trim.

Windows that are blocked up in whole or in part should be opened up and properly reglazed. Window openings that have been changed in size should be returned to their original dimensions and appropriate window sash construction. The older buildings in the area generally had double-hung wooden sash windows. If the original windows have been removed, restoration should be considered.

For historic buildings, every attempt should be made to retain the original windows or to replace inappropriate later additions with replicas of the originals. Wooden windows should not be replaced with metal-frame windows. Thermal efficiency may be achieved with the rebuilding and repair of existing wooden windows, as long as they are adequately repaired and maintained. Wood framed storm windows will also aid with thermal efficiency and sound abatement. Replacement of original windows should only be undertaken as a final resort in cases of extreme deterioration.

6.2.5.2 Doors

Historically, doors would have been made of wood, with panelled detailing, often with inset glass panels. Original hardware was usually made of cast brass. Old and original doors should be retained and restored wherever possible. Transoms and sidelights should be retained and repaired.

New or replacement doors should be appropriate in material and detailed in accordance with the nature of the building. Consideration should be given to the design and lighting of doors and entries as they are a highly visible part of each building's facade.

WINDOWS AND DOORS: MANDATORY

- Windows to be recessed a minimum of 2” from the building face
- Window and door openings to have appropriate trim (nominal 5” width preferred)

WINDOWS AND DOORS: ENCOURAGED

- Traditional wooden-sash windows (generally double-hung or casement)
- True divided sash (no false muntins)
- Clad wooden windows

- Wood-framed storm windows
- Wooden doors of traditional appearance (without non-historic window embellishments)

WINDOWS AND DOORS: DISCOURAGED

- Metal-sash windows
- Narrow-profile vinyl windows
- White vinyl windows
- Metal doors
- Doors with non-historic windows

WINDOWS AND DOORS: PROHIBITED

- Windows with false muntins
- Mirrored or reflective glass

6.2.5.3 Storefronts

The ground level of a commercial building merits special consideration as it provides the image of the business to the street as well as entrance to the business. It is important to consider any restoration or renovation of a ground level in regard to the final appearance desired for the entire building. Attractive storefront design is one of the keys to economic viability. Doors leading to retail and commercial space should generally have large inset glass panels to allow for additional visual display and to present a welcoming appearance to visitors.

6.2.5.4 New Construction

In new construction, it is recommended that wooden windows and doors, with traditional appearance and detailing, be used. These need not be exact reproductions, as long as they blend with the character of historic construction.

6.2.6 COLOUR

Colour is both an intrinsic quality of exposed materials and an applied surface treatment. This is one of the most important visual aspects of a building, as well as the most evident. It is also one of the characteristics of a building that is easiest to change, and a new coat of paint is the fastest, easiest and often the most inexpensive way to improve a building's appearance. The choice of colour should be carefully considered within the context of neighbouring buildings. The overall use of an historic colour palette will also promote harmonious streetscapes.

A carefully considered colour scheme is crucial to a successful project; it costs no more to pick a handsome colour scheme than a poor one, but it may make all the difference in attaining a successful project. Building owners are strongly encouraged to seek the help of a design professional in choosing a final colour scheme.

For historic buildings, it is strongly recommended that a return to their original colour scheme be considered. Often this treatment, decided when the building was new, is the most attractive solution. When this original scheme can be determined, a close match or a slightly updated interpretation should be attempted. Due to the rural nature of the area, many of the earliest buildings may have been white-washed or painted with white or off-white lead paint. These lighter colours may be appropriate for some buildings, but if white is to be used either as a trim or body colour, caution should be taken to choose warm white colours over the stark blue-white paints that are now commercially marketed as “white.” Historic lead paint was the equivalent of gloss enamel, and the use of semi-gloss finishes should be considered.

Later historic buildings would have had a maximum of three applied colours: a mid-range or dark body colour; a lighter trim colour; and a dark (often black) window sash colour. Window sash and

doors should be painted in a high-gloss finish.

In general, earth tones and natural pigment colours are the most appropriate choice. Certain colours are considered inappropriate, such as bright oranges, yellows, reds and blues. Primary colours are to be avoided, and fluorescent colours should not be used under any circumstance. Signs and awnings provide an additional opportunity for an enhanced use of colour on commercial projects.

The final colour scheme should be determined following consultation between Township staff and the property owner. For existing buildings, colour schemes already in place may be maintained. Any proposed change in colours will require a Heritage Alteration Permit.

Once final colours have been chosen, test swatches should be placed on the building, and the colours observed under daylight conditions. Final colour selection may then be confirmed. A proper surface must be prepared for painting through adequate scraping, priming and preparation or the paint may fail. Painting should occur under proper conditions of temperature and humidity.

Further guidance is available through the Benjamin Moore Historical Vancouver True Colours brochure, which provides documented colours appropriate to the time period of Murrayville's historic buildings.

COLOURS: ENCOURAGED

- The use of traditional historic colours

COLOURS: DISCOURAGED

- Certain colours such as bright whites, oranges, yellows, reds and blues

COLOURS: PROHIBITED

- Fluorescent colours

6.3 AWNINGS

6.3.1 GENERAL GUIDELINES

For buildings that were originally commercial in character, or for new commercial buildings, awnings are an attractive feature that can provide the finishing touches to a building project. They protect shoppers from the weather, thereby promoting commercial activity, and also protect merchandise in store windows from exposure to direct sunlight. For commercial buildings in the Murrayville area, fabric awnings, supported on tubular metal frames, are considered appropriate.

Careful design is necessary to ensure visual harmony with the rest of the building. As a general rule, awnings should fit the structural opening that they cover, and be designed to complement the building to which they are attached. The structural integrity of the awnings must be assured by careful conformance to Building Code standards. All awning structures, and the substrate to which they are attached, should be carefully examined, and engineered specifications provided for their installation.

6.3.2 3.2 AWNING STYLES

Rigid tube construction has made a much wider variety of shapes possible for awnings; virtually any shape can be produced. This capability is problematic in a heritage area where the proper historic precedent would dictate the use of only the traditional triangular awning form.

Generally, awnings should always be designed around the architectural features of the building. Historic detail elements should not be damaged or destroyed by an awning installation. The style and materials of the awning should be selected in accordance with the architectural characteristics of the individual building, and consideration should be given to the impact on adjacent building features. In this regard, concept sketches for awnings should feature the entire building façade, and fabric swatches should be provided for review.

RECOMMENDED:

- three point style, includes: three point closed without valance; three point closed with fixed valance (also known as four point); and three point closed, with drop valance
- retractable awnings
- valance skirting with shaped edges
- period style lettering and graphics

NOT RECOMMENDED:

- arched, barrel, quarter-roll, semi-circular or other random-shaped awnings
- fixed projecting canopies

6.3.3 MATERIALS

Traditional materials for the manufacture of awnings were primarily cotton canvas yard goods stretched over retractable metal arms. Colour selection was relegated to a few basic shades and patterns were limited to simple two tone stripes. New awnings should be made with opaque materials. Either woven synthetic fabrics or treated cottons are recommended. Sheet vinyls with a slick finish are not recommended.

RECOMMENDED:

- frame systems constructed of tubular steel or aluminum.
- opaque fabrics for top sheets and end panels
- traditional style stripe patterns and/or solid colours

NOT RECOMMENDED:

- translucent fabrics, i.e. backlit vinyls
- sheet or corrugated metal
- wood panelling, shakes or siding
- plastic, vinyl or fibreglass

6.3.4 COLOUR

The colour of awnings should be related to the existing colour scheme of the building. The awning should complement the colour scheme of the subject building. Bright or pastel colours should be avoided in all awning designs within the heritage area. Historic awnings were generally darker in colour with the potential for a lighter stripe. See also Section 6.2.6: Colour.

6.3.5 SIZES AND HEIGHTS

The following recommendations are suggested for awning in the commercial areas:

Height above Sidewalk: Minimum height: 2.5 metres (8 feet 3 inches)
Preferred height: 2.75 metres (9 feet)

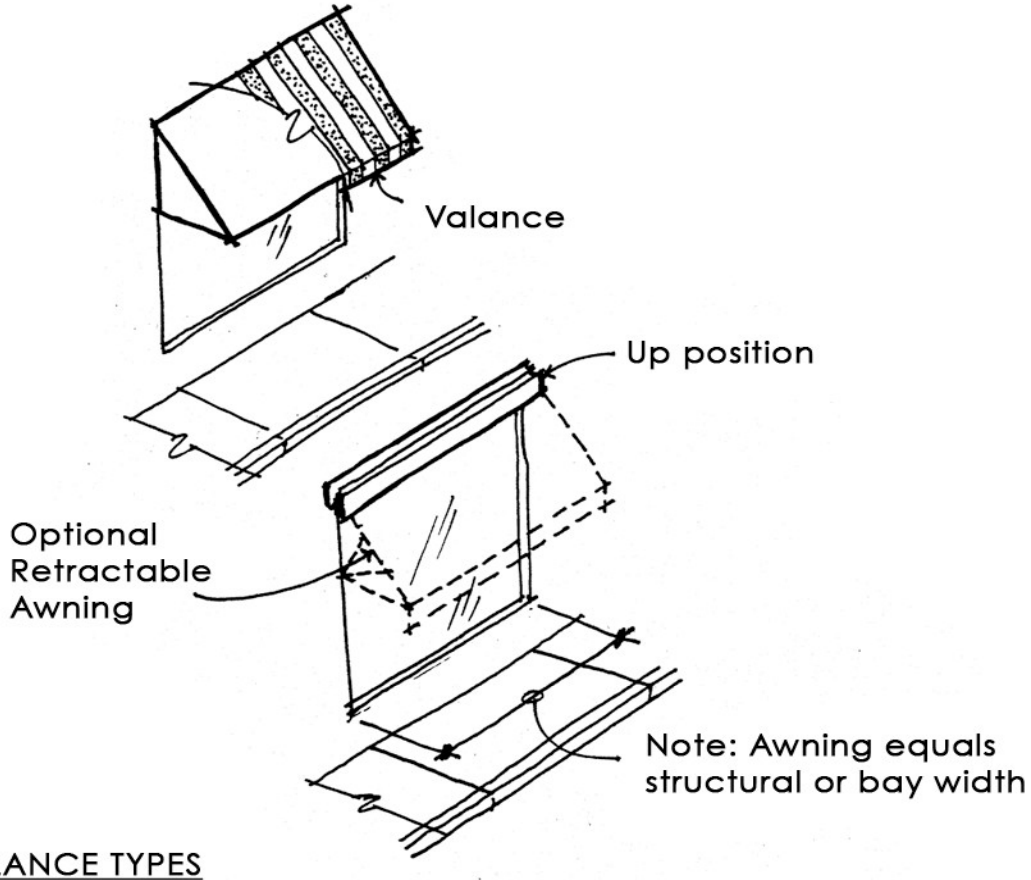
Projection: Preferred range of projection from the building face: 1.5 metres (5 feet) to 1.8 metres (6 feet)

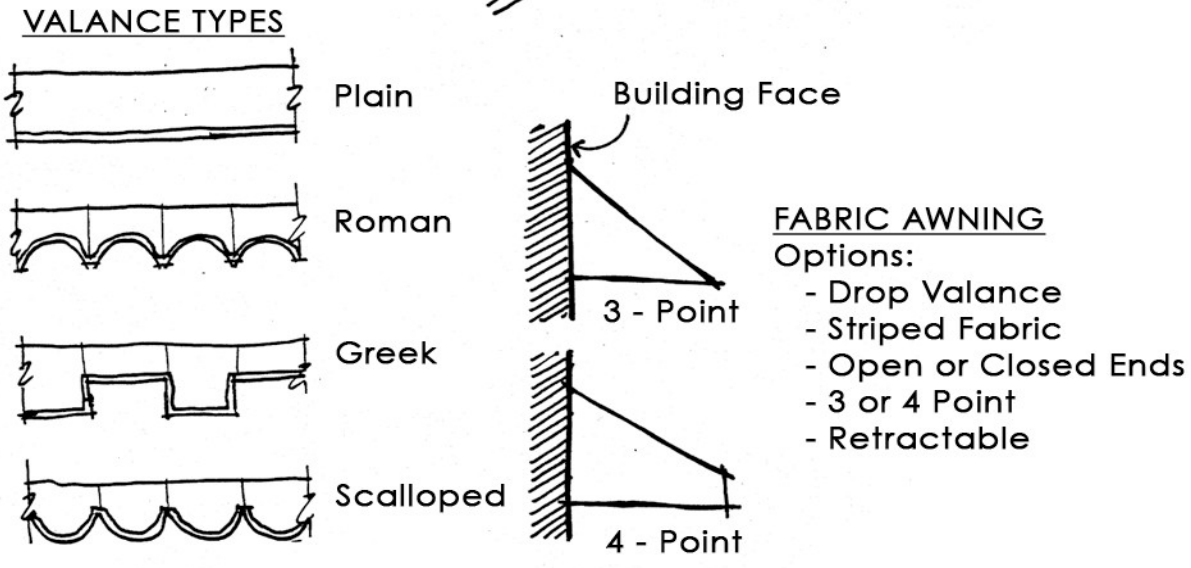
Awning Height: Preferred range of height: 1.5 metres (5 feet) to 1.8 metres (6 feet)

Distance from Curb: Minimum: .60 metres (2 feet)

Fascia Height: Maximum: .30 metres (1 foot)

Angle: Preferred slope: 35 to 50 degrees (This may be shallower if the awnings cannot fit the structural opening otherwise. The important consideration is that there is adequate minimum height clearance).





6.4 SIGNS

6.4.1 APPROPRIATE SIGN DESIGNS

Signs are one of the most important visual elements of a commercial district. Signs should be colourful, visible, decorative, and legible. Their individuality should delight the viewer and promote a sophisticated image for businesses in the area. At night, their illumination should reflect a lively streetscape appearance.

While the varied needs of advertisers must be respected, there should be a unified visual style to suit the overall streetscape. Building owners and tenants are strongly urged to erect a more traditional style of building sign, in order to enhance and augment the historic character of this special commercial area. Building owners and tenants should hire professionals to design and execute signs, making sure they conform to a more traditional style and appearance.

All signs must be in conformance with Sign Bylaw No. 3491, as varied by the guidelines set out below. New signs that are not covered by a Heritage Alteration Permit require a sign permit and shall conform to these guidelines that address specific issues related to signs in the Murrayville Heritage Conservation Area. For buildings originally designed for residential use, signs should be installed in appropriate locations that do not adversely affect original architectural features.

Each sign application should be considered on its own merit, based on the quality of the design.

6.4.2 RECOMMENDED SIGNS

The following types of signs are considered acceptable for use within the commercial area:

6.4.2.1 Flat Fixed Signs

Flat fixed signs are wooden signs attached directly to the vertical surfaces of a building. Only one per business should be erected. The ends of a wooden sign may be either blunt cut, or have decorative ends. They should be mounted flush to the surface, and not interfere with moldings, glass or building ornamentation. Lettering may be routed, incised, applied flat (painted) cut-out or carved.

6.4.2.2 Projecting Signs

Projecting signs are hung or fixed at ninety degrees to the face of the building. They may be of various shapes, including effigy signs. They may be mounted almost anywhere, as long as they do not extend above the eaves, and they should be appropriately lined up with architectural features. The recommended material is wood, which can be painted or carved and painted, hung from a wrought iron or decorative sign standard.

6.4.2.3 Under-Awning Signs

These signs should be securely attached to an appropriate metal hanger, and not easily removable.

6.4.2.4 Awning Signs

Lettering should be restricted to the front or side awning valance. No lettering should be allowed on the slope of the awning, although a logo or identifying symbol may be used, provided that it is carefully drawn and painted.

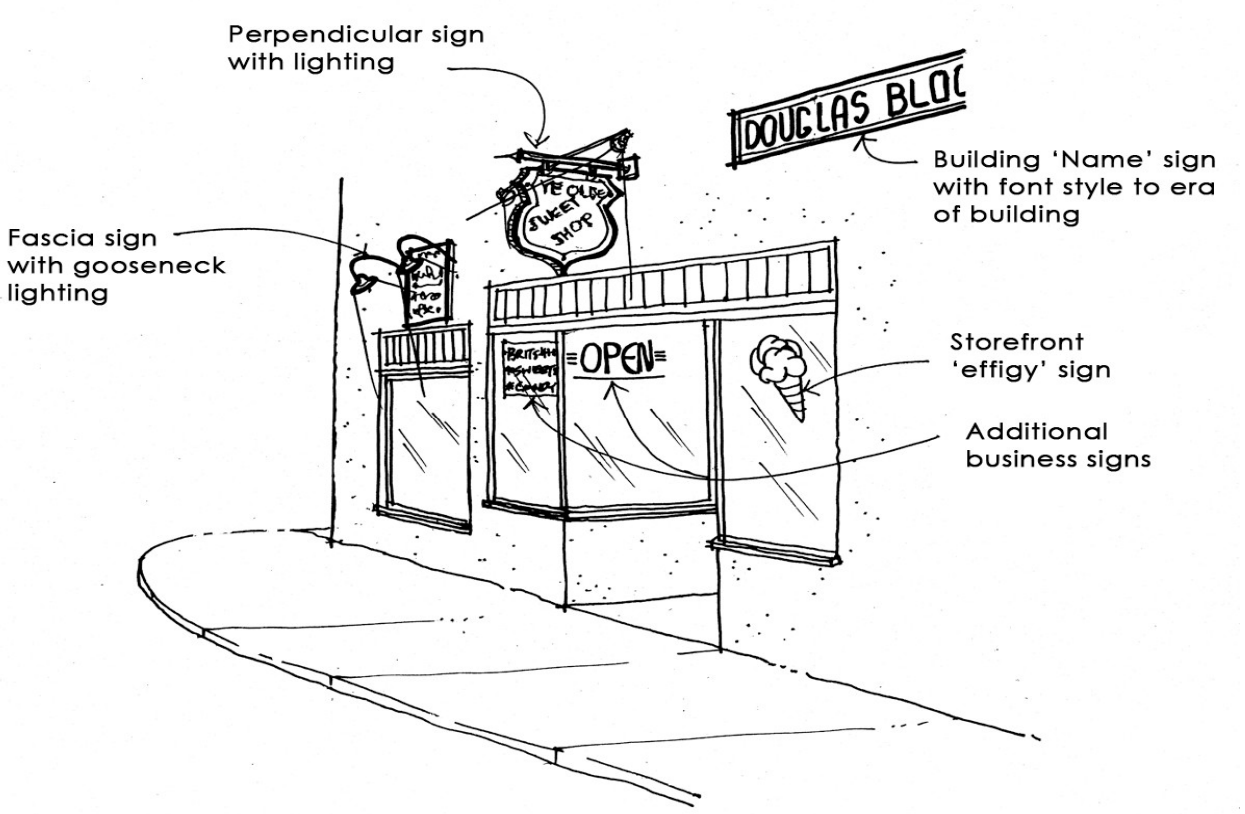
6.4.2.5 Window Signs

Window signs are painted, gold-leafed, or otherwise affixed to a window or door, and identify the business within. Storefront windows are the most suitable for window signs. Fine line borders on

glass areas are strongly encouraged. Lettering should have a drop shadow or a shadow outline, or be painted in more than one colour in order to provide an illusion of depth. These signs should be simple, traditional and centered.

6.4.2.6 **Architectural Signs**

Architectural signs involve the use of a building name or date for overall identification. These features help give a sense of history and add to the overall character of the streetscape. Three dimensional letters may also be used for this purpose so long as their typeface matches the period and style of the building. This style of sign should be exempted from the total amount of signs allowed as it is an architectural and historic feature rather than advertising.



6.4.2.7 Painted Wall Signs

Generally these signs work best when painted directly on wood siding, especially on drop siding. If lettering alone is to be used, it is strongly suggested that drop shadows or shadow outlines be used to give depth to the letters. Another way to delineate letters is to paint a darker colour over the body colour of the facade, leaving the letters unpainted, so as to throw the sign into negative relief. Another successful approach is to paint the lettering on a swag or ribbon, for which there is ample historic precedent.

6.4.2.8 Free-Standing Signs

These are signs not directly attached to the building, and will be especially appropriate for businesses in buildings originally constructed as residences. They should be made of wood, or wood with metal supports, and should have a border or frame. Their design should be based on historic precedent. These signs should be constructed to be very stable and durable and should be regulated to reduce visual clutter.

6.4.2.9 Temporary or Seasonal Signs

Temporary signs may include exterior banners or temporary window signs. These may be used for a number of reasons, such as special sales, events or holidays. This type of sign should conform to overall design criteria, materials and size limitations. There is historic precedent for this type of sign for temporary or seasonal businesses, special events and celebrations.

6.4.2.10 Sandwich Board Signs

Sandwich board signs are small, free standing A-frame signs placed on the sidewalk adjacent to a business premises and acting as additional advertising for the business. These signs are considered permissible on commercially zoned properties in Murrayville, but certain special provisions must be acknowledged. Sandwich board signs may be constructed of wood or metal and should be sturdy enough to withstand reasonable wind loading conditions without blowing over. Sandwich board signs shall be allowed only during business hours and in areas where they do not constitute an impediment to pedestrian traffic on the sidewalk. Businesses wishing to install sidewalk signs must file an encroachment liability waiver agreement with the Municipality.

NOT RECOMMENDED

The following types of signs are not considered acceptable for business signs within the area:

- Flashing Signs
- Animated Signs
- Rotating Signs
- Signs on Satellite Dishes
- Roof Signs
- Murals

6.4.3 SIGN MATERIALS

Materials chosen for signs should be durable enough to last for several years of continuous use, except for the special cases of temporary signs or banners. The materials must be well-crafted and appropriately designed in order to convey a good business image.

RECOMMENDED

- wood: either flat, carved or sandblasted panels, preferably with a wooden border, or three dimensional wooden letters
- paint: either used on a sign board, or used directly on a building facade or glass
- tile: either mosaic signs or cut and routed tile backgrounds
- metal: used in sign hangers, or as three dimensional cast letters
- baked enamel on metal: used for flat fixed or projecting signs
- neon: cold cathode tubing (not to be confused with fluorescent tubing); this is most appropriate for window signs, but may be used for small outdoor signs. Acceptable as bent lettering or outlines of signs or windows
- incandescent lighting: may be used for direct illumination, for outlining, or directly in signs
- fabrics: for temporary signs, such as banners or flags, outdoor fabrics and oilcloths may be used
- other materials: in conjunction with other materials, either brick or stone may be used, depending on treatment, as part of freestanding permanent outdoor signs

NOT RECOMMENDED

- plastic of any type, either flat, painted or vacuum-formed, except for individual, dimensional formed letters (in suitable period typefaces) may be considered acceptable
- backlit fluorescent panels: not acceptable in any application

- exposed fluorescent tubing: should never be seen on the face of a building or from the front street
- backlit translucent awnings: awnings should always be opaque, with signs painted on the front and illuminated from above.
-
- These restrictions on materials apply to all types of signs. Signs should always be opaque and directly lit rather than translucent and backlit. This rule should be strenuously followed.

6.4.4 SIGN NUMBER AND SIZING

Only one fascia, flat fixed, or under-awning sign and one projecting sign are permitted for each business.

The area of signs should be directly based on the size of the building. Signs should always be directly related to the building or the businesses within. The following size limits are recommended for principal sign areas on each building. Additional signs should be allowed to an absolute total maximum of 20% of the front facade wall area. This 20% should include the area of all signs, on the entire building. This would also include street address signs and business directory signs, but would exclude architectural signs. Any side wall signs used must be counted within this 20%, and must be no more than 8% of the total side wall area.

6.4.4.1 Flat Fixed Signs

- **Total Size**: should not exceed 0.09 square metres (1 square foot) for each 30 lineal cm (1 foot) of principal street line building frontage;
- **Height:** should not exceed 60 centimetres (2 feet);
- **Length:** should not exceed 90% of the width of the building.

6.4.4.2 Projecting Signs

- **Total Size:** should not exceed .046 square metres (0.5 square foot) for each 30 lineal cm (1 foot) of principal street line building frontage;
- **Clearance:** signs should not be hung lower than 2.5 metres (8 feet 3 inches); a clearance of 3 metres (9 feet 10 inches) is preferred

6.4.4.3 Under-Awning Signs

- **Total Size:** should not exceed .37 square metres (4 square feet) per side;
- **Height:** .3 metres (1 foot) maximum
- **Width:** should not exceed the width of the awning under which they are hung
- **Minimum Clearance:** 2.5 metres (8 feet 3 inches)

6.4.4.4 Awning Signs

- **Total Size**: should not exceed 10% of the total awning area
- **Height of Lettering:** 30 centimetres (12 inches) maximum
- **Width:** lettering should extend for not more than 90% of the length of the valance

6.4.4.5 Window Signs

- **Total Size:** should not exceed 30% of the window area or 50% of the glazed area of a door

6.4.4.6 Sandwich Board Signs

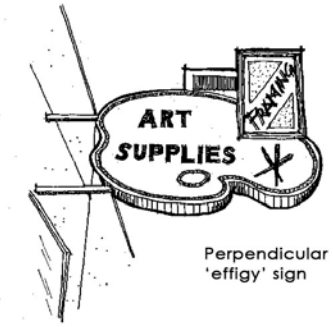
- **Height:** 1.0 m (3 ft.) maximum
- **Width:** 0.6 m (2 ft.) maximum

6.4.4.7 Heritage Interpretation

- Signs or panels that are used to tell the history of the building or the area should be exempted from the overall amount of allowable signs.

  Additional signs should be allowed to an absolute total maximum of 20% of the front facade wall area. This 20% should include the area of all signs, on the entire building. This would also include street address signs and business directory signs, but would exclude architectural signs. Any side wall signs used must be counted within this 20%, and must be no more than 8% of the total side wall area.

6.4.5 SIGN SHAPES



The shapes of signs in general should be derived from, and complementary to, each individual building. There are logical areas for the placement of signs, such as fascias and above entries, which will help determine the appropriate shape. Generally the most pleasing shapes are rectangular, circular and oval. Virtually all board signs should have a decorative wood trim border to avoid the look of cut-out plywood, or at the very least have a painted decorative border.

Projecting or flat fixed signs may also be in a shield or plaque shape, or may take the form of a sculptural cut-out that provides business identification, known as an effigy sign. These can be particularly effective; an example would be a boot effigy representing a shoe store. Merchants are encouraged to display imaginative signs and are directed to historical precedent for inspiration.

6.4.6 TYPEFACE AND COLOUR

Sign typefaces can exhibit a variety of appearances. Letters on signs may be either applied flat (painted), raised or incised. It is recommended that sign typefaces be of a serif type, to help provide a more traditional appearance. Painted lettering should have a drop shadow or a shadow outline added to increase apparent visual depth. Letters should appear to be equally spaced. There should be a maximum of three typefaces on any sign, all from related type families; it is possible on most signs to use only one typeface, which may then be varied in line weight, size or mixed upper and lower case. Signs should generally have a border, either of wood trim or painted. Letters on wooden signs may be either applied flat (painted) raised or incised.

Colour should be carefully chosen to highlight the sign, but must also blend in with the overall colour scheme of the building. Signs should have no more than three colours, with one of the colours being black, gold or antique white. Fluorescent colours should not be used. See Section 6.2.5: Colour for further comments.

6.4.7 METHOD OF ATTACHMENT

Investigation into the condition of the structure should be undertaken prior to erecting a sign to ensure that no physical damage to the building occurs. Original materials on historic buildings should not be damaged by sign attachments.

Sign fastenings should be inconspicuous unless they form an integral part of the sign design, in which case wood or wrought iron should be used. Sign attachments, turnbuckles and stays should be either galvanized or corrosion-resistant.

6.4.8 SATELLITE DISHES

It is generally recognized that satellite dish antennae are inherently obtrusive and incongruous within an area of historic older buildings. The following guidelines should be used to minimize their impact on the character of the Murrayville Heritage Conservation Area:

- **Colour:** The dish antennae should be painted to match the surrounding environment, or else in a neutral, muted colour. No advertising or lettering should appear on the dish. Dishes of polished metal or reflective surfaces should not be considered acceptable.

- **Location:** Dish antennae should be placed on the least visible part of the property. They should not be visible from primary street facades. If this cannot be avoided, they should be carefully screened. Connecting cables and wiring should similarly not be visible. If the dish is located at ground level, a solid or lattice enclosure should screen it in a style that is appropriate to the area and to the building. Landscaping may also be used to minimize the impact of the dish.

6.5 LIGHTING

Lighting draws attention to otherwise unnoticed details and increases the nighttime visibility of buildings. Facades may be illuminated by strategically placed spotlights shining down from the cornice or fascia. Light sources should be concealed if possible and shielded from the viewer's eye. Specific architectural details may also be highlighted with carefully focused spot lighting. Signs can also provide some illumination of the building surfaces.

Integrating an incandescent lighting system into a canopy or awning design may provide additional highlighting. Fabric awnings should always be opaque; when lit from above and below, they provide a strong architectural element complementary to the building.

6.5.1 LIGHTING FIXTURES AND INSTALLATION

Illumination was historically accomplished by incandescent lights; this is a pleasing and functional lighting solution. The following types of lighting are recommended for building illumination and business signs within the area:

- **Spotlighting:** is the easiest lighting solution for outside lighting. Strong focus lights may be used to illuminate from above, below, or to the side, or a row of concealed lights may be used to wash a building façade or sign with light. Light sources should be shielded from the eyes of the viewer to avoid glare. The source of light should always be a white, not a coloured, source.

- **Neon Tubing**: not to be confused with fluorescent tubing, this may be used for highlighting, outlining or typography. Coloured tubing may be used, but restraint should be used in the choice of colour.

- **LED Lighting:** is a long-lasting, energy-efficient and flexible form of lighting. It can be used in a variety of ways, including overall building illumination, lighting for signs or display window lighting.

- **Seasonal Lighting:** can be used in a variety of ways, internally and externally.

All exterior lighting should be direct, strong focus lights, positioned to avoid reflections; sodium vapour (orange in colour) or fluorescent lighting should not be used. The incandescent fixtures that are recommended include:

- Recessed pot lights
- Turret-mounted spotlights
- Industrial 'goose-neck' (RML) fixtures

Illumination objectives can also be achieved with modern energy-efficient LED fixtures. Each facade should be examined as to the most appropriate, and least intrusive, way of providing overall illumination, and each application will be judged on its own merits.

Under no circumstances or in any application should fluorescent lights be used to illuminate a building, sign or awning.

6.5.2 SHOPFRONT AND DISPLAY LIGHTING

Window display is the merchant's opportunity to present an effective image to the public, and it is an important part of retail marketing. It is important that the design and display of the shopfront match the character of the building's exterior; visual clutter should be minimized, and careful attention paid to the appearance of the windows.

Lighting incorporated into storefronts and display windows should be incandescent; movable spotlighting is the most flexible form, and is recommended. Exposed fluorescent light fixtures should not be used in display windows if they are visible from the front of the building.

6.5.3 SIGN ILLUMINATION

Historically, signs were illuminated by incandescent lights shining on the sign face; this is a pleasing and functional lighting solution. Power should be supplied to the sign in an unobtrusive manner. The following lighting types are recommended:

RECOMMENDED:

- Spotlighting
- Neon Tubing
- LED Lighting

NOT RECOMMENDED:

- Fluorescent lights used for sign or awning illumination.

6.6 LANDSCAPING AND FENCING

6.6.1 LANDSCAPING

Landscaping should respect the heritage character of the area and be consistent with neighbouring properties. Property owners are encouraged to use plantings and landscape elements that reflect the historic development of Murrayville. Mature plantings that provide historic context or character defining elements of the site should be taken into consideration in any redevelopment of the site or before undertaking any new construction. A random pattern in

planting locations from one property to the next is encouraged as are soft edges and surfacing. The provisions of the Tree Protection Bylaw shall apply.

6.6.2 FENCING

In order to maintain the existing open appearance, owners are encouraged to limit the height of fences or solid hedges between the front of the principal building and the front lot line to 0.76 metres (30 inches). Similarly, where construction of a new fence is contemplated, owners are encouraged to erect a fence of historic appearance e.g. various styles of pickets, snake rail. A simple form of interpretation (e.g. P.Y. Porter House 1898) on a fence or gate (not mounted on the actual resource) helps to educate the public and reinforce the unique nature of the area.

6.7 MAINTENANCE

Proper maintenance of buildings is an on-going issue. A three-part maintenance program is recommended to owners and tenants, so that small repairs may be undertaken before they worsen and begin to affect the integrity of each building. This is the best way to keep maintenance costs low, and help preserve property values.

- **Recognizing Problems**: The first step in proper maintenance is a regular building inspection from the top down to observe the flow of water. Examine roofing, gutters, downspouts and flashings for any damage and water infiltration. Carefully examine damp spots, peeling paint, and mold growth on interior or exterior walls for indications of moisture infiltration and retention. Check foundations, crawlspaces, basements and drain tiles for any moisture problems. Periodically check exterior walls for deterioration, such as broken windows or torn awnings; repair minor maintenance problems immediately. Larger problem areas should be identified and assessed for the next stage of repairs.
- **Assessing Problems**: After identifying the problems, determine the extent of damage and what repairs are required. Start again with the roof and work down. Does the roof cover need replacing, or would patching be effective? Areas of moisture retention should be repaired once the water infiltration has been rectified. Repair or replace deteriorated wood. These repairs should be undertaken after the cause of decay has been pinpointed and eliminated. The first step to any repair is to make the building watertight.
- **Repairs on a Continuing Basis**: The most effective way to eliminate maintenance problems is to ensure all joints are properly caulked and sealed, and all surfaces that require painting are properly maintained. To best prevent decay, ensure the building is watertight, and free of obvious areas of deterioration. Have the building periodically inspected from top to bottom, paying special attention to problem areas. Under no circumstances should a water infiltration problem be ignored; it will only become worse.

Property owners should institute an on-going maintenance program to ensure that their building receives the best possible long-term care.

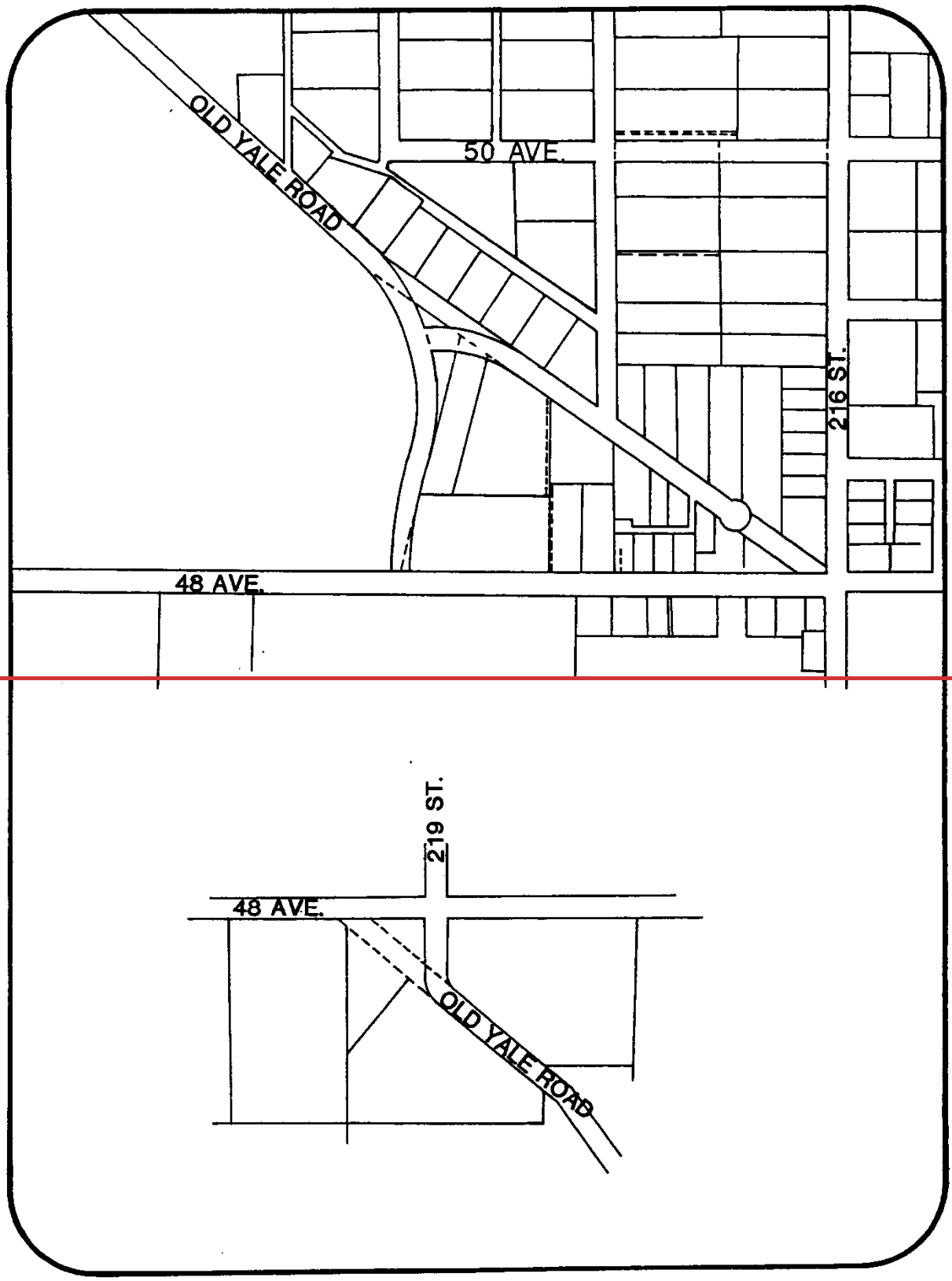
Whenever cleaning is required, the gentlest possible methods should be used. Aggressive cleaning methods, such as sand-blasting or high-pressure water cleaning, are never appropriate, as these can irreparably damage existing materials.

Owners of scheduled heritage buildings may wish to consult with the provisions of the Township’s Heritage Building Incentive Program to see if financial assistance is available to assist with exterior maintenance.

APPENDIX B

MURRAYVILLE HERITAGE CONSERVATION AREA
SCHEDULED HERITAGE PROPERTIES

	Site	Address	Description
	1	Old Yale Road	Old Yale Road
	2	21562 Old Yale Road	Sharon Presbyterian Church
	3	21500 block Old Yale Road	Pumphouse
	4	21611 48 Avenue	Porter's General Store
	5	21641 48 Avenue	Temperance Hotel/McCrimmon Residence
	6	21667 48 Avenue	Murrayville Community Hall
	7	21860 Old Yale Road	Robert and Mary Harrower Residence
	8	21864 Old Yale Road	Lamb/Stirling Residence
#5351 01/04/19	9	4786 217A Street	P.Y. Porter House
	10	21628 48 Avenue	Traveller's/Murrayville Hotel
	11	21594 48 Avenue	Mathews Cash Grocery
#4930 23/07/12	12	21561 Old Yale Road	Roderick Cummings Residence
	13	21812 48 Avenue	Murrayville Elementary School
	14	21812 48 Avenue	10 Belmont School oak trees



PROPOSED INTERSECTION REDESIGNS
48 AVENUE AND OLD YALE ROAD

FIGURE 4

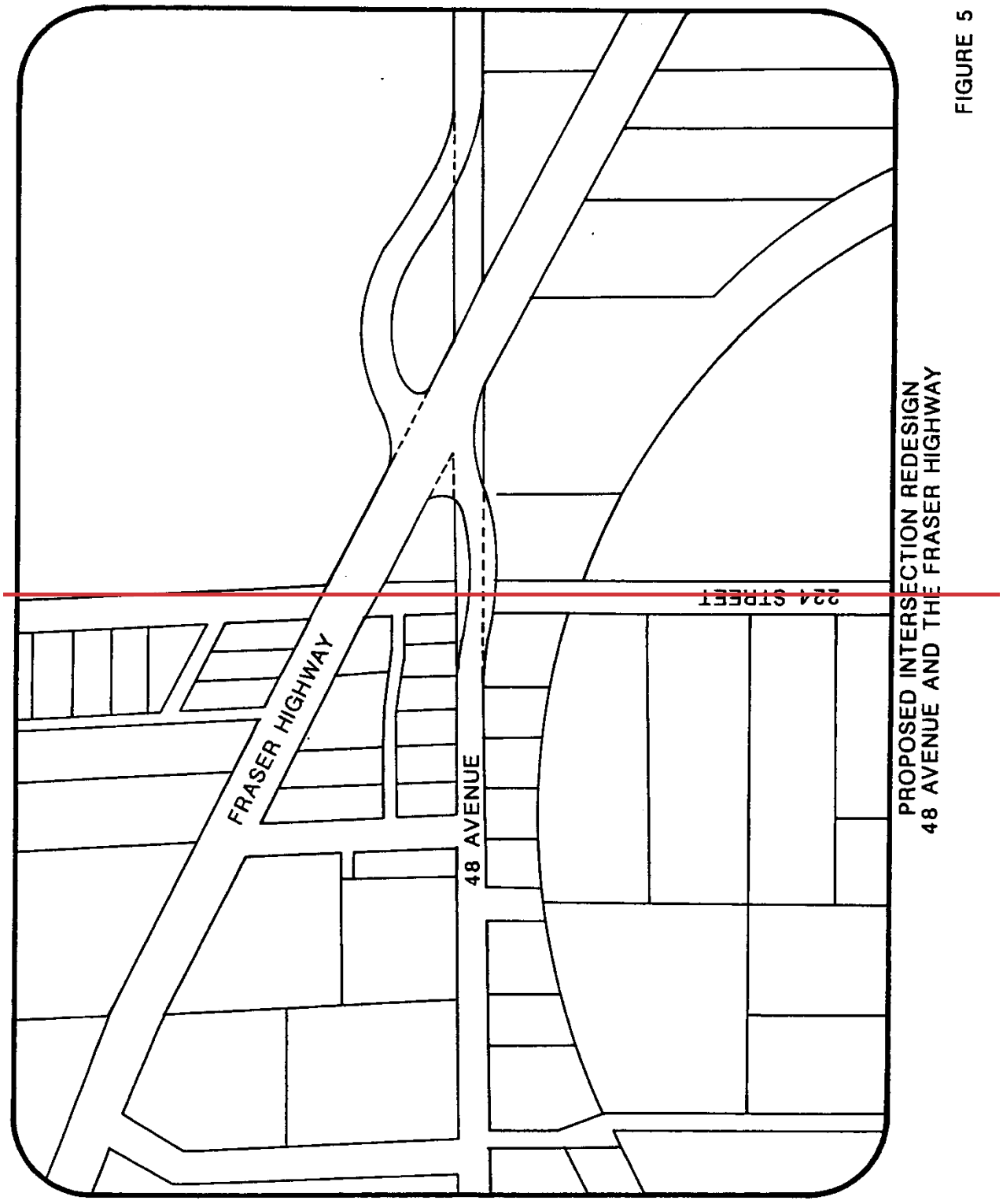
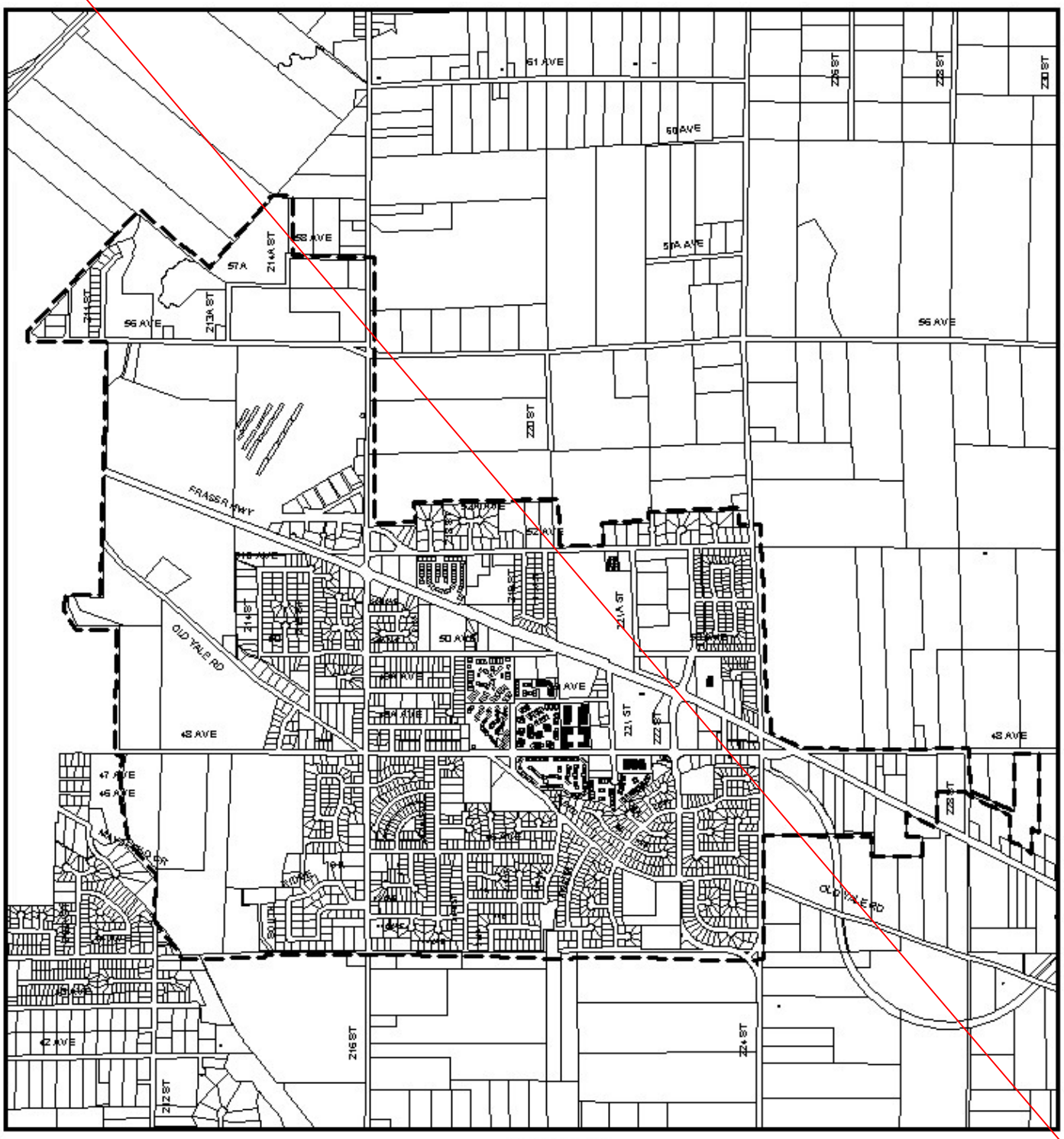


FIGURE 5
PROPOSED INTERSECTION REDESIGN
48 AVENUE AND THE FRASER HIGHWAY

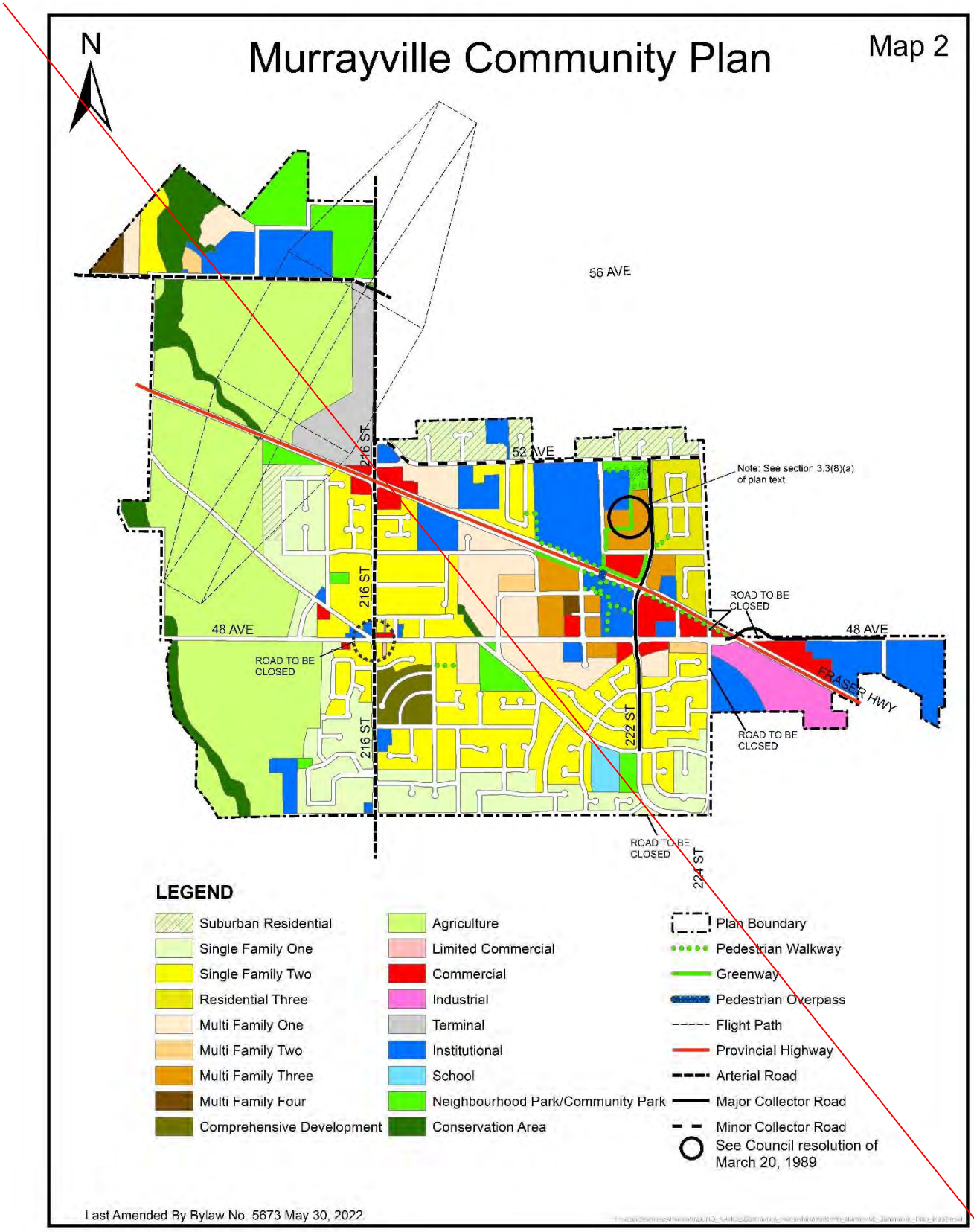
MAP 1

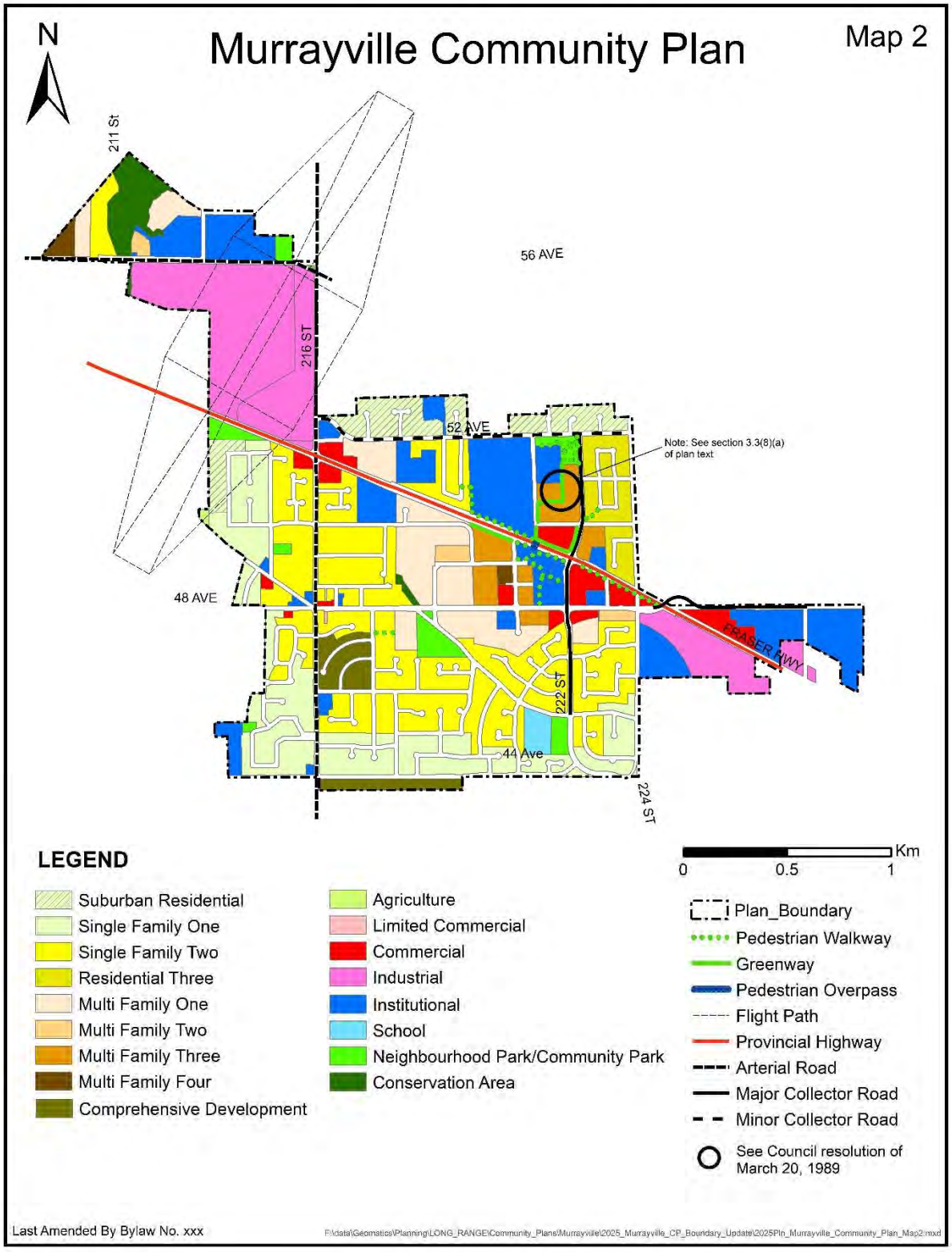
THE CORPORATION OF THE TOWNSHIP OF LANGLEY
MURRAYVILLE COMMUNITY PLAN AREA



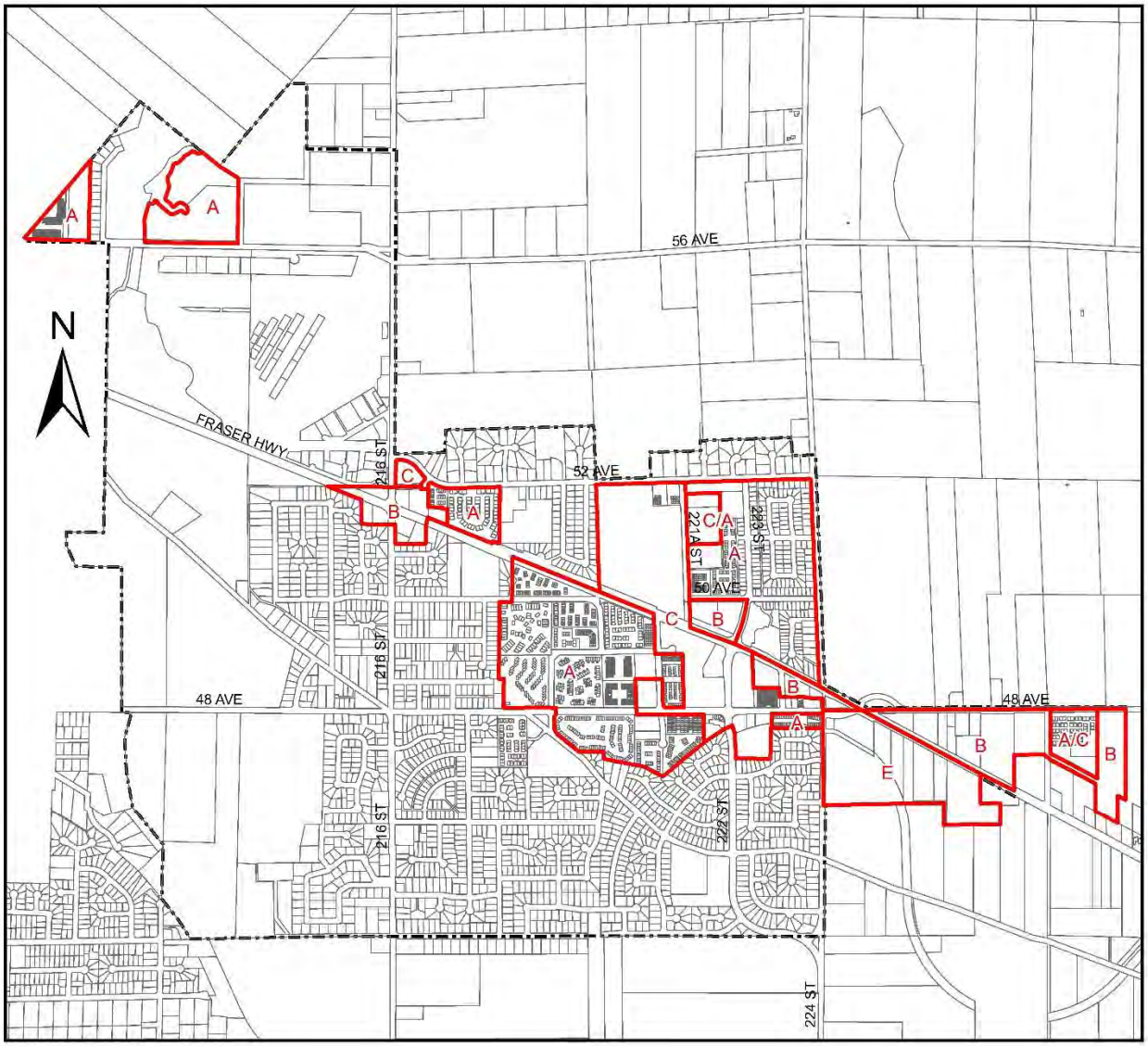
LEGEND

— — — PLAN BOUNDARY


N
Murrayville Community Plan
Map 2
56 AVE
52 AVE
48 AVE
48 AVE
216 ST
216 ST
216 ST
222 ST
224 ST
Note: See section 3.3(8)(a) of plan text
ROAD TO BE CLOSED
ROAD TO BE CLOSED
ROAD TO BE CLOSED
ROAD TO BE CLOSED
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


N
Murrayville Community Plan
Map 2
211 St
56 AVE
216 ST
52 AVE
Note: See section 3.3(8)(a) of plan text
48 AVE
FRASER HWY
222 ST
44 Ave
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
Institutional
School
Neighbourhood Park/Community Park
Conservation Area
0
0.5
1
Km
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. xxx
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Murrayville
Development Permit Areas Map 3

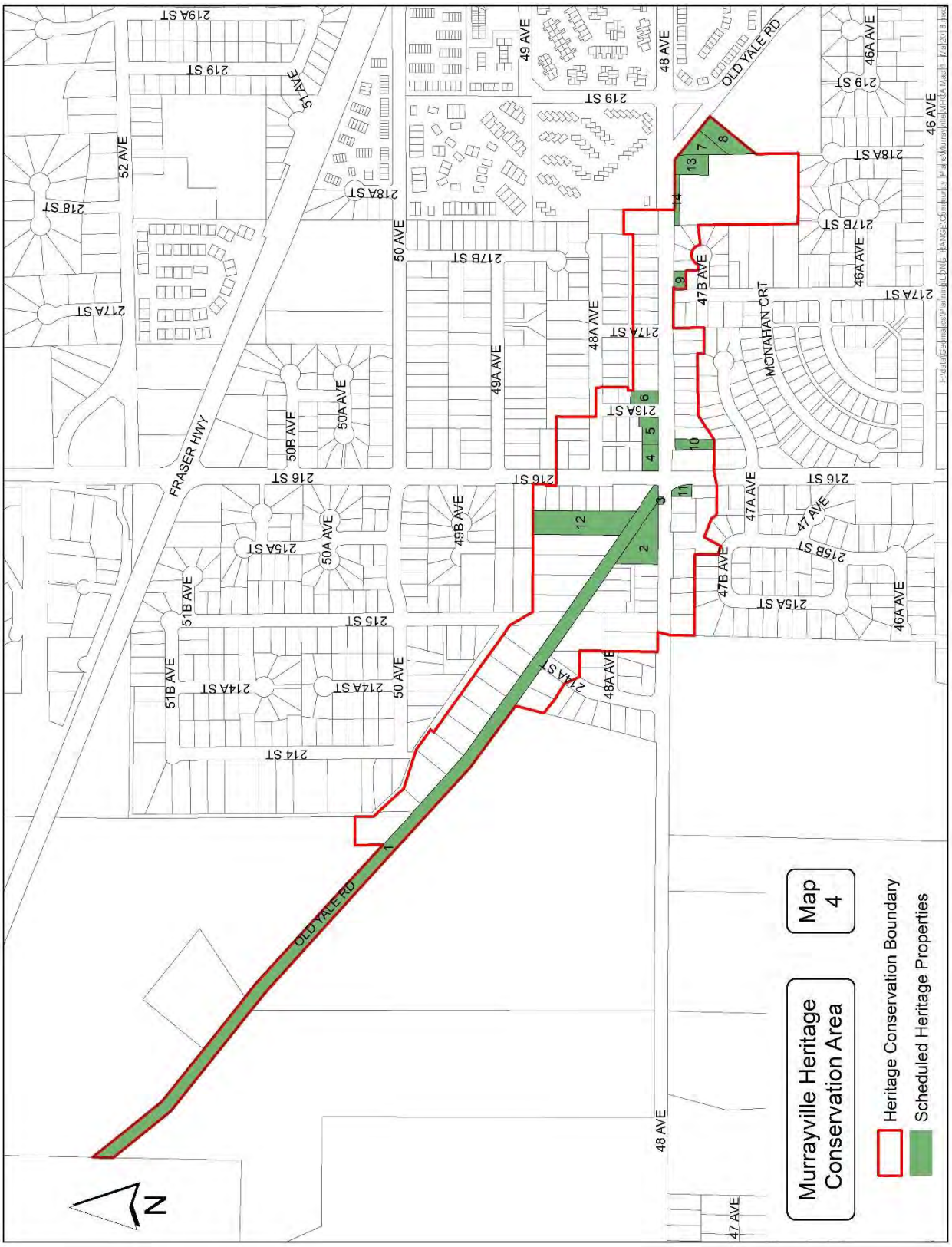


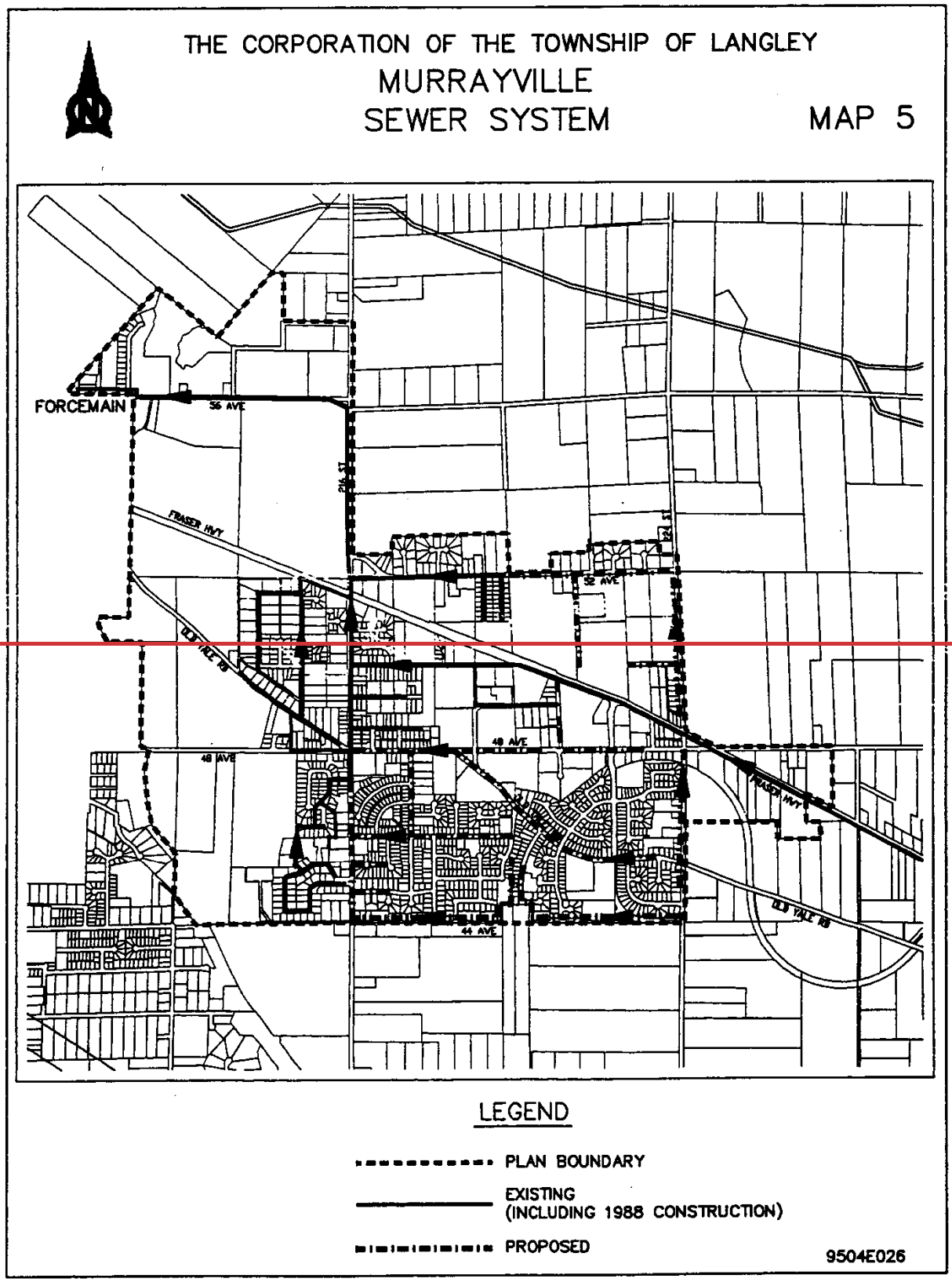
Bylaw No. 5547
Revised February 28, 2022

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MAP 4

Murrayville Heritage Conservation Area



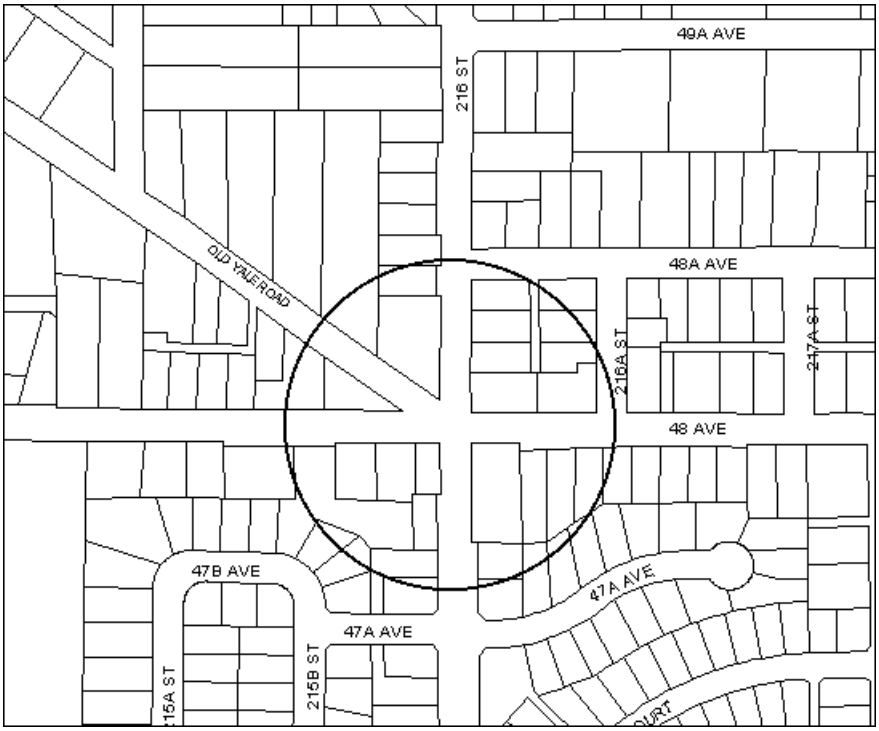

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
MURRAYVILLE
SEWER SYSTEM
MAP 5
FORCEMAIN
56 AVE
FRASER HWY
52 AVE
48 AVE
44 AVE
LEGEND
PLAN BOUNDARY
EXISTING
(INCLUDING 1988 CONSTRUCTION)
PROPOSED
9504E026

COUNCIL RESOLUTION -
MURRAYVILLE 5 CORNERS REVIEW
MARCH 20, 1989

THAT the properties in the vicinity of the intersection of 48~~th~~ Avenue and 216~~th~~ Street be identified as a special review area where Council is prepared to consider an amendment to the Murrayville Plan for limited commercial uses subject to the following criteria:

- the proposal takes into account the ultimate road widening and intersection improvements;
- the development site is adequate to support the intended use including access points, parking, on-site circulation and buffering; and
- the form and character of the development has a heritage appearance.

AND FURTHER THAT staff prepare the design for intersection improvements of 48~~th~~ Avenue and 216~~th~~ Street including the closure of Old Yale Road. The road closure plan is to include the heritage preservation of the Murrayville pump house for review with the Heritage Advisory Committee and the Heritage Society.



Township of Langley
Est. 1873

Township of Langley
20338 - 65 Avenue
Langley, British Columbia V2Y 3J1

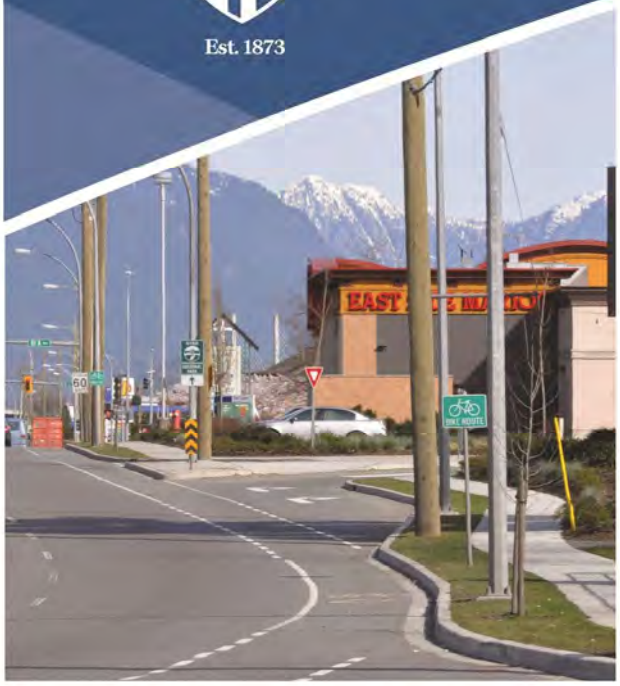
Community Development Division
604.533.6034

tol.ca

Township of Langley

Est. 1873

ATTACHMENT E



Northwest Langley

Community Plan



Adopted July 29, 1985







$20

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (NORTHWEST LANGLEY COMMUNITY PLAN)
BYLAW 1985 NO. 2323

Adopted by Council on July 29, 1985

CONSOLIDATED FOR CONVENIENCE ONLY

THIS IS A CONSOLIDATED BYLAW PREPARED BY THE CORPORATION OF THE TOWNSHIP OF LANGLEY FOR CONVENIENCE ONLY. THE TOWNSHIP DOES NOT WARRANT THAT THE INFORMATION CONTAINED IN THIS CONSOLIDATION IS CURRENT. IT IS THE RESPONSIBILITY OF THE PERSON USING THIS CONSOLIDATION TO ENSURE THAT IT ACCURATELY REFLECTS CURRENT BYLAW PROVISIONS.

AMENDMENTS

BYLAW NO./NAME	MAP/TEXT CHANGE	DATE OF ADOPTION
2657 (Clay)	Map	February 13, 1989
2675 (K. L. Resort)	Map	April 24, 1989
2740 (Jamieson)	Map	July 24, 1989
2750 (Drobott)	Map	October 2, 1989
2782 (Luettger)	Map	November 14, 1989
2783 (Wiles)	Map	December 4, 1989
2805 (289300 B. C.)	Map	April 23, 1990
2765 (C. P. M. Services Inc.)	Map/Text	December 10, 1990
2942 (Harris)	DP Area	January 13, 1992
3399 (Stage 1 Control Plan)	Map	December 5, 1994
3681 (Realescope)	Map	July 28, 1997
3695 (Parklane Ventures Ltd.)	Map	July 6, 1998
4033 (Carvolth Business Park Plan)	Map/Text	May 7, 2001
4079 (MDZ Holdings Ltd.)	DP Area	December 17, 2001
4273 (North of 96 Avenue)	Map/Text	March 1, 2004
4170 (Carbide Tool works Ltd)	Map	August 23, 2004
4334 (Thunderbird)	Map/Text	June 27, 2005
4619 (Mark Construction Ltd.)	Map/Text	March 3, 2008
4954 (Maison Development & Construction Ltd.)	Map	January 28, 2013

NORTHWEST LANGLEY COMMUNITY PLAN

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1. INTRODUCTION

This report details the Township's policies for development of the Northwest Langley study area. The land use concept conforms to the goals and objectives of the Official Community Plan and this report provides more detailed land use policies to assist in the development of the subject area.

2. LAND USE CONCEPT

Bylaw 4033 May 7, 2001

The Development Concept for this area is shown on Map No. 2. The land use concept that is shown provides integration between the industrial area of Northwest Langley and the Walnut Grove residential community to the east.

2.1.1 INDUSTRIAL

Bylaw 4033 May 7, 2001

Approximately 93 acres of the study area has been designated as industrial land, thereby reinforcing Northwest langley as a major industrial area and employment node within the Township. The types of industrial uses envisaged for this area include warehousing, wholesaling and distribution, light manufacturing, technical and educational uses, office and business uses, private utilities and public uses.

Bylaw 4273 March 1, 2004

2.1.2 RESIDENTIAL

Bylaw 4273 March 1, 2004

Approximately 182 acres of the study area has been identified for residential uses. Low density urban residential areas, which consist of single family detached housing at 4 – 6 units per acre, and Comprehensive Development which permits a mix of land uses have been located on lands located north of 96th Avenue. Areas designated Residential west of Yorkson Creek may include single family or multi family residential development provided density does not exceed 6 units per acre. Small-Scale Multi-Unit Housing is permitted on eligible lots within the low density residential land use designation(s), which may yield a higher total unit per acre density, as compared to single-family development on the same lots. Areas above the top-of-bank of watercourses and the area required for day lighting of the tributary of Yorkson Creek may be considered as developable land for density purposes. Development on properties adjacent to the CN rail line shall conform to the requirements of CN Rail, including setbacks, safety berms, noise analysis and attenuation, evaluation of ground-borne vibration transmission, fencing and registration of restrictive covenants.

Bylaw 4033 May 7, 2001

Owners of land shall enter into an agreement with CN Rail stipulating how CN's concerns will be resolved. The Low Density Residential designation west of 200 Street immediately north of the Trans Canada Highway is restricted to expansion of the mobile home park located to the north. Suburban residential uses have been proposed for lands north of 96th Avenue and east of 208th Street. The suburban residential uses consist of single family detached housing at one to two units per acre.

Notwithstanding the land use designations described above, eligible existing lots low density urban residential areas may be entitled to Small-Scale Multi-Unit Housing development, pursuant to Local Government Act B.C. Reg. 262/2023. Entitlement to three or four ground-oriented dwelling units is conditional on lot size and other eligibility criteria outlined in Zoning

Bylaw No. 2500. Refer to Development Permit Area: Form and Character Guidelines for Small-Scale Multi-Unit Housing (SSMUH) for design expectations on these sites.

Secondary suites are exempted from unit counts for the purpose of calculating density as units per hectare or units per acre under this community plan.

2.1.3 SERVICE COMMERCIAL

Bylaw #4334 June 27, 2005 Bylaw #4619 March 3, 2008

The focal point for the study area is the 200th Street Interchange at the freeway where approximately 14 acres of service commercial uses have been designated to help expand and diversify the employment centre emphasis of the Northwest Quadrant. The service commercial uses are intended to cater to highway trade and to the tourist industry, as well as to provide support services to the adjacent industrial and residential growth areas. The types of service commercial uses envisaged for the area include high density tourist services, low density tourist service and vehicle services.

~~The high density tourist service designation will encompass motels and hotels, convention facilities, cafes and restaurants, fast food outlets, limited personal services and commercial recreation facilities. The Low density tourist designation accommodates motels, cafes and restaurants, tourist trailer parks and commercial recreation facilities.~~ The service commercial areas include auto, recreation vehicle, and marina sales and service. The commercial facilities at the 200th Street interchange area are not intended to serve as a community shopping centre, but rather, their market and service function directs itself to the vehicle oriented highway trade and the local industrial operations. The Walnut Grove Community Centre will be the retail and community centre for the area north of Highway ~~N~~no. 1 and west of 216th Street.

Bylaw 4033 May 7, 2001

The existing neighbourhood commercial node at 96th Avenue and 208th Street has been incorporated into the plan providing a local convenience facility serving adjacent neighbourhoods.

2.1.4 CONSERVATION/OPEN SPACE AREAS

Bylaw 4033 May 7, 2001

Approximately 42 acres of the lands within the study area have been designated as conservation/open space areas. The concept's designation of the Yorkson and Munday Creek systems north of 96th Avenue continues the protection policies for these creeks established by the Walnut Grove Community Plan. The concept plan expands these conservation policies to the drainage courses and topographically sensitive lands in the vicinity of the Interchange area.

Bylaw 4273 March 1, 2004

2.1.5 TRANSPORTATION

DELETED BY BYLAW #4273 MARCH 1, 2004

~~2.1.6 COTTAGE INDUSTRIAL~~

Bylaw 4273 March 1, 2004

~~Cottage industrial uses will be considered along the north side of 98 Avenue west of 203 Street. Cottage industrial uses would consist of light industrial uses accessory to a residential use that would not result in excessive noise or traffic. Proposals for a new cottage industrial uses would be~~

~~required to provide extensive landscaping to buffer those uses from neighbouring residential properties. A development permit area shall be created for and proposed cottage industrial uses.~~

~~2.1.7~~2.1.6 SPECIAL FEATURES

2.1.7 (a) Industrial, Commercial, Residential Interface

The concept plan identifies a buffer zone or interface area between residential areas and industrial/commercial areas. The interface treatment is of critical importance to the study area and incorporates conservation features, utility rights-of-way and landscaping.

Bylaw 4273
March 1, 2004

The interface between residential and industrial uses north of 96 Avenue will consist of a variety of treatments. Along the western boundary and a portion of the northern boundary of the Chelsea Green development a 10m setback consisting of a trial and landscaping is required. Between Chelsea Green and 98 Avenue the area protected adjacent to the tributary of Yorkson C~~c~~reek will provide a natural interface. Along 98 Avenue the existing road will separate existing uses and consideration will be given to cottage industrial uses on lots fronting 98 Avenue. From 98 Avenue north to the CPR railroad, a landscaped buffer will be provided on industrial properties. South of 96~~th~~ Avenue, the creation of an open space system incorporating the BC Hydro right-of-way, the establishment of a neighbourhood park area and a landscaped buffer system provides a serviceable approach to the separation of commercial and residential uses.

The provision of buffer land will be created by utilizing industrial and residential design techniques in order to provide effective interfacing. Landscaping, berming, creation of deep lots, low profile industrial and commercial uses, low profile building designs and other site planning techniques are needed to visually separate the uses. Industrial and commercial areas abutting residential areas will be designated development permit areas to assist in the development of buffers.

Bylaw #4334
June 27, 2005

Properties that are designated Commercial, Neighbourhood Commercial, Light Industrial, and Comprehensive Development Area and are adjacent to 200~~th~~ Street, 96~~th~~ Avenue and 88~~th~~ Avenue be designated Development Permit Area. The Development Permit will be used to regulate siting of buildings, exterior finish of buildings and require landscaping along the street frontage.

2.1.7 (b) Commuter Parking Areas

The prices for land and housing, and the proximity to Greater Vancouver employment centres have established the Langley's as commuter communities. As new growth progresses in the Langley area, commuter traffic will continue to be generated.

Bylaw 4033
May 7, 2001

The focal point for many commuters is the 200~~th~~ Street at the 200~~th~~ Street Interchange. Many commuters presently engage in car pooling leaving their vehicles parked at the Interchange area. As growth occurs and with improvements to the Interchange to accommodate this growth, current parking practices will not be possible, identifying a need for "park and ride" facilities.

2.1.7 (c) Comprehensive Development Areas

The purpose of a "Comprehensive Development Area" designation is to provide for the creation of special Comprehensive Development zones to accommodate comprehensively planned and designed projects involving a mix of land use types. Applications for Comprehensive Development Zones shall include an application for a Development Permit to allow Council the opportunity to review the form and character of the proposed development.

3. UTILITY SERVICING

3.1 WATER SUPPLY

The existing water distribution system consists of two basic pressure zones, a lower one dominated by Strawberry Hill Reservoir (Zone 1) and an upper area serviced by Jericho Hill Reservoir (Zone 2). See Map No. 1 for Zones and Reservoirs. The projected population of 24, 000 within the Zone 1 area, including Fort Langley, plus an allowance for industrial and commercial users would require total reservoir storage of two million gallons, including fire storage.

Since Zone 1 is presently equipped with a one million gallon reservoir, it would be appropriate to add a further one million gallons of storage to Zone 1, thus providing the ultimate storage requirement for this zone (two million gallons).

There is a probability of obtaining additional supplies of water from either the Salmon River Aquifer south of 88th Avenue and/or the aquifer in Milner. It has been assumed that any additional flow requirements can be supplied from these potential sources and delivered to the distribution system in the general area of 76th Avenue and 216th Street. Should this, however, not prove to be the case, then it is assumed that the requisite supplies may be drawn from the Greater Vancouver Water District and delivered to the system in the region of 76th Avenue and the Surrey boundary

Map No. 3 identifies the proposed water network layout to meet population and industrial/commercial requirements for the study area.

3.2 SEWAGE COLLECTION

The sewage treatment plant located at 201st Street near the Fraser River, was originally designed for expansion in stages to an ultimate capacity of nine mgpd and the collection system was sized to match. At this time certain parts of the collection system are in place and the treatment plant has a capacity of 1.125 mgpd or the ability to serve a population equivalent of 11,250. The current capacity may be doubled by addition of the rotating biological contractors for which the civil works have been completed. Present flows to the plant are in the order of 0.7 mgpd.

Map No. 4 identifies the Proposed Sanitary Sewage network to meet the population and industrial/commercial requirements. Sewage generated in the areas of South Willoughby, Brookswood and Murrayville are assumed to be diverted to the G.V.S. and D.D. system. An exception to this would be the possibility of flows generated in Fort Langley being ultimately conveyed, by the 96th Avenue sewer and via the 96th Avenue pump station to 201st Street and hence the treatment facility. Use of the existing forcemain from the 203rd Street pump station, immediately north of the City of Langley, to 204th Street in Walnut Grove would be discontinued. A single crossing of the freeway is proposed in the region of 201st Street to handle sewage flows from lands both east and west of 200th Street. Flows from the study area, both north and south of the freeway, are directed to a trunk main alignment through the central portion of the primary area lands connecting to the existing 201st Street sewer at 96th Avenue. The construction of this main will be a prerequisite for the consideration of development at the Interchange or for areas south of the freeway. Trunk sewers proposed will be designed for the ultimate population of the Northwest Langley area.

3.3 STORM WATER MANAGEMENT

The 5 year minor and 100 year major system concept will be used as the basis for the storm water management system in the study area, except in the Northwest Langley Basin where the existing pipes are sized for a 25 year return period. Due to the environmentally sensitive streams in the study area, community water storage will be provided to reduce, the post-development peak flows for the 5 year return period.

Locations of the proposed community storage facilities and storm sewers, which reflect the flows generated by the projected population and industrial/commercial uses are shown on Map No. 5.

Upper Serpentine Basin

The Serpentine River is one of the most important rivers in the Vancouver Lower Mainland in terms of storm runoff conveyance and fisheries resources. Conventional drainage discharge from development without sediment control and flow attenuation would further aggravate the flooding and environmental problems in this river and would be generally unacceptable. Therefore, community storage will be provided in the basin to dampen the post-development peak flows.

Yorkson Creek Basin

The northern portion of the study area is located in the Yorkson Creek basin. Although the outfall from the study area is located in the lower reaches of Yorkson Creek, flow attenuation in the basin is still required to minimize downstream erosion and destruction of fisheries habitat. Only a small drainage network is required in this basin partly due to the presence of an extensive creek network.

Northwest Langley Basin

The basin is primarily zoned for industrial development. An extensive storm sewer network has been installed to convey the post-development flow for the 25 year return period. The existing drainage pipe network discharges to the storm sewer system in the Surrey Port Kells industrial area which outfalls to the Fraser River. Detention in this basin is not required due to its proximity to the Fraser River and existing available sewer capacity. Extension from the existing drainage system is proposed in order to service the undeveloped land.

3.4 TRANSPORTATION SYSTEM

Map No. 6 identifies the proposed arterial and collector network to serve the projected residential, industrial and commercial growth and to facilitate the upgrading of the 200th Street Interchange to full status.

New road locations north of the freeway include the diversions of 88th Avenue north to 91A Avenue, 200th Street o tie into 201st Street at 96th Avenue, and connector between these two new locations. 98th Avenue is proposed to be a collector road connecting south to 96 Avenue along the 203 Street alignment, with 98 Avenue east of 203 Street connecting in a manner that does not permit industrial traffic through the residential area. Options will be reviewed to provide better local road access to the portion of the existing residential development north of 98 Avenue west of 203 Street currently accessed by a lane.

Bylaw 4273
March 1, 2004

4. PHASING STRATEGY

The phasing strategy is predicated on the following:

1. Initial phasing of expansion will be directed to those service areas which can utilize existing trunk servicing programs, thus requiring the least financial involvement by the Township.

2. Service areas will expand systematically from existing trunk utilities providing a cost-effective approach to growth.

3. Expansion will occur as each land use component is substantially taken up and supply significantly diminishes.

Current development programs for the N.W. Industrial and Walnut Grove residential communities have the capacity to accommodate some 10 – 15 years of industrial residential growth. Incorporate within these programs is a provision to accommodate approximately 35 acres of community and service commercial development. The Township has a considerable front-end investment in trunk utility services in these community areas. The Township will therefore direct growth demands to existing development areas, rather than initiate new development areas, in order to recoup some of this front-end investment and to take advantage of cost savings inherent in sequential staging of growth.

The need to consider future industrial and residential growth will depend on the rate at which development occurs in present developing areas and the finances available to extend services.

5. WATER SOURCE AND SEWAGE TREATMENT COSTS

A cost/benefit analysis has been prepared of on-site servicing for each service area and the total costs for the upgrading of the sewage treatment plant and the improvements to water supply and storage systems (off-site costs) have been identified. These off-site costs will be required to serve phased growth as it occurs within the Northwest Quadrant Study area. The timing of these phases is variable and dependent on demand, and also influenced by policies adopted by Council. The direction and timing of growth will be reviewed by Council on a cost/benefit approach.

6. DEVELOPMENT PERMIT PROVISIONS

6.1 DEVELOPMENT PERMIT AREA A

Bylaw 4273
March 1, 2004

Lands identified as "Development Permit Area "A" – Industrial" on Map No. 7, Development Permit Areas, are hereby designated as development permit areas under ~~Section 919.1(1)(f) of the~~ Local Government Act to establish objectives and provided guidelines for the form and character of development.

The objective of this development permit area is to ensure attractive industrial development and to reduce conflict with adjacent residential uses. The development permit guidelines for this area are:

- Elevations of buildings facing a street should have glazing and other architectural details to provide visual interest. Building elevations that are visible from adjacent roads or properties shall be finished and treated similar to the front elevation.
- Consolidated site developments are encouraged to reduce street accesses. The number, location and design of vehicular access egress points shall be regulated in order to avoid hazards to pedestrian and vehicular traffic. Coordination of access and interconnection of parking areas and driveways between adjacent properties will be encouraged as access from major roads will be limited to right turns only. Acquisition of sufficient property to allow access from roads other than major roads shall be encouraged.
- Landscaping shall be required to enhance the appearance of the development and to screen parking, loading areas and garbage containers from abutting residential development and adjacent roads. All areas not covered by buildings, structures, roads and parking areas shall be landscaped. Landscaping shall be provided in the parking areas to enhance the appearance of the development. A landscaping plan shall be submitted as part of a development permit application. A 10 metre wide landscaping area, which may also accommodate a trail, shall be provided along property lines abutting residential development.
- Signs should be designed so that they are compatible with buildings on the site. Sign design should also be coordinated and compatible with signage on adjacent properties to establish a unified and attractive industrial area.
- Site lighting should be oriented away from adjacent properties and projected downward or towards on site buildings.
- Watercourses shall be protected through maintenance of a non-disturbance area or restrictive covenant to provide shade to moderate water temperatures, and leaf litter and insects for food and to contribute debris for fish cover. A building setback from the top of banks shall be required.
- Native trees and vegetation within riparian zones and buffer areas should be preserved. Where lacking, native trees should be planted along riparian zones for water temperature control, slope stability, nutrients and large organic debris.

- Development Permit Area B

Bylaw # 4334
June 27, 2005

Land identified as "Development Permit Area "B" – Comprehensive Development Area on Map No. 7 Development Permit Areas, are hereby designated as Development Permit areas under Section 919.1 (1) (f) of the Local Government Act to establish objectives and provide guidelines for the form and character of development.

The objective of Development Permit Area B is to ensure attractive, safety and well-designed commercial/mixed use developments consistent with Township policies. The development permit guidelines for this area are:

6.1.1 COMMERCIAL MIXED USE DEVELOPMENT

Form and Character

- Elevations of buildings facing a street should have glazing and other architectural details to provide visual interest. Building elevations that are visible from adjacent roads, driveways, parking lots and municipal trails or adjacent properties shall be finished and treated similar to the front elevation.
- Commercial building design shall be compatible with the surrounding physical environment as well as the character, scale and form of other buildings on the same or neighbouring sites. The compatibility of such features as roof lines, height, building mass, form, colours, materials, architectural character and outdoor spaces should be taken into consideration.
- Fixed roof overhangs and canopies should be provided to cover pedestrian walking
- All building design should provide street orientation and pedestrian interest.
- Third and fourth floors of mixed use buildings should be stepped back as necessary to enhance light penetration to the street and provide variety to building form.
- Roofscapes should be punctuated by special features that enhance and compliment the building architectural design.
- All mechanical roof equipment should be integrated into architectural roof treatments, or screened with materials and finishes compatible with the overall building design.
- Crime Prevention Through Environmental Design (CPTED) and child friendly principles should be applied to all buildings, parking lots and site development plans.
- Outside patio seating areas are encouraged.

Landscaping

- Landscaping shall enhance the appearance of the development and screen parking, loading areas and garbage containers. A landscaping plan shall be submitted as part of a development permit.
- Additional landscaping shall be provided within parking lots, especially where residential views extend or will extend over the parking area.
- Special attention is to be given to the preservation of significant trees and mature vegetation. Prior to the design of a project, a detailed tree survey and assessment indicating the location of existing significant trees on site must be conducted and provided to the Township as part of the development process in accordance with the Township's Tree Protection Policy. The development should be designed around significant trees so as to ensure their survival. They also should be protected during the construction process.

Signage

- All signage should have a pedestrian scale and be architecturally integrated with the buildings and/or landscaping. Sign design should also be coordinated and be compatible with signage within the mixed use node to establish a unified and attractive commercial area. All signage must comply with the Township's Sign Bylaw unless otherwise varied in a Development Permit.

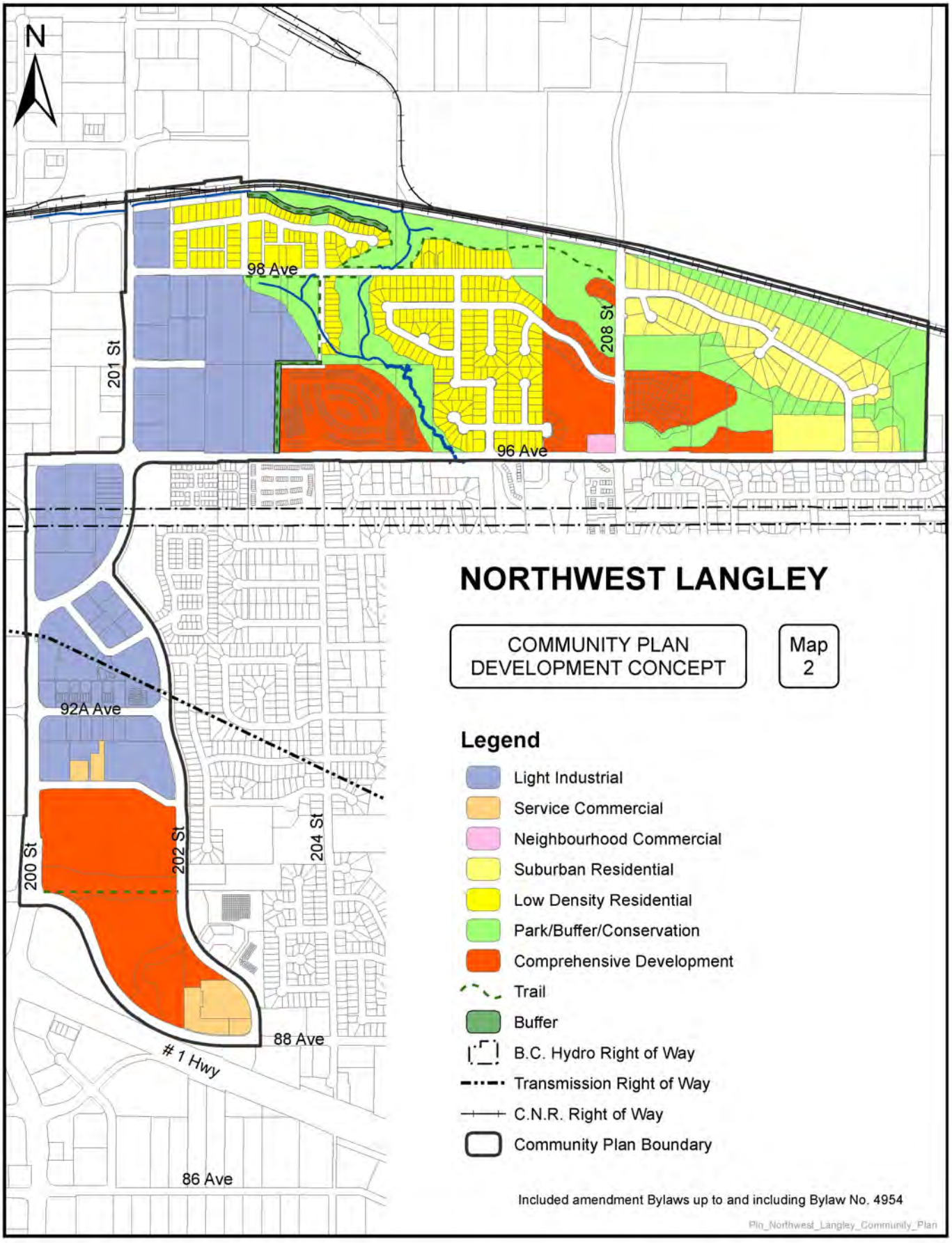
Parking and Traffic/Pedestrian Circulation

- Provision of underground or enclosed parking is encouraged for residential uses. No open upper deck parking is permitted.
- Common parking shall be located primarily in the interior of the site or otherwise screened from view.
- Parking lots must provide a pedestrian pathway network through the parking area to provide convenient and safe pedestrian access between buildings, parking areas, sidewalks and adjoining streets. Wherever possible, the pathway system should incorporate landscaping with trees, shrubs, and district surface treatments (i.e. pavers and other materials).
- All vehicular bridges shall be designed with a strong pedestrian component.
- Underground parking areas shall be designed in accordance with CPTED principles.

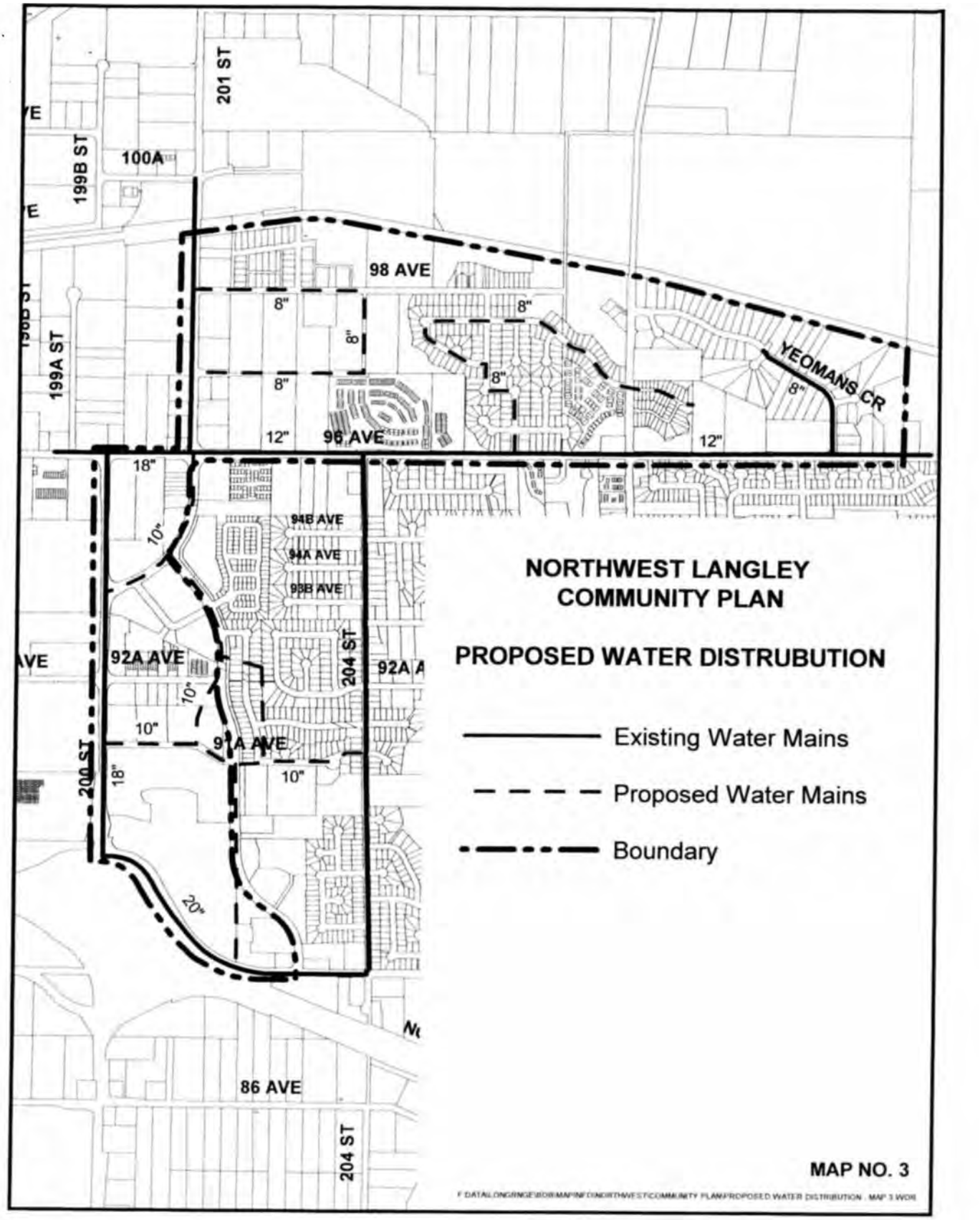
Exterior Lighting

- There should be sufficient on-site illumination to ensure pedestrian safety and vehicle security. Illumination, however, should not negatively impact nearby residential uses. All commercial development within 150 metres of single family residential uses will be subject to the Township's Exterior Lighting Impact Policy.

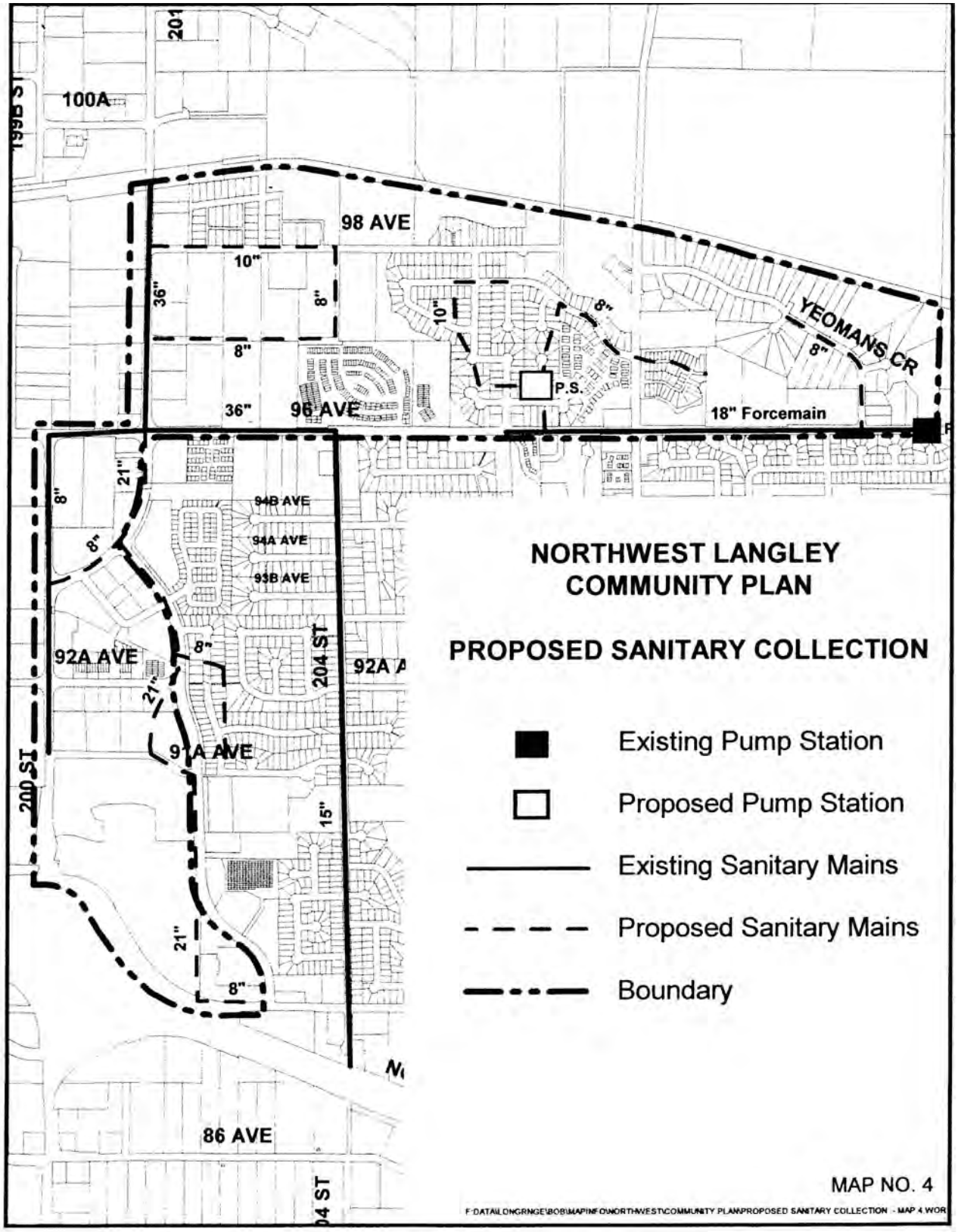
Map 1 - Community Plan Development Concept



Map 2 - Proposed Water Distribution



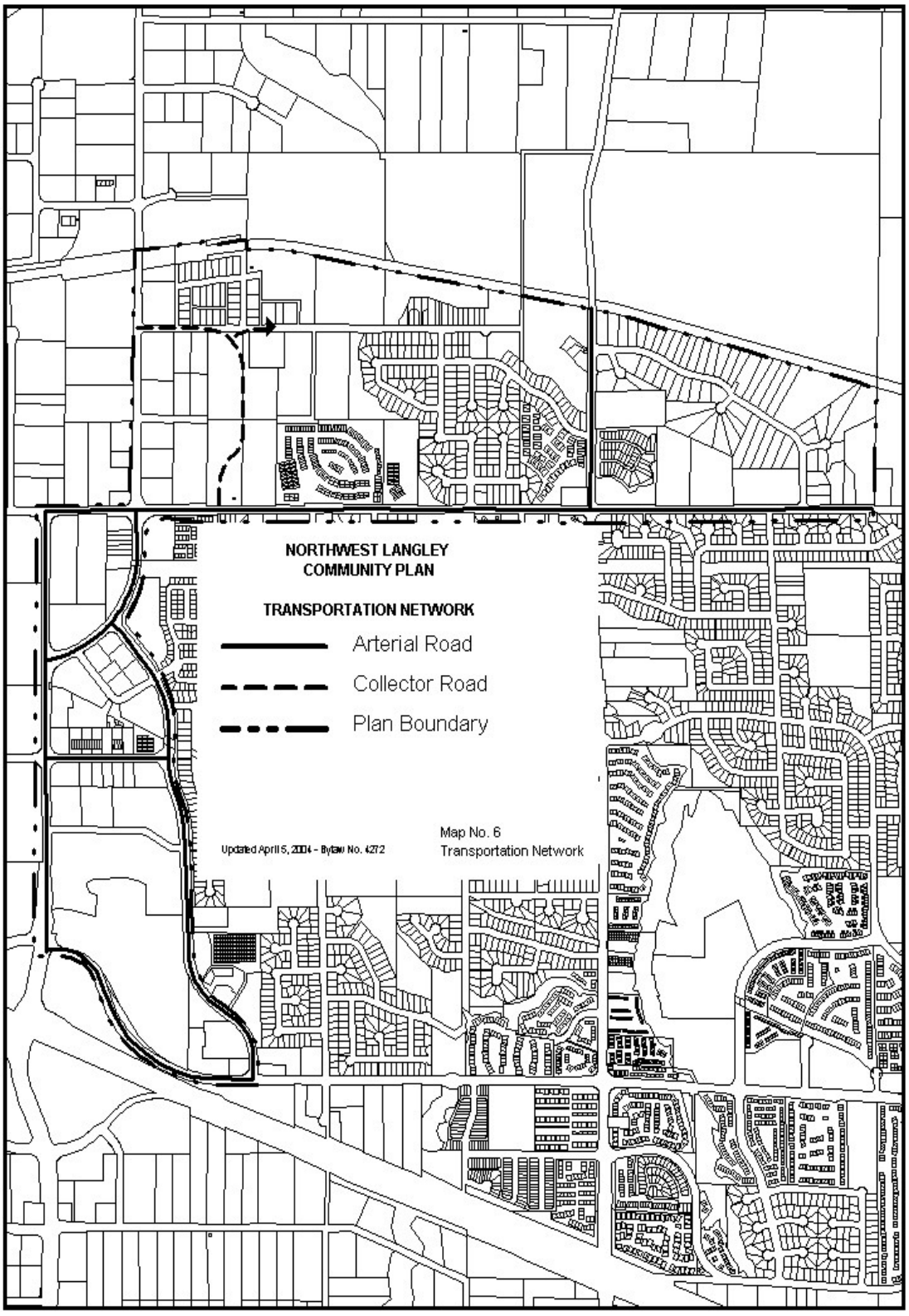
Map 3 - Proposed Sanitary Collection



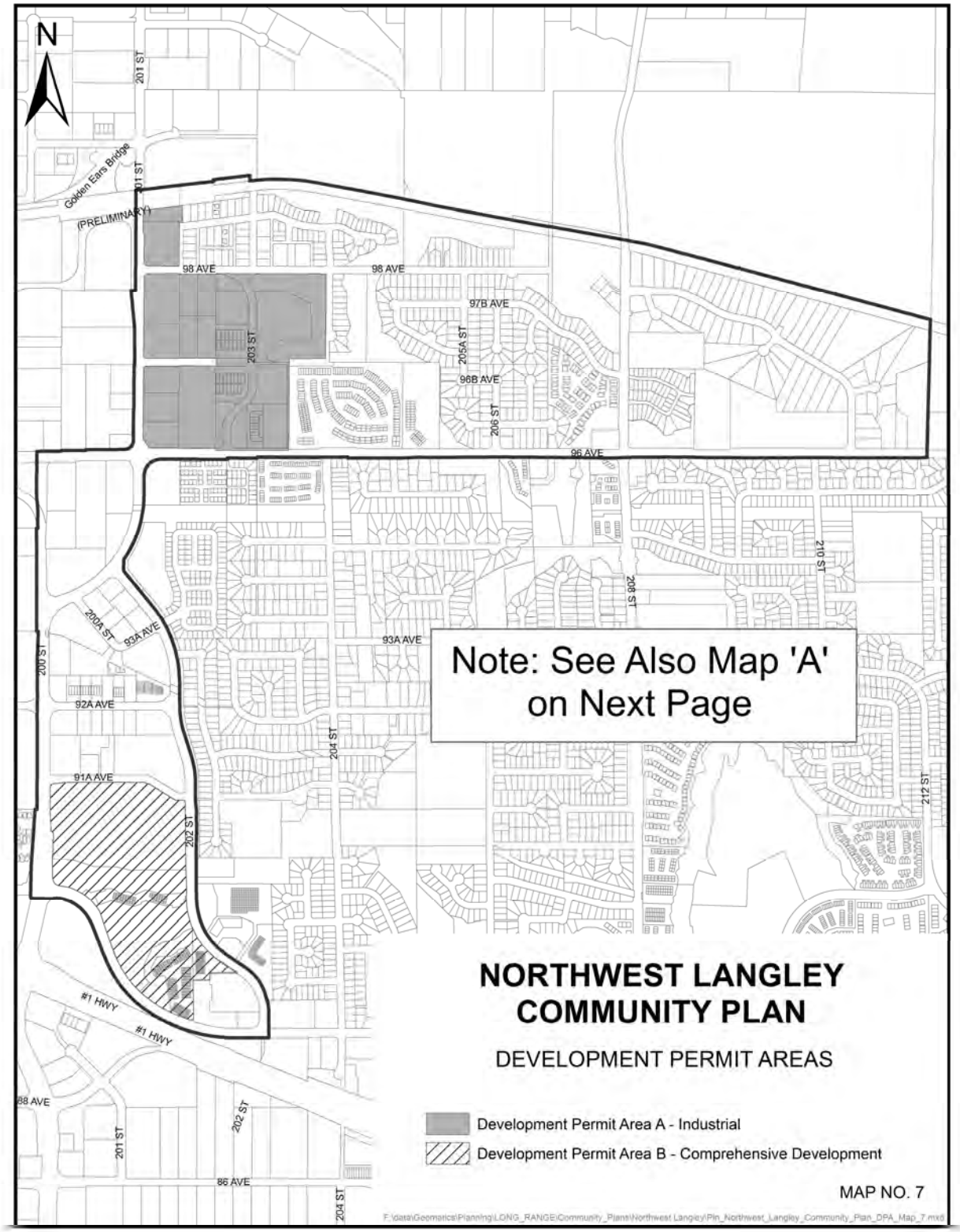
Map 4 - Proposed Storm Collection



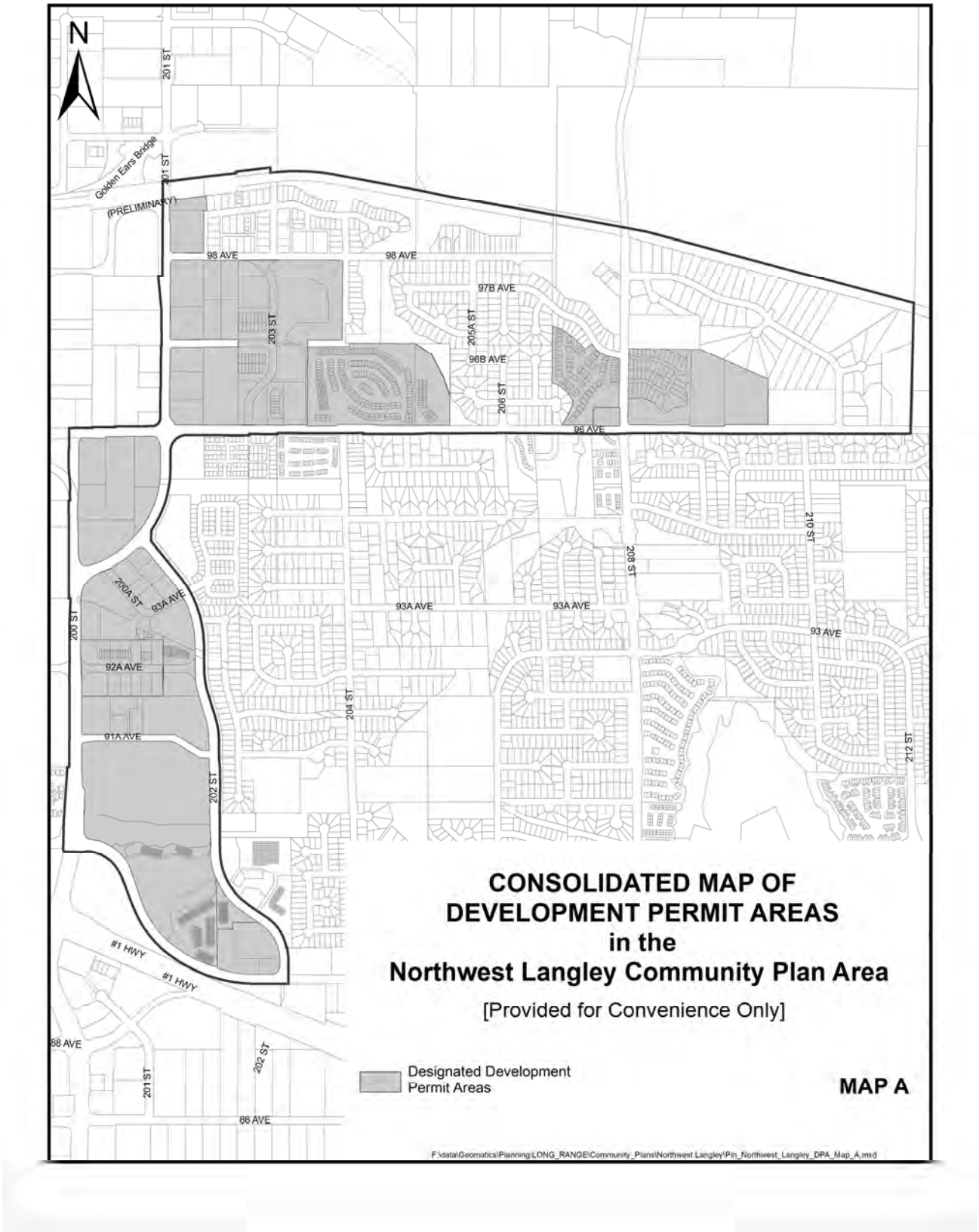
Map 5 - Transportation Network



Map 6 - Development Permit Areas



Map 7 - Consolidation of Development Permit Areas



Township of Langley

Est. 1873

Township of Langley
20338 - 65 Avenue
Langley, British Columbia V2Y 3J1

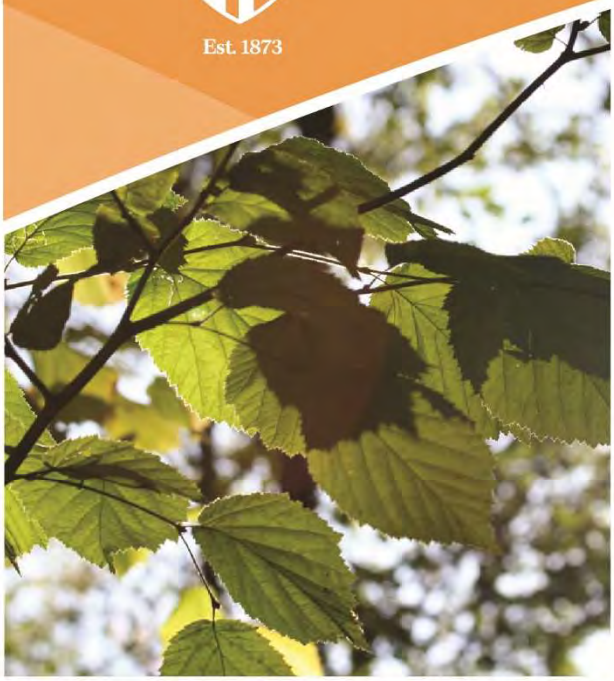
Community Development Division
604.533.6034

tol.ca

Township of Langley

Est. 1873

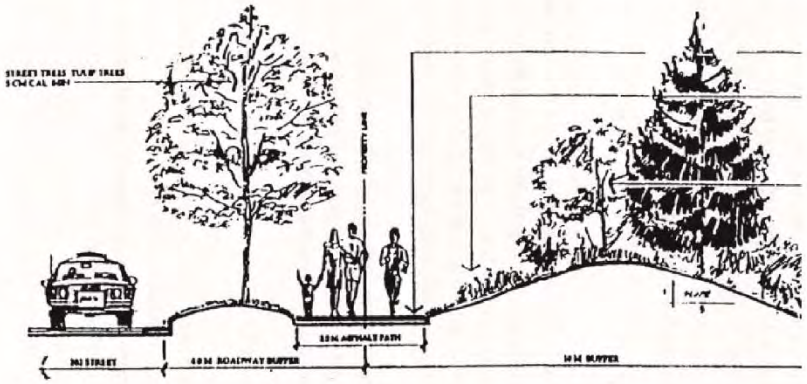
ATTACHMENT F



Walnut Grove

Community Plan





Adopted November 26, 1979





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THE CORPORATION OF THE TOWNSHIP OF LANGLEY

WALNUT GROVE COMMUNITY PLAN
BYLAW 1978 NO. 1836

Adopted by Council on November 26, 1979

CONSOLIDATED FOR CONVENIENCE ONLY

THIS IS A CONSOLIDATED BYLAW PREPARED BY THE CORPORATION OF THE TOWNSHIP OF LANGLEY FOR CONVENIENCE ONLY. THE TOWNSHIP DOES NOT WARRANT THAT THE INFORMATION CONTAINED IN THIS CONSOLIDATION IS CURRENT. IT IS THE RESPONSIBILITY OF THE PERSON USING THIS CONSOLIDATION TO ENSURE THAT IT ACCURATELY REFLECTS CURRENT BYLAW PROVISIONS.

AMENDMENTS

BYLAW NO./NAME	MAP/TEXT CHANGE	DATE OF ADOPTION
1953 (Walnut Grove)	Map	June 30, 1980
1987 (Walnut Grove)	Map	December 22, 1980
2378 (Genstar)	Map	July 14, 1986
2634 (W.G. Core)	Map	April 18, 1988
2572 (Dev. Permit Provisions)	Text	November 7, 1988
2818 (Polygon)	Map	June 18, 1990
2944 (Phase 5 School Site)	Map	October 22, 1990
2945 (Dayton Holdings)	Map	March 4, 1991
3109 (Stage 5 Control Plan)	Text	April 27, 1992
3106 (Stage 6 Control Plan)	Text	January 10, 1994
3273 (Parklane Stage 5 Townhouses)	Map	February 28, 1994
3302 (Treeline Properties)	Map	March 28, 1994
3364 (Stage 9 Control Plan)	Map/Text	September 12, 1994
3417 (Adera Properties Ltd.)	Map	October 24, 1994
3400 (Stage 1 Control Plan)	Map/Text	December 5, 1994
3536 (Stage 1 – Taylor Ventures)	Map/Text	May 6, 1996
3652 (Stage 9 – Redwoods)	Map/Text	May 26, 1997
3806 (Rieding Projects Ltd)	Map/Text	December 21, 1998
3860 (Northwest Langley Business Centre Ltd/411722 BC Ltd)	Map	June 28, 1999
4034 (Carvolth Business Park Plan)	Map	May 7, 2001
3909 (569054 BC Ltd)	Text	March 22, 2004
4485 (Streamside Protection)	Text	March 27, 2006
4417 (Sivia Construction Ltd.)	Map	May 1, 2006
4690 (ParkLane Ventures Ltd.)	Map	April 20, 2009

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1. PLAN BASIS

1.1 INTRODUCTION

This Plan shall be cited as the "Walnut Grove Community Plan".

1.2 ENABLING LEGISLATION

This Community Plan is prepared in accordance with the requirements of Part XXI Sections 695-700 of the Municipal Act R.S.B.C. 1960 Chapter 255 and amendments thereto.

1.3 DESCRIPTION OF THE PLAN

This Community Plan is a declaration of the goals, objectives and policies which will guide the future development of the Walnut Grove Urban Area. This Community Plan consists of a written text and accompanying maps designated Map 1 titled Walnut Grove Community Plan and Map 2 titled Neighbourhoods Comprising the Urban Area of Walnut Grove.

1.4 PURPOSE OF THE PLAN

The purpose of this Community Plan is to provide:
a) for long-range orderly development in accordance with stated objectives;
b) a guide for day-to-day decision-making in the development process of the area;
c) the basis for the preparation and adoption of capital works program based on need;
d) the basis for the preparation and adoption of land use regulating by-laws and amendments to them.

1.5 FUTURE PROVISIONS

This plan shall be subject to periodic review in order that it will remain current with major changes that may significantly affect land use, municipal servicing, and the pattern of living.

1.6 PLAN COMPONENTS

This Community Plan shall provide for the allocation of residential uses, commercial uses, open space and recreation, green belts and a vehicular and pedestrian circulation system.

1.7 GOALS AND OBJECTIVES

The goals and objectives in this plan convey the general intent and purpose of the policies and standards stated in this plan.

1.7.1 Land Use Patterns

Goal

The orderly development of a variety of land use types each compatible and complimentary to the other and which will promote efficient transportation and servicing systems.

Objectives - Community Format

a. That the Walnut Grove Area becomes a major growth within the Municipality providing for a balanced self-contained community.
b. That the basis for development be of a moderate density development pattern.

c. The identification of neighbourhoods having due regard for those existing developed areas, which are large enough to be incorporated as neighbourhoods, which will provide individuality and preserve the basic amenities of that area.
d. That the community provides a predominantly residential base as well as commercial facilities suited to the needs of the community.
e. The establishment and development of an interconnected open space system for active and passive recreation activities.
f. The preservation of significant natural features within the community development area.

Objective - Land Use Relationships
a. The location and distribution of land uses in such a manner so as to separate uses which are physically and functionally incompatible.
b. The separation of commercial oriented traffic from traffic associated with residential areas.
c. The separation of through municipal traffic from traffic associated with the community.
d. The integration of land uses and circulation systems with existing and future adjacent development patterns.

1.7.2 Social - Economic

Goal
To provide the opportunity for social and cultural interaction and involvement in public affairs as well as the opportunity for individuals to realize their social and economic potential.

Objectives - Social
a. The provision of a variety of housing types in order to ensure choice of accommodation for all income and age groups and household types.
b. The provision of education, recreation and related social facilities necessary to satisfy the needs and preferences of the Community.
c. The provision of conveniently located commercial facilities suited to the needs of the community.

Objectives - Economic
a. The encouragement of orderly and efficient use of land having due regard for the efficient and economic provision of municipal services.
b. Development and progressive development shall be based on the servicing principle and an overall policy and master plan for servicing shall be prepared and adopted.
c. The establishment of a staging program for development that enables the provision of physical and social services to an acceptable standard.

1.7.3 Environmental

Goal
The establishment of a development pattern that incorporates the natural environment, preserves the existing aesthetic quality and provides for aesthetically attractive development of the community.

Objectives - Environmental
a. The provision of land uses in such a manner so as to control the pollution of air, land and water.
b. The development of land use patterns which will reduce and ensure the safety of residents from natural hazards and to control drainage.

Objectives - Aesthetics

a. The preservation of the beauty of the ravines, trees and general topography.
b. The development, conservation and rehabilitation of structures and sites of good architectural quality.

2. PLAN DOCUMENT

2.1 LAND USE DESIGNATIONS

For the purpose of this Community Plan the Walnut Grove Urban Area is divided into the following land use designations:

Low Density Residential		Recreation and Cultural Centres
Medium Density Residential		Open Space and Conservation Area
High Density Residential		Future Study Area
Community Commercial Centre	#3860 28/06/99	Neighbourhood Mixed Use Centre
Neighbourhood Commercial Centres		Business/Office Park
Service Recreation Area		

The location of such land use designations are shown upon the plan document attached hereto and incorporated with and made part of this Community Plan By-law.

2.2 AREA BOUNDARIES

The area covered by this plan includes all that land and water adjacent to the land within the area described

2.3 INTERPRETATION

1. Deviations from the policies and plans of this document will require an amendment to the Community Plan.
2. It is intended that all figures, numbers and quantities within the Plan be considered approximate only.
3. Minor changes will be permitted to this Plan, policies and staging without amendments, provided they do not affect the intent of the Plan.
4. The Plan Map is intended to show general locations and distribution of major land uses and is designed to transmit the relationship between various land uses.
5. This Plan does not commit The Corporation of the Township of Langley or other administrative bodies to undertake any of the projects herein outlined or suggested.

2.4 GENERAL PROVISIONS

The following apply to all land use categories.

2.4.1 Environmental Protection

a. No buildings, placement of fill or removal of soil shall be permitted within 7.0 m (22.96 feet) of the top of ravines or natural watercourses.
b. The natural flow regime and water quality of watercourses shall be maintained in accordance with an approved storm water management program.
c. The crossing of ravines and watercourses shall be kept to a minimum and used only where it is part of the major collector or secondary road system.

#2572
18.04.88

2.4.2 Development Permits

The development permit provisions of the Local Government Act will be used to implement the provisions of this community plan and specifically implement the objectives and guidelines stated in this section.

deleted by #4485 27.03.06

a. Conservation Area

06/05/96 #3860 28/06/99

b. Community Commercial (CC), Educational (E), Neighbourhood Commercial (NC)Neighbourhood Mixed Use Centre (NMUC), Service Recreation Use (CS) and Business/Office Park (BOP)

The lands designated community commercial (CC), educational (E), neighbourhood commercial (NC), neighbourhood mixed use centre (NMUC), service recreation use (CS) and business/office park (BOP) are hereby designated as development permit areas under Section 945 (4) (e) of the Municipal Act.

The objective will be to ensure that the character of development, siting and landscaping is coordinated and attractive and to encourage the development of a compact commercial area. The reduction of residential and commercial conflicts is also an objective.

The development permit guidelines are:

1. Buildings will be required to be sited with the front of the building oriented towards the road. The desire is to coordinate development to create a downtown commercial area. Integration of buildings will be a prime consideration.
2. Access to and from Walnut Grove Drive and 88th Avenue will be limited.
3. Consideration should be given to the provision of a covered walkway along the building frontage. Continuous weather protected walkways shall be encouraged between public streets, buildings and parking areas.
4. Signs should be applied to buildings so that they appear as part of the building design.
5. Building elevations which are visible from adjoining or nearby streets or pedestrian ways should be treated as a "front" elevation. These elevation treatments do not have to be extensive as the building's "true" front, but can be improved by painting, architectural details, screening and landscaping.
6. The use of "untreated" concrete or the use of "unfinished" metal/aluminum as a final building finish shall not be permitted. Building materials and building massing shall support the creation of a pedestrian oriented and attractive environment. Pitched roofs shall be encouraged.
7. Landscaping of the site shall be required to enhance the appearance of the building(s), and screen the parking, loading and utility areas from residential uses, other uses and adjacent

roadways. Landscaping plans are to be submitted as part of the Development Permit application. Consideration shall be given to retaining trees.
8. Buildings should be designed and sited to maximize sun penetration to adjacent roads, sidewalks and properties.

c. Medium Density Residential (RM) and High Density Residential (RH)

The lands designated medium density residential (RM) and high density residential (RH) are hereby designated as development permit areas under Division 7 of the Local Government Act.

The objective will be to promote development of safe, attractive, identifiable multiple family neighbourhoods that have excellent pedestrian access to surrounding commercial and recreational land use.

The medium density residential (RM) and high density residential (RH) development guidelines are:
1. Development should be designed to integrate with and be compatible with adjacent development with respect to siting of buildings, exterior finish and design, landscaping and design of parking areas.
2. Building materials, design and massing shall support the creation of an attractive residential environment. The use of "untreated' concrete or "unfinished" metal or aluminum as a final building finish shall not be permitted.
3. Landscaping of the site shall be required to enhance the appearance of the development. Buildings and parking, loading and storage areas should be screened from adjacent roads and single family residential development. Garbage receptacles and other service areas should be screened. A landscaping plan shall be submitted as part of a development permit application.
4. Walkways should be developed to ensure convenient access to and from adjacent residential, commercial, educational, recreational and institutional uses. Walkways should be lighted and allow for overview from adjacent dwellings for safety and security reasons.
5. Signs should be designed so that they are compatible with the buildings and appear to be part of the building design."

#3106
10/01/1994

d. Comprehensive Development

The Stage 6 area is designated a development permit area under Division 7 of the Local Government Act for the establishment of objectives and the provision of guidelines for the form and character of development.

The objective of the development permit area is to promote innovative housing designs that are compatible with nearby developments and provide for a variety of housing types to encourage a broad social mix.

Development under the comprehensive development provisions in Stage 6 shall conform to the guidelines in Section 6 of the Walnut Grove Stage 6 Neighbourhood Control Plan.

#3536
06/05/96

Comprehensive residential development in Neighbourhood 1 shall conform to the guidelines in PART 2 Section 4.2, Subsection c.

2.4.3 Special Conditions

a. Impact assessments may be requested by the Approving Authority where it is considered that the proposed development may be against the public interest as provided for under the Land Title Act.
b. The impact assessment shall consider the potential impact of the proposed development on the immediate site, the neighbourhood, the Walnut Grove Community and on Municipal policies and shall include, but not be limited to, the following:
   i soil cover
   ii slope
   iii natural vegetation
   iv drainage
   v economics and provision of servicing
   vi need in relation to municipal growth
   vii social and recreation services

2.4.4 Regulatory By-Laws

The regulatory by-laws required to implement this Community Plan may contain provisions that are more restrictive than the development criteria contained within the plan.

3. LAND USE POLICIES

3.1 RESIDENTIAL

The residential land use designations on the plan map indicate areas in which residential dwellings will be the predominant use, subject to the policies of the plan the following uses may be permitted:

- education,
- community public servicing uses, which by nature scale and design are compatible with residential uses, and
- open space and recreation uses.

Preferred general locations for schools open space and recreation areas are indicated on the plan map.

Community Pattern

a. Control plans shall be formulated by neighbourhood for undeveloped residential areas and shall indicate:
   i. type and density of land block
   ii. general location of schools, parks, open space
   iii. the general alignment of roads and utility services
b. The minimum size parcel that may be created without all community services shall not be less than 2.5 acres.
c. The following housing densities and types shall be permitted in those areas designated for residential use as low density, medium density and high density on the plan map as follows. Small-Scale Multi-Unit Housing is permitted on eligible lots within the Low Density land use designation(s), which may yield a higher total unit per acre density, as compared to single-family development on the same lots. ~~:~~

Unit Type	**Net Density in Units per Acre**	**General Location Policy**
Low Density		
Conventional Single Family Semi Detached/Duplex Mobile/Modular Home Small-Scale Multi-Unit Housing ~~Conventional single family~~ ~~Duplex Cluster~~ ~~Semi Detached~~ ~~Mobile/Modular Home~~ ~~Small-Scale Multi-Unit Housing~~	up to 8	Generally located in the interior of new residential neighbourhoods on local or residential roads

Medium Density

Multi-Plex Townhouses ~~Multi-Plex~~ ~~Lowrise Apartment~~	6 to 18	Generally located on the periphery of residential neighbourhoods adjacent to arterial roads

High Density

Lowrise Apartments Garden Apartments ~~Midrise Apartments~~	Up to 30	Generally located within and at the periphery of the Commercial Centre and should be physically well related to commercial land uses and existing stable residential areas. Located to or in close proximity to arterial roads.

d. The Corporation of the Township of Langley shall require the dedication of open space, in accordance with Sections 278 of the Local Government Act and amendments thereto as part of residential development.

#3106 01/10/94

e. Comprehensive development at a density of 10 units per acre (or 12 units per acre in the case of social housing), consisting of zero lot line, cluster, semi-detached and town housing, shall be considered in the Stage 6 area provided such development addresses some of the following objectives:
   i. enhanced housing affordability;
   ii. the need to provide for a broad social mix;
   iii. encouragement of social housing that meets the funding criteria of senior governments;
   iv. housing for persons with special needs;
   v. innovative design concepts compatible with nearby developments;
   vi. potential for increased use of public transit; and
   vii. provision of amenities such as additional parkland, wider buffer strips, additional setbacks from conservation areas and major roads and provision of recreation facilities.

#3400 15/12/94 #3536 06/05/96

f. Comprehensive development at a density of 10 residential units per acre shall be considered in the Stage 1 area in accordance with the Stage 1 Neighbourhood Control Plan.

~~f.~~g. Notwithstanding the land use designations described above, eligible existing lots in low density residential designations may be entitled to Small-Scale Multi-Unit Housing development, pursuant to *Local Government Act* B.C. Reg. 262/2023. Entitlement to three or four ground-oriented dwelling units is conditional on lot size and other eligibility criteria outlined in Zoning Bylaw No. 2500. Refer to *Development Permit Area: Form and Character Guidelines for Small-Scale Multi-Unit Housing (SSMUH)* for design expectations on these sites.

~~g.~~h. Secondary suites are exempted from unit counts for the purpose of calculating density as units per hectare or units per acre under this community plan.

Land Use Relationship

a. Where residential uses are to be developed adjacent to designated institutional uses, commercial uses, or major roads, consideration shall be given to requiring such building siting and design to include the provision of buffer devices as part of the residential development necessary to improve audio, visual and pollution effects.
b. In the overall design and development of residential areas there shall be a gradual physical transition between housing types having significantly dissimilar physical design characteristics.

Functional Design
a. Elementary schools and neighbourhood size facilities shall be located central to their service areas.
b. Consideration shall be given to the requirement of pedestrian walkways and bicycle paths as part of residential developments.
c. Direct access from residential uses to major collector roads shall be restricted.

Social
The detailed planning of residential areas shall make available a range of housing types in order to provide accommodation for households of varying social and economic characteristics.

Economic
The establishment of a staging program for development that enables the provision of physical and social services to an acceptable standard.

Environmental
The protection of the ravines, trees and general topography and the control of drainage shall be encouraged in all residential land use development.

3.2 COMMERCIAL

3.2.1 Community Commercial Centre

The community commercial center land use designation shall consist of a concentrated and efficient integration of retail service and cultural and recreation uses within a central core providing for the basic needs of the Walnut Grove Urban Community.

Community Pattern
a. The community commercial centre shall be the focal of the Walnut Grove Urban Community and should be located conveniently to serve the majority of the people of the Community.
b. The community commercial centre shall be located adjacent to major collector and/or secondary collector roads.
c. Priority shall be given to the development of the community commercial centre as a viable retail and service center.

Land Use Relationship
a. Where the community commercial centre is adjacent to residential areas consideration shall be given to the following:
    i. The buffering of buildings, traffic, parking or service areas;
    ii. The orientation of traffic parking and service area flows away from the adjacent residential uses.
b. Consideration shall be given to the integration of pedestrian and vehicular movements between the community commercial centre and cultural/recreational land uses.
c. Consideration shall be given to visual aesthetics where the community commercial centre is adjacent to a major collector or secondary collector road.

Functional Design
a. The number, location, spacing and design of vehicular access and egress points shall be regulated in order to avoid hazards to pedestrian and vehicular traffic.
b. Adequate, well-designed off-street parking, loading and service areas shall be required in the community commercial centre area.

Environmental
The provision of adequate control of drainage shall be encouraged in all commercial land use development.

3.2.2 Neighbourhood Commercial Centres

The Neighbourhood Commercial Centre shall provide commercial facilities in desirable locations for the convenience of local residents, the uses of which shall satisfy those limited basic needs which occur daily or frequently.

Community Pattern
Neighbourhood Commercial Centres may in conjunction with other community uses be the focal point of a neighbourhood, but shall be conveniently located to serve that neighbourhood.

Land Use Relationship
a. Neighbourhood commercial centres shall be located at the intersection of major collector and secondary collector roads.
b. Where a Neighbourhood Commercial Centre is adjacent to a residential land use, consideration shall be given to buffer planting or screening by the commercial land use development.

Functional Design
a. The Neighbourhood Commercial Centre shall not exceed a gross floor area of 4,000 square feet.
b. Adequate well designed off-street parking, loading and service areas shall be required for lands being developed for Neighbourhood Commercial uses.
c. The Neighbourhood Commercial Centre shall be so designed as to blend with the character of the neighbourhood it serves.

3.2.3 Neighbourhood Mixed-Use Centres

The Neighbourhood Mixed Use Centre shall accommodate a comprehensively designed commercial/residential and institutional development, in desirable locations, for the convenience of local residents. The commercial use component shall satisfy those limited basic needs of neighbourhood residents, which occur daily or frequently.

Community Pattern
Neighbourhood Mixed-Use Centres shall be conveniently located to serve the neighbourhood they are located in.

Land Use Relationship
Neighbourhood Mixed-Use Centres shall be located at the intersection of major roads:
a. Where a Neighbourhood Mixed-Use Centre is adjacent to a low density residential land use, consideration shall be given to buffer planting or screening.
b. the mix of adult and family oriented residential units shall be related to the availability of school enrolment capacity.

Functional Design
#3909 22/03/04
a. The Neighbourhood Mixed-Use Centre shall:
   - not exceed a net site area of 1.2 ha (3 acres) for commercial and office use, and be located north of the BC Hydro right-of-way;
   - not exceed a maximum of 2,323 m^2 (25,000 ft^2) of commercial retail floor space, with no one commercial retail use exceeding 450 m^2 (4,844 ft^2) in gross floor area;

- not exceed a maximum of 4,181 m^2 (45,000 ft^2) of office floor space;
- all buildings shall be one storey in height except for office buildings which shall not exceed a maximum of 4 stories in height;
- may also accommodate institutional uses that are compatible with a residential neighbourhood.

b. Adequate well designed off-street parking, loading and service areas shall be required for lands being developed for Neighbourhood Mixed-Use Centre uses.
c. The Neighbourhood Mixed-Use Centre shall be designed so as to complement the character of the neighbourhood it serves.
d. Development proposals in the Neighbourhood Mixed Use Centre shall be accompanied by a development permit application, detailing form, character and landscaping matters.

3.2.4 Service Recreation Areas

Service Recreation Areas shall provide for development oriented to the provision of tourist accommodation and service.

Community Pattern

a. Service Recreation Areas shall be located adjacent to major collector roads.
b. Service Recreation Areas shall be located on the periphery of the Community and have a convenient access to a major provincial highway.

Land Use Relationship

a. Where the Service Recreation Area is adjacent to residential areas, consideration shall be given to the following:
   i. The buffering of buildings, traffic, parking or service areas;
   ii. The orientation of traffic flow, parking, and service area traffic flows shall be away from the adjacent residential uses.
b. Consideration shall be given to visual aesthetics of the Service Recreation Area adjacent to a major collector road.

Functional Design

a. The number, location, spacing and design of vehicular access and egress points shall be regulated in order to avoid hazards to pedestrian and vehicular traffic.
b. Adequate, well-designed off-street parking, loading and service areas shall be required in the Service Recreation Area.

Environmental

The provision of adequate control of drainage shall be encouraged in all service recreation land use development.

3.2.5 Business/Office Park

The Business/Office Park designation shall accommodate comprehensively designed developments providing for mix of office uses, service industrial and service commercial uses. No outside storage shall be permitted.

#3860
28/06/99

Community Pattern

a. Business/Office Park areas shall be located adjacent to major collector or arterial roads.

Land Use Relationship

a. Where a Business/Office Park area is adjacent to residential areas, consideration shall be given to the following:
   i. The buffering of buildings, traffic, parking or service areas;

ii. The orientation of traffic flow, parking and service area traffic flows shall be away from the adjacent residential uses.

b. Consideration shall be given to visual aesthetics of the Business/Office Park adjacent to a major collector road.

Functional Design

a. Adequate well designed off-street parking, loading and service areas shall be required by lands being developed for Business/Office Park uses.
b. The number, location, spacing and design of vehicular access and egress points shall be regulated in order to avoid hazards to pedestrian and vehicular traffic.
c. Development proposals in the Business/Office Park designation shall be accompanied by a development permit application, detailing form, character and landscaping matters.

Environmental

The provision of adequate control of drainage shall be encouraged in all Business/Office Park land use development.

3.3 OPEN SPACE AND CONSERVATION AREAS

The open space and conservation land use designation indicates areas which provide lands for outdoor recreation, and areas along natural watercourses and ravines which require sound conservation practices. Open space and conservation areas shall provide for natural areas, passive parks, active recreation areas and trail systems.

Community Pattern

a. The provision of conservation areas adjacent to the natural boundary of all natural watercourses or ravine areas.
b. The provision of a central community recreational facility which is easily accessible to all residents of the Walnut Grove Urban Area.
c. The integration of educational and recreational facilities to provide for efficient and economical usage of these facilities shall be encouraged.
d. The linking of educational areas, active park areas, and conservation areas through the provision of pedestrian trail systems.
e. Open space and recreation areas shall be provided in accordance with the following:

Type	Space Requirement Rations	Minimum Site Size	Radius of Area Served
Local on Sub-Neighbourhood	0.5 acres/1000 pop.	1 acre	0.5 miles
Neighbourhood	2.0 acres/1000 pop.	5 acres	0.5 miles
Community	3.0 acres/1000 pop.	10 acres	1.5 miles

Land Use Relationship

a. In the overall design of open space facilities, consideration shall be given to locating these central to the service area.
b. Consideration shall be given to pedestrian walkways as part of open space facilities with the objective of providing safe and convenient access to residential recreational and educational land uses.

Land Acquisition

a. Where land designated Open Space and Conservation Areas is under private ownership, this plan does not indicate that this land will necessarily remain open space and recreation indefinitely, nor shall it be construed as implying that Open Space and Recreation areas are open to the general public, or will be purchased by the Municipality or any other public agency.
b. Where lands designated Open Space and Conservation Areas are in private ownership and application is made requesting a change in land use other than open space due regard shall be given by Council to the following before amending the Official Community Plan:
   i. that the lands do not form part of the protection area for natural watercourses and ravines having due regard for topography, soil stability and vegetation cover;
   ii. the recreational service that is provided shall be evaluated and its benefit to the general public determined;
   iii. Council shall give consideration to the costs and benefits accruing to the area by the public acquisition of the property.
   iv. a comprehensive study shall be made of the property to determine the most desirable and practical function and use of the particular land.

Functional Design

a. The provisions of a conservation area measured a horizontal distance of 7.0 m (22.96 feet) from the top of the bank of ravines or from the natural boundary of all watercourses.
b. In the development of recreation areas and facilities due regard shall be given to the provision of parking areas appropriate to the type and scale of such recreation development.
c. The retention of natural vegetation and topography shall be given consideration in the design and development of recreation areas.
d. Consideration shall be given to the provision of bicycles as well as pedestrian movement in the design of trail systems.

Environmental

The protection of ravines, trees, general topography and the control of drainage shall be given consideration in all open space and conservation area consideration.

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3.4 INSTITUTIONAL/COMPREHENSIVE DEVELOPMENT

The Institutional/Comprehensive Development land use designation indicates areas where P-1 Civic Institutional uses including multi-level seniors' care facilities and related seniors' uses may be located. The land use designation also indicates areas where commercial, institutional or residential uses may be located subject to the provisions of a site specific comprehensive development rezoning bylaw being adopted for the site. All lands designated "Institutional/ Comprehensive Development" shall be subject to issuance of a Development Permit either at the rezoning stage or prior to issuance of a building permit.

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3.5 FUTURE STUDY AREA

4. SERVICING POLICIES

4.1 PURPOSE

The purpose of this section is to describe the servicing required to accommodate future growth within the Walnut Grove Urban area.

4.1.1 Water Supply

General
The Walnut Grove Urban Area will be supplied by a Municipal Water system.

Operational Policies
a. The Walnut Grove Urban Area shall be served with a community water system generally described in a report prepared by Willis, Cunliffe, Tait titled Walnut Grove Residential Water Supply as approved by the Municipal Engineering Department.
b. Development shall be phased in accordance with the orderly and contiguous extension of the community water system.
c. A water system shall be installed in all residential, commercial and related development prior to development approval.

4.1.2 Sanitary Sewer Services

General
The Walnut Grove Urban Area will be served by a Municipal Sanitary Sewer System with effluent being directed to the Municipal Sewage Treatment Plant at 201st and the Fraser River.

Operational Policies
a. The Walnut Grove Urban Area shall be served with a community sewer system generally described in a report by Willis, Cunliffe, Tait titled Walnut Grove Sewer Collection System as approved by the Municipal Engineering Department.
b. Sanitary Sewers shall be installed in all residential, commercial and related developments prior to development approval.
c. Development shall be phased in accordance with the orderly and contiguous extension of the Community Sanitary Sewer system.

4.1.3 Storm Sewer Services

General
The Walnut Grove Urban Area will be served by a Storm Water Management program and system with storm water eventually directed to the Fraser River.
Operational Policies

a. The Walnut Grove Urban Area shall be developed to facilitate the dispersement of storm water in accordance with the storm water management program generally outlined in a report prepared by Willis, Cunliffe, Tait titled Walnut Grove Storm Water Management Study as approved by the Municipal Engineering Department.
b. Curbs, gutters, swales and sewers as required shall be installed in all residential and commercial developments prior to final approval.
c. Methods which temporarily impound and delay run-off into the storm sewer system or natural watercourse shall be incorporated to provide a "Zero run-off increase" due to urbanization.

d. Improvements to the downstream facilities shall be incorporated to ensure minimal impact on the surrounding lands.

4.1.4 Transportation

The Walnut Grove Urban Area shall provide a system of roads with the function, characteristics and associated criteria as follows:

Designation	Right-of-Way Width	Function
Arterial Streets	24 - 36 m	Primarily devoted to the streets movement of high speed; only rarely interrelated with adjacent land areas: vehicular access is restricted.
Collector	18 - 24 m	These carry traffic from minor streets to the major streets system of arterial streets and highways, including the principal entrance streets of residential development. They permit access to adjacent land areas, but generally do not permit long distance through traffic.
Minor Streets	15 - 18 m	These carry traffic from collector streets to the individual land parcels within any given area. The primary function of these streets is to provide access to abutting properties.
Cul-de-sac	153 m max.	Dead end street with proper turning radius at end. Provides quiet residential street with no through traffic. Also helps solve difficult site problems with restricted access.
Lanes	20 feet	These are minor ways that are used primarily for vehicular service access to the back or side of properties otherwise abutting a street. May be necessary in group, row houses or apartment developments. Not recommended in single family developments.

Operational Policies

a. Consideration shall be given to locating all transit routes within easy walking distance of all urban land uses. Consideration shall be given to the integration of transit stops with pedestrian walkways crosswalks and activity areas.
b. Consideration shall be given to the provision of pedestrian walkways to facilitate access to schools, public facilities, convenience commercial uses, and transit stops.

c. Consideration shall be given to providing pedestrian grade separations at points in the transportation system where the exposure of pedestrians to vehicles is considered to be hazardous.
d. Intersections of local streets with arterial streets shall be discouraged in the design of new subdivisions.
e. Consideration shall be given to reducing traffic hazards and disruptions by limiting the number and controlling the design of accessways to multiple dwelling unit housing sites from arterial roads.
f. Provisions shall be made in all site plans and plans of subdivisions for the proper relationship of buildings to the ultimate physical characteristics of the street.
g. The pattern and design of local and collector streets shall discourage medium and long distance trips from penetrating residential neighbourhoods.
h. The design and construction of all components of the transportation system shall be undertaken with due consideration for the disruption and despoliation of the natural environment that might otherwise occur.
i. Direct access to major collector roads of adjacent residential development shall be discouraged.
j. The inclusion of a landscaped buffer area between the major collector roadway and adjacent land uses shall be included in the development process.
k. Consideration at such time as is required shall be given to the provision of an overpass across Highway Number One to link the Walnut Grove Urban area to the overall Municipal road system.

5. IMPLEMENTATION OF THE PLAN

5.1 GENERAL

a. The purpose of the implementation part is to indicate the means available to achieve the goals, objectives and policies contained in the plan. This plan will be implemented by both public and private development subject to The Corporation of the Township of Langley in conformity with the plan.
b. The Walnut Grove Community shall consists of 7 (seven) Residential Neighbourhoods and 1 (one) Community Service Neighbourhood.
c. Development shall be by residential neighbourhoods and shall be determined by the availability of full servicing. No more than two residential neighbourhoods shall be allowed to develop simultaneously.
d. Development of additional residential neighbourhoods shall not be initiated until at least 60% of the residential neighbourhood currently being developed has been implemented.
e. All studies, either by staff or commissioned shall be oriented to the policies and objectives of this Plan.

5.2 NEIGHBOURHOOD PLANS

a. The Walnut Grove Community Plan shall be implemented by detailed neighbourhood plans and the appropriate amendments to the Zoning By-law of the Municipality.
b. In the Neighbourhood Plans, the details shall be sufficiently flexible to permit adjustments in the process of the plan implementations, provided that the intent of the plan is adhered to.

5.3 DEVELOPMENT STAGING

5.3.1 Principle

a. A basic objective of the staging program is to phase development contiguously, thereby bringing about an integral development patterns and a reduction of service costs.
b. The staging program will provide a guide for various outside agencies such as the School District, telecommunications, B.C. Hydro and the Ministry of Infrastructure, and Ministry of Transportation and Transit in planning and budgeting their activities in the Walnut Grove Area.

5.3.2 Development Sequence

a. The Residential Neighbourhood development sequence including their associated criteria shall generally be as follows:
   Neighbourhood 1
   Neighbourhood 2
   Neighbourhood 4
   Neighbourhood 3
   Neighbourhood 5
   Neighbourhood 6
   Neighbourhood 8
   Neighbourhood 9
b. The Community Services provided for in Neighbourhood 7 shall be developed in conjunction with the residential neighbourhoods as and when these community services are required to serve the growth of the Walnut Grove Community.

5.4 CAPITAL PROGRAMMING

a. The capital expenditure program is a "continuing" program in that it must be revised annually.
b. The capital expenditure program should be supported with project details through a capital construction program for an approximate period of not less than five years.
c. The implementation of the Community Plan is dependent on the establishment of capital construction and capital expenditure programs which translates the Municipality's policy into specific projects.
d. Project and financial conditions are not static and the capital expenditure program shall be revised annually.

5.5 MUNICIPAL REGULATIONS

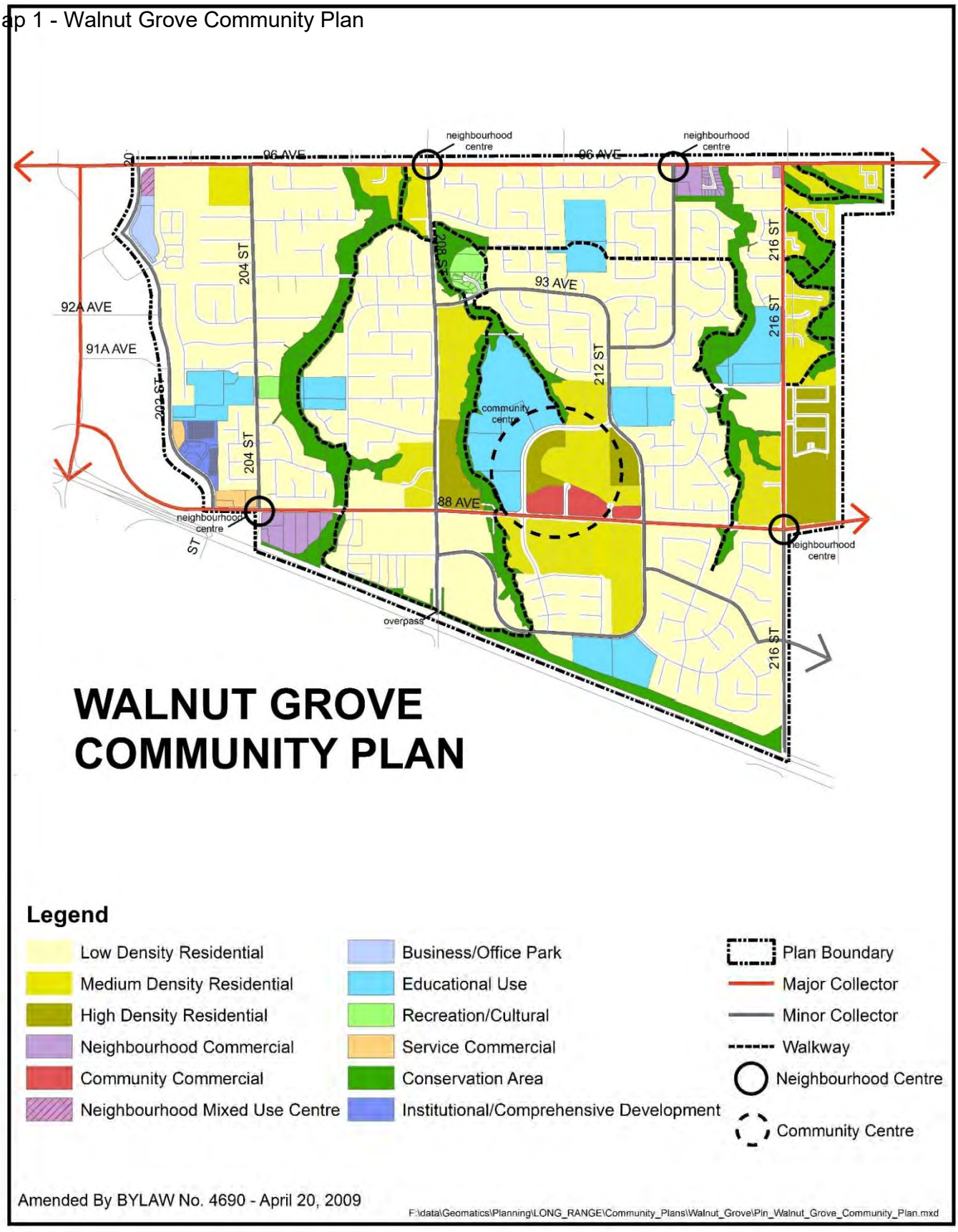
5.5.1 Zoning

The use of land within the community shall be implemented by a Zoning By-law drafted in accordance with Division 5 of the Local Government Act and amendments thereto.

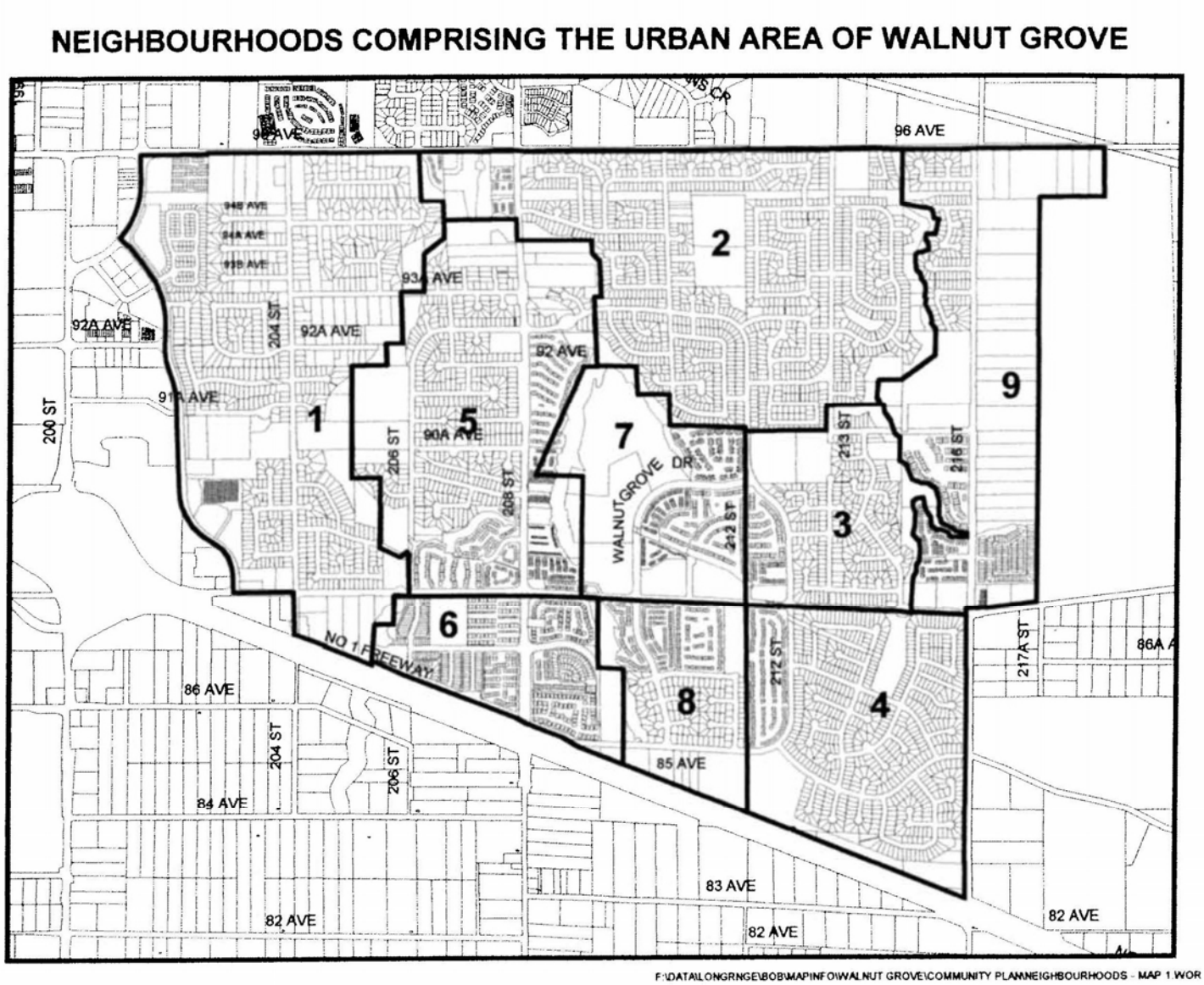
5.5.2 Subdivision

The division of land within the Community Plan shall be implemented by a Subdivision and Development Control By-law drafted in accordance with Division 11 of the Local Government Act and amendments thereto.

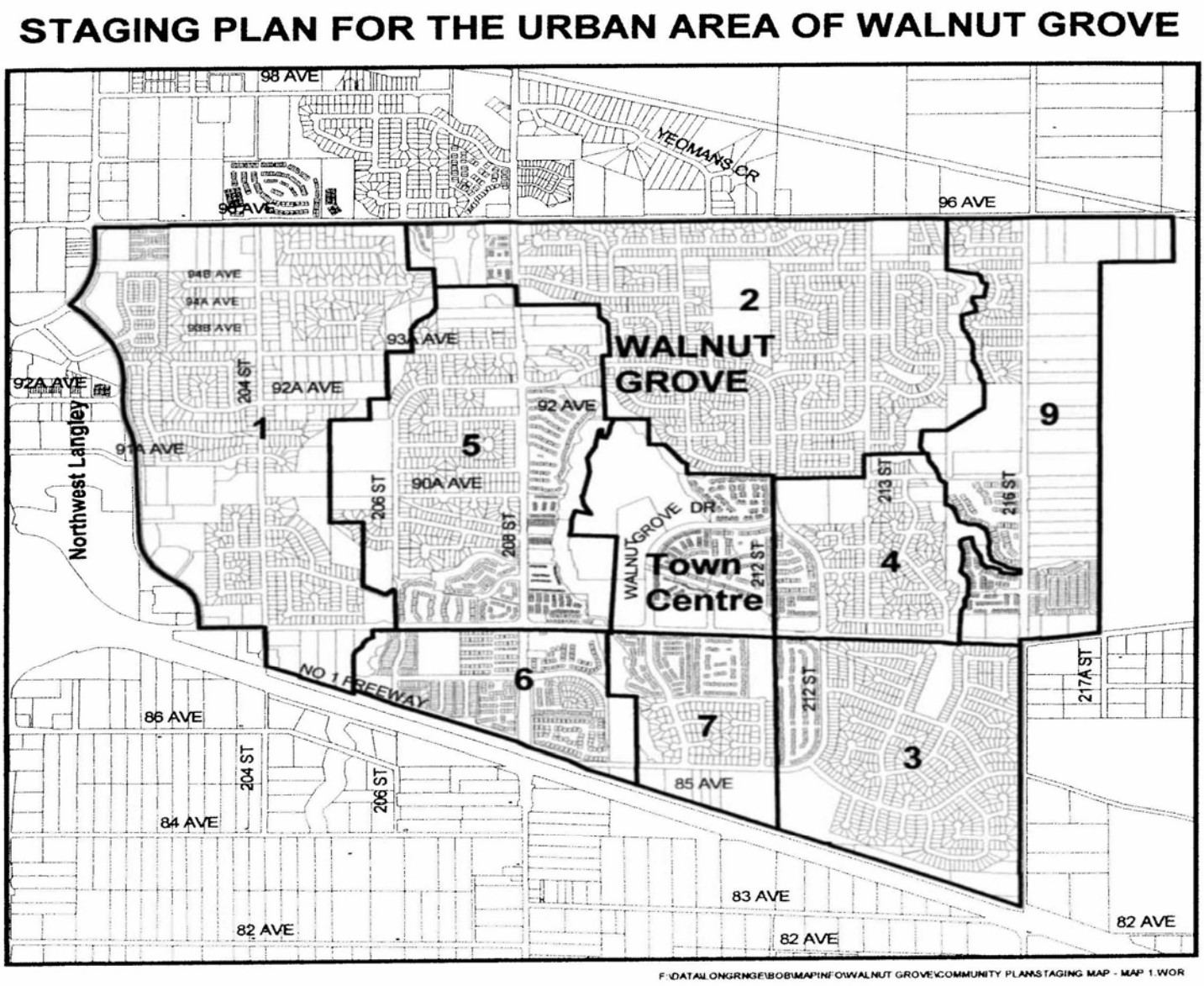
Map 1 - Walnut Grove Community Plan



Map 15~~1~~52 - Neighbourhoods Comprising the Urban Area of Walnut Grove



Map 26~~263~~ - Staging Plan for the Urban Area of Walnut Grove



Township of Langley

Est. 1873

Township of Langley
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Langley, British Columbia V2Y 3J1

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ATTACHMENT G



Willoughby Community Plan

Bylaw No.

Willoughby Community Plan

Township of Langley

September 2025

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1 Introduction

1.1 Plan Intent

The community planning framework in the Township of Langley begins with the Official Community Plan (OCP), which establishes the vision, guiding principles, and high-level policies for the sustainable growth and development of the municipality. The OCP includes a number of component community plans which provide more detailed policies for specific areas within the Township. The OCP also designates six urban communities in the Township of Langley, of which Willougby is one.

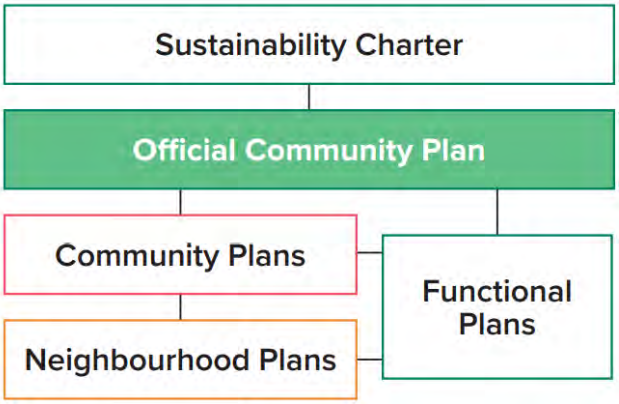


Figure 1 Township of Langley Planning Framework

The Willoughby Community Plan (WCP) sets the vision, guiding principles, and policies that have and will continue to shape the growth and development of Willoughby over the next 25 years. It provides an overall structure for the community, and establishes policies related to the community character, development pattern, land uses, open spaces, public amenities, environment, mobility and transportation, utilities and services.

The original 1998 WCP was designed to be implemented by ten (10) neighbourhood plans, which provided more detailed policies and land use designations for each component neighbourhood.

In 2025, the WCP underwent a comprehensive update and restructuring, including the introduction of new policies to support future transit-oriented development, the consolidation of some neighbourhood plans to simplify the overall policy framework for future greenfield and infill development, and the preparation of a new Willoughby Transit Corridor Plan.

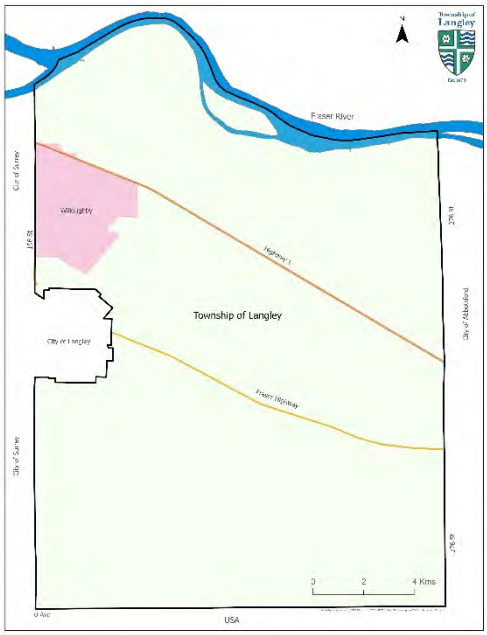


Figure 2 Township of Langley Communities

1.2 Location and Context

Willoughby is a large urban community on the western edge of the Township of Langley. It borders the City of Surrey to the west, and is primarily bounded on the north by Highway 1, on the south by the Trans Mountain pipeline right-of-way and 68 Avenue, and on the east by 216 Street and the Willowbrook Connector (between 204 and 208 Street).

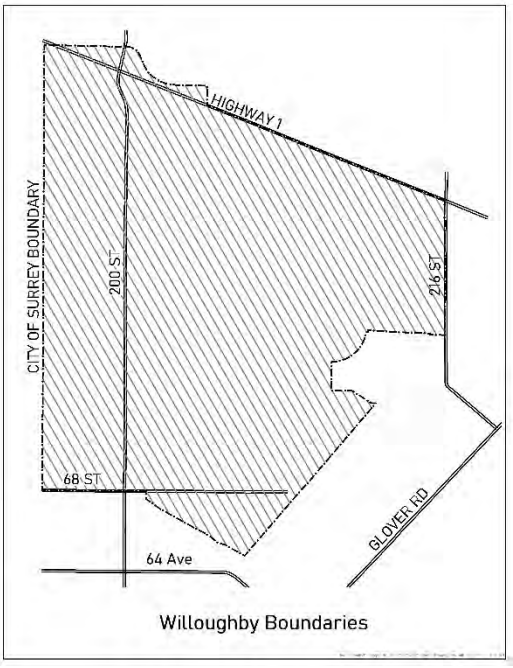


Figure 3 Willoughby Boundary

Willoughby has been developing from a rural “greenfield” area to a number of planned new neighbourhoods since the 1990s. It is strategically located within the Metro Vancouver region, and its growth has been spurred, in part, by major transportation improvements, including the Highway 1 widening, expansion of the Port Mann Bridge, and construction of the Golden Ears Bridge.

200 Street is the primary north-south arterial through Willoughby, connecting to Highway 1 and the Golden Ears Bridge (north) and Highway 10 and Fraser Highway (south). In 2023, 200 Street was identified by TransLink as a priority rapid transit corridor due to its potential to support transit-oriented development and accommodate significant population growth. Also in 2023, Metro Vancouver adopted Metro 2050, which identifies 200 Street (section in Willoughby) as a Major Transit Growth Corridor.

The development of Willoughby, guided by the 1998 Community Plan and subsequent component neighbourhood plans, situates the “heart” of the community at Willoughby Town Centre, a walkable mixed commercial and residential hub located west of 208 Street between 78 and 80 Avenues.

1.3 History

Initial settlement of the Willoughby area is traced back to the First Nations people now known as the Sto:lo. The Coast Salish, including the Sto:lo used the Nicomekl and Salmon Rivers, to reach the salmon fishery. It is known that at the mouth of Yorkson Creek a Sto:lo village existed. No documented archaeological sites exist in the area.

Employees of the Hudson’s Bay Company (“HBC”) were the first European settlers in the Willoughby area. It is believed that some of the timber to build the fort in Fort Langley came from Willoughby. Land preemption began around 1877, with the first settlers arriving in the 1880s.

Shortly after, William Morrison preempted two 80 acre parcels adjacent to the HBC former farm. The first permanent Willoughby resident was Basil Brousseau Jr., who held 160 acres bounded by what is now known as 80 Avenue, 76 Avenue, 212 and 216 Street.

The subdivision of land continued through the 20th century and some specialized agricultural operations began, largely poultry raising and beef cattle. A number of locals worked in the logging industry in other parts of the region but cleared small acreage to build homes in Willoughby. Residents slowly began to take jobs in the Langley area as the local economy developed, turning Willoughby into a residential community.

Commercial and community activities were initially confined to Milner, the lowlands east of Willoughby. The first store opened in the 1920s at 208 Street and 83 Avenue. A post office was added in 1921. It was at this time, that the name “Willoughby” was suggested for the post office. The Willoughby Hall, also at 208 Street and 83 Avenue was built in approximately 1924, though it was demolished and rebuilt in its current form in 1937, which then was rented as a school building. A one room school was built in 1931 at 208 Street and 80 Avenue. In 1959, Anderson School was opened to serve residents of south Willoughby. Mountain Secondary School opened in 1977. Other community uses such as places of worship were also built to serve the local population.

Early planning limited roads and public utilities in the area. The municipality required that tax funds be raised within an electoral ward for services within that ward. This meant little could be accomplished, since only limited tax revenues could be raised locally. Thus, some roads were built along settled properties and then stopped abruptly. Names for roads initially reflected those of local settlers. Following World War I, many were renamed in honor of men who died in the War. In the early 1950s the current road numbering system was adopted, as an integrated way of numbering all roads in the Fraser Valley.

1.4 1998 Willoughby Community Plan

The Willoughby Community Plan (WCP) was adopted on May 4, 1998, to guide the long-term growth and development. At that time, Willoughby was a predominantly rural area with a mix of farms, homes on acreages, and forested properties. Willoughby is designated an urban community in the OCP and is described as a major development area, given its extensive land base and situation within the Urban Containment Boundary (UCB), strategic location adjacent to the City of Surrey, and regional connectivity via the road network.

The 1998 WCP established the vision and land use strategy that has shaped Willoughby into a vibrant, mixed-use community offering a high quality of life for residents, workers, and businesses. The original planning process, conducted in the mid-1990s, included extensive consultation with the public, stakeholders, and external agencies.

WCP was implemented through a series of policy documents, including ten (10) neighbourhood plans and associated Engineering Servicing Plans, which have guided growth in a structured and coordinated manner. The original neighbourhood plan boundaries were primarily based on catchment areas for stormwater drainage, a delineation approach that continues to influence planning processes in the area today. Utility servicing for the area was planned according to water servicing zones, dictated by topography and natural watersheds. Regional water supply and sewage transmission facilities, including the Metro Vancouver Barnston Island Main and Jericho Clayton Connector, as well as a South Surrey Interceptor from the Township pumpstation, allowed sufficient infrastructure to fully develop the Willoughby area. The phasing and capacity of station pumps dictated the densities and construction of each sub-area. The four key drainage areas in Willoughby, are Nicomekl River, Latimer Creek, Yorkson Creek, and Salmon River.

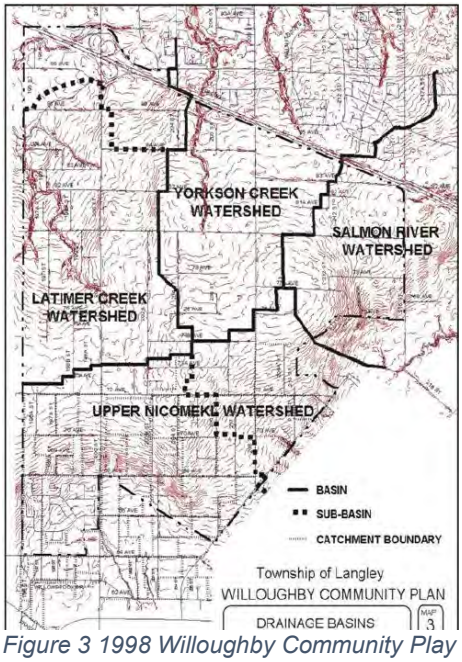


Figure 3 1998 Willoughby Community Play Drainage Basin Map

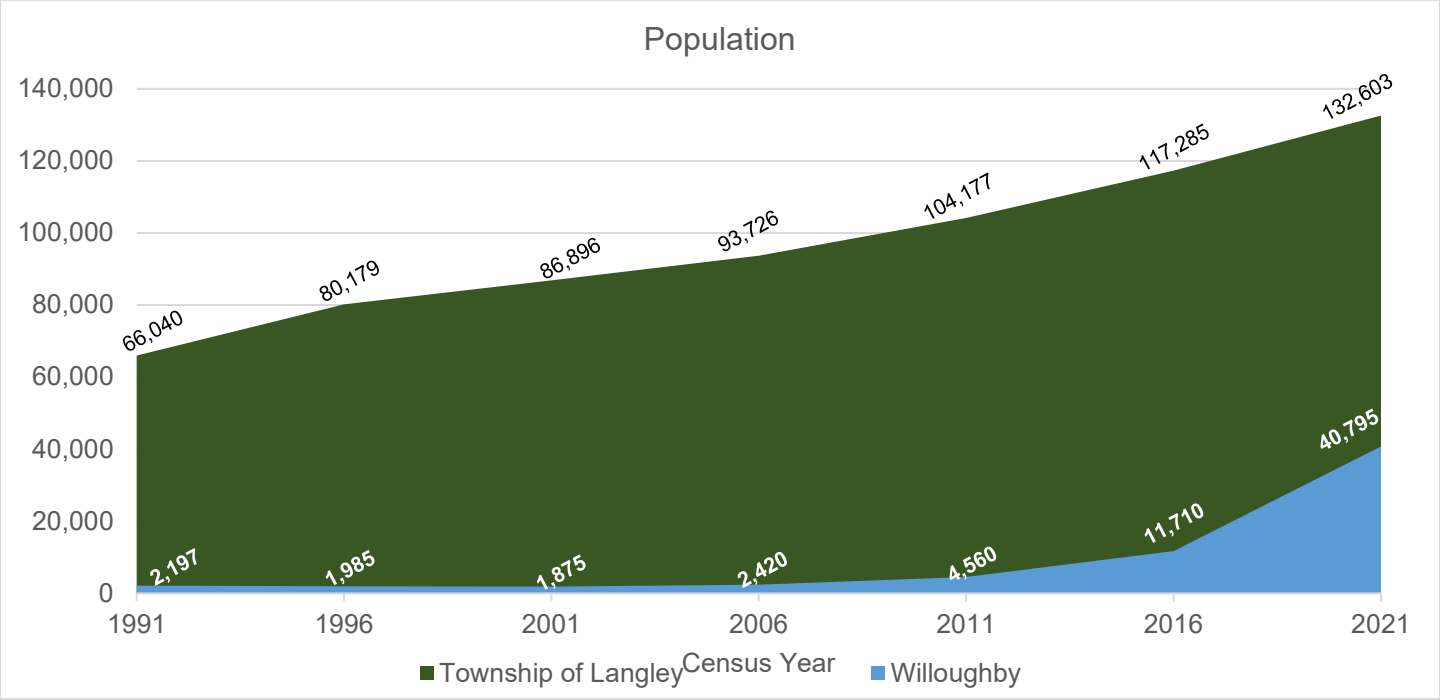
Community Character

A main objective of the 1998 WCP was to establish land use patterns and associated services that would not unduly compromise the ability to accommodate future uses. This led to a character that is defined by the connectivity between the natural landscape and the community. Natural corridors, wildlife habitat, green spaces, and stream protection have contributed to the high quality of life in Willoughby.

Each neighbourhood is centred on a focal point, typically a school and park site. This development pattern promotes walkability for students, access to active recreation space, and traffic-calmed local roads within neighbourhoods, which may be bounded or separated by arterial roads. Some neighbourhoods also include convenience shopping centres and a mix of housing types and densities. Higher density residential development is focused on the centre, near Willoughby Town Centre, and along major roads such as 200 and 208 Streets, with lower density residential providing a transition to the ALR and adjacent rural areas.

Population Growth

Over the past 35 years, Willoughby's portion of the Township's population has increased from approximately 3% to 30%. The pace of growth in Willoughby has accelerated since 2010, and it is expected to remain the fastest growing area in the Township. The population of Willoughby has increased almost tenfold since 2011.



Over 20 years, many areas of Willoughby have been transformed, as large acreage properties have been redeveloped with dense, concentrated development of detached and multi-unit housing forms, particularly around Willoughby Town Centre. This development pattern has accommodated a significant portion of the new growth in the Township of Langley while preserving the rural nature of other areas in the Township.

Housing Trends

From 1991 to 2011, residential development in Willoughby was dominated by single-detached homes on both large and compact lots. During implementation of the WCP, there has been a deliberate shift toward more compact housing forms to support transit-oriented and sustainable growth. By 2016, townhomes and multi-family apartments have become the predominant forms of housing, particularly in and around the Willoughby Town Centre. In the past decade, apartments were introduced in Willoughby, and this housing typology is expected to continue to grow as a portion of all housing types.

Demographics

Initially home to a predominantly European settler population, Willoughby has become more culturally diverse over the past two decades. English and French were once the only reported spoken languages in Willoughby, but as of the 2020 census, Korean is now the third mother-tongue language, followed by Mandarin and Punjabi. This trend reflects a growing immigrant population and the area's appeal to newcomers.

Employment and Local Economy

The 1998 WCP was predicated on the notion that the community be self-sustaining to the maximum extent possible, including the provision of significant employment opportunities for community residents. Business Park designations in Willoughby permit a mix of light industrial and service commercial uses, intended to support and be compatible with the surrounding neighbourhoods. In addition to business parks, institutional uses such as schools, libraries, recreation centres, and more conventional retail uses in pockets across the community also offer opportunities for local employment.

There are three regionally designated Employment areas in Willoughby that provide for industrial, commercial, and office uses: in northwest Willoughby, at 200 Street and 80 Avenue, and in the Williams neighbourhood west of 216 Street south of Highway 1.

Additionally, the business park designation at Carvolth Exchange and mixed-use areas along 200 and 208 Streets are intended to provide workplaces within the community. A variety of industries are encouraged, ranging from specialty offices and high-tech industrial to service commercial. Incorporation of commercial and retail spaces near employment areas serves the employment base.

Parks, Open Spaces, and Community Uses

Since 1998, the Township has invested in the development of parks, greenways, trails, community centres, and libraries to support the growing population. Willoughby is served by a variety of sports facilities at the Langley Events Centre (LEC) and Willoughby Community Park. Willoughby is also served by the Muriel Arnason Library, located at the Civic Facility. Emerging needs have spurred the construction of the new Ice and Dry Floor Arenas facility at the LEC, Smith Athletic Park, Yorkson Community Park., and a number of other new facilities.

Environment and Watercourses

Throughout Willoughby's history, the natural landscape has played an important role in shaping the community and contributing to the overall ecosystem and watershed health in Langley and the region. Latimer and

Yorkson Creeks are salmonoid-bearing streams. The streams in northwest Willoughby are important to aquifer recharge and groundwater, and have provided stability to the surrounding areas as they have developed. A number of woodlots, fields, and wetlands have served as habitats for wildlife and birds. The topography and drainage in Willoughby have directly influenced the siting and design of neighbourhoods.

A foundational component of the 1998 WCP and its component neighbourhood plans is a strong connection to nature, protection of native species, and enhanced biodiversity. Environmental objectives and the conservation of natural assets were considered at the outset of the land use planning process. This included clear requirements for land dedications and design of a variety of greenway types – i.e. creek greenways, street greenways, wildlife corridors, and a green buffer between urban and agricultural lands. Known as the arbour ribbon, this buffer is a linear, treed corridor and trail system between urban and agricultural lands. It runs along the eastern boundaries of the Williams and Gordon Estates neighbourhoods abutting the Agricultural Land Reserve (ALR.) The arbour ribbon plays an important role in defining the urban edge, separating sensitive residential land uses from necessary activities in the ALR, and offering an active trail where residents can remain connected to Langley's farming heritage.

Throughout Willoughby, high-quality greenway amenities were planned and constructed in tandem with the development of new neighbourhoods.

Community Build-Out

In the nearly 30 years since the 1998 WCP was first adopted, several component neighbourhoods have been completed and are now home to thriving communities. Amendments have also been made during implementation due to a variety of factors including shifts in housing demand, emerging building technologies, new policies that have impacted development.

As of 2025, 53% of the original WCP land capacity has been developed. The 2025 population in Willoughby is approximately 55,000, with a potential build-out population between 87,000 and 110,000, based on planned densities and building typologies.

The respective neighbourhood plans range in age from one to 25 years, based on the date of adoption. The older plans are almost entirely built out, whereas development in newer neighbourhoods such as Smith and Williams have not been substantially started.

A key consideration for the WCP update is sensitivity to the established built form context, thriving communities, and ensuring that future development is planned in a compatible, logical, and phased manner. Given the relatively recent age of Willoughby neighbourhoods, no significant redevelopment is anticipated for at least 25 years.

1.5 Policy Context

The 1998 WCP, as well as the 2025 update, have been shaped by the overarching policy framework of the Metro Vancouver Regional Growth Strategy, the Township's Sustainability Charter, the Official Community Plan (OCP), and various other Township plans, policies, and strategies, and understanding of the unique characteristics of the Willoughby community. The 2025 WCP update is also mandated by provincial legislation

to provide small-scale, multi-unit housing (SSMUH) options for all single-family areas within the urban containment boundary.

Regional Growth Strategy

In 2023, Metro Vancouver adopted *Metro 2050*, a Regional Growth Strategy (RGS) and update from the previous *Metro 2040* plan, previously adopted in 2011. *Metro 2050* outlines a shared vision for managing the expected significant growth of the region over the next 25 years, with a focus on enhanced livability and sustainability. The Township of Langley is situated within the South of Fraser – East sub-region of Metro Vancouver and includes the cities of Langley and Surrey; this sub-region is anticipated to grow by over 100,000 people by 2050.

The RGS establishes an Urban Containment Boundary (UCB) that provides a stable, long-term area for residential, commercial, and industrial development, and reinforces the protection of agricultural, environmental, and rural areas. Willoughby is located within the UCB and most of the land area has a regional designation of “Urban”, with some pockets of “Employment” near the Trans-Canada Highway.

Additionally, Willoughby contains the following regionally designated growth focus areas:

Frequent Transit Development Area (FTDA) – The Carvolth FTDA is intended to foster a walkable, vibrant, mixed-use community that supports a range of services and amenities near housing and transit. Higher density forms of development and a high standard of urban design are expected here in order to create a transit-supportive community near the Carvolth bus exchange.

Major Transit Growth Corridor (MTGC) – MTGCs within Metro Vancouver are designated for higher density residential, commercial, and mixed-use, transit-oriented development. The correspond with TransLink’s Major Transit Network, and are prioritized for transit investment. The MTGC in Willoughby is situated along 200 Street, extending approximately one kilometre on either side, and corresponds with the route of the proposed 200 Street Bus Rapid Transit service. The designation of MTGCs is intended to drive transit demand, maximize the effectiveness of regional transit investments, and contribute to building a connected network of complete communities across the region.

Urban Centres – Willoughby Town Centre is a regionally-designated Urban Centre. Urban Centres are intended to support focused, compact, and efficient growth, and are appropriate locations for major transit trip-generating land uses such as large commercial, office, retail, and institutional.

Ministry Requirements

In 2004, the 200 Street highway interchange redesign was opened to improve safety, access, and movement at the 200 Street-Highway 1 interchange. To ensure long-term benefits from the redesign, a transportation study was undertaken, and the outcomes included development constraints placed on lands adjacent to the interchange that limit the number of vehicle trips that can be generated during peak traffic hours. These are implemented through restrictive covenants placed on the title of constrained properties, which remain in place and require the agreement of both Ministry of Transportation and Transit (MOTT) and Township of Langley to amend or remove.

In 2021, the Township of Langley signed a Memorandum of Understanding (MOU) with the Province of BC based on a more recent joint traffic study for the Carvolth area, requiring Ministry approval for development within 800 metres of the interchange.

The 2025 WCP includes consideration to these limitations, and is intended to support the traffic control measures and scale of development recommended in the transportation studies and agreements. Map 1 identifies properties with land use constraints. These considerations will contribute to mitigating traffic congestion and access to the highway during the increased development along 200 Street, which will further be offset by rapid transit service on 200 Street.

Sustainability Charter

In 2008, Township Council adopted the Sustainability Charter with a vision to build a legacy for future generations by leading and committing the community to a lifestyle that is socially, culturally, economically, and environmentally balanced. The Sustainability Charter outlines a number of social, cultural, economic, and environmental goals and objectives. These guide the Official Community Plan and Community Plans, and provide directives to plan for sustainable, complete, and transit-oriented communities. The Sustainability Charter also directs the Township to develop livable, vibrant communities that balance growth and community needs.

Official Community Plan

In 2016, Township Council adopted an Official Community Plan (OCP) that provides a 30-year vision for growth and development in the Township as a whole. The OCP includes a number of high-level goals and policy directions that build upon the Sustainability Charter.

The OCP provides policy direction on land use, community structure, and neighbourhood design. The Willoughby area is located within the Urban Development Area and is designated as primarily “Urban” with some pockets of “Employment” near the Trans-Canada Highway. “Urban” lands are intended for residential neighbourhoods and centres, supported by related commercial, institutional, recreational and park uses. “Employment” lands are intended primarily for industrial uses.

Local Government Act

In 2023 and 2024, the Province of British Columbia amended the Local Government Act (LGA) by passing four housing-related bills. These pertain to residential development (Bill 44), development finance (Bill 46), transit-oriented development (Bill 47), inclusionary zoning and density benefit zoning (Bill 16). The 2025 WCP update is an opportunity to implement the Provincial housing legislation requirements and leverage new proactive planning tools for the Township of Langley to achieve the expectations in the housing reforms.

Other Township Plans and Strategies

The 1998 WCP and 2025 update have also been informed by a number of Township-wide plans and strategies, and supports their implementation at the community level. Examples include the Age-Friendly Strategy, Climate Action Strategy, Community Forest Management Strategy, Cycling Plan, Transportation and Mobility Strategy, and others.

1.6 Planning and Engagement Process

The 2025 WCP update has included early and ongoing engagement with the community and input from industry, subject matter experts, neighbouring municipalities and other government agencies.

In advance of TransLink's proposed Langley – Haney Place alignment as a short-listed bus rapid transit (BRT) route in 2023, the Township began work on *200 Street 2040* – a comprehensive study of the 200 Street corridor as a future transit-oriented development area. Community engagement on *200 Street 2040* included three public open houses (one during each phase of the process), online surveys, stakeholder meetings, and facilitated discussions on key considerations. Inputs from this engagement program helped to inform a future vision for 200 Street as a transit-oriented community, and provide further direction for the WCP update.

In 2024, more focused engagement was undertaken as part of *LEC 2040* – a detailed visioning, feasibility study, and engagement process for the area around 200 Street and 80 Avenue, which is one of the planned BRT station areas. This included community input into future land uses, building types and densities, urban design considerations, and public amenities. *LEC 2040* yielded a future development concept for transforming these lands into a mixed-use Arts, Sports and Entertainment District, anchored by the existing Langley Events Centre and Willoughby Community Park.

In spring 2025, the Township hosted four open houses for the Township-wide Official Community Plan update, as well as opened an online feedback form to receive further comments. At each event, there was also an opportunity to provide input on the comprehensive update of the WCP.

[Sept 2025 WCP/OCP Open Houses 2 Placeholder]

2 Vision and Guiding Principles

An overriding principle in the 1998 WCP was to achieve sustainability. The concept of accommodating flexibility in planning land uses and associated services while maintaining responsibility to the natural environment is considered a cornerstone of the plan.

At the community level, sustainability is promoted through the inclusion of a sufficiently-sized town centre that provides for a main business core, and provision of community parks, a high school, civic uses, entertainment facilities, and a diversity of housing options including homes in mixed residential-commercial developments. A key element in the design of Willoughby is the concept of maintaining or creating connectivity between green spaces, providing for natural wildlife corridors, and low-impact, active transportation options for people.

At the neighbourhood level, sustainable planning is established by delineating neighbourhoods that are scaled to support a variety of local land uses including an elementary school, neighbourhood parks with active facilities (often combined with a school site), local-serving shops and services, a variety of housing options, and potentially some employment opportunities. Neighbourhood centres are the focal points of each neighbourhood.

These key elements form the “building blocks” for the 2025 WCP update, and for updating land use policies in anticipation of future rapid transit and growth, responding to recent provincial legislative changes related to housing, and planning for future transit-oriented development.

2.1 A Renewed Vision for Willoughby

The 2025 community vision for Willoughby advances the principle of sustainability by accommodating future rapid transit, and planning for more intensive transit-oriented development in proximity to planned station areas along the 200 Street corridor. It also informs the consolidation of some neighbourhood plans in Willoughby, and the creation of a new corridor plan for 200 Street. For neighbourhoods outside of the 200 Street corridor, the vision supports infill growth that complements the character and builds on the strengths established in Willoughby. Elements of the vision include:

- A vibrant, amenity-rich, transit-served community
- A high-quality standard of living for residents
- A stable place for investment and local economic growth
- Walkable, urban villages
- Conserved natural assets
- A diversity of housing options
- Multi-modal connections and travel options
- Respect for established neighbourhoods
- Leveraging the potential of transit-oriented development to provide new services, amenities, housing, businesses, and public spaces

2.2 Planning Principles

The policy framework for this community plan is founded on a set of 10 guiding principles that give direction for how to achieve the vision:

1. **Plan high-density, mixed-use development at key nodes.** Create a series of vibrant village centres and community focal points by concentrating land uses and density around future rapid transit stations along the 200 Street corridor, and in key areas such as Willoughby Town Centre and Carvolth. Scale down density and intensity of activity towards surrounding neighbourhoods.
2. **Maintain established neighbourhoods.** Willoughby is comprised of distinct and connected neighbourhoods, each with its own focal point, and contained within a boundary of arterial roads.
3. **Distribute diverse amenities.** A variety of public spaces, parks, commercial centres, housing types, and natural spaces should be distributed among the neighbourhoods so that they each maintain complementary identities and character and balanced access to services.
4. **Support active, multi-modal transportation.** Safe and comfortable greenways, trails, pedestrian and cyclist paths should link places within neighbourhoods and between different areas in the Willoughby community.
5. **Protect streams, wetlands, and natural habitat.** Conservation of streams, trees, and wildlife habitat is critical for access to nature and other essential ecosystem functions that offer long-term benefits to humans and the environment.
6. **Respond to community housing needs.** Design policy to be responsive and accommodating to different types of housing needed in Langley, specifically in transit-serviced areas. Retain the predominant urban fabric in built-out areas while allowing infill, and promote development of a range of housing options for diverse households with different needs and preferences.
7. **Preserve and intensify employment lands.** Expand the permitted uses and introduce flexibility in employment areas to adapt to the future of workspace needs, including new types of offices, manufacturing, and mixed commercial or light industrial uses. Ensure compatibility and sensitivity of employment uses in mixed areas or within proximity to residential areas.
8. **Ensure human-scaled, high-quality development.** Provide clear development guidelines that support suitable and attractive architecture, streets, and public spaces.
9. **Respect the interface between Willoughby and the Agricultural Land Reserve.** Using appropriate buffering including an Arbour Ribbon and low-density residential properties with ample room for landscape screening, create a transition from rural to urban on the outer edges of Willoughby.
10. **Create a neighbourly interface with adjacent communities in Surrey.** Areas on the western edge of Willoughby should include functional links to Clayton, and be designed with compatible scale and land uses.

3 Community Framework

3.1 Complete Communities

From the 1990s through the early 2020s, Willoughby was largely developed as a compact suburban community guided by the principles of complete communities. Building complete communities “that are walkable, mixed-use, and transit-oriented places where people can live, work, and play at all ages and stages of their lives, with close access to moves of their daily needs,” was one of the five priorities in the RGS, and was supported by the OCP Urban Structure and Centres policies. It was also one of the key strategies for reaching the Township’s climate targets – by providing opportunities for efficient and responsible land use, and low-carbon lifestyles for residents.

Similarly, the Willoughby circulation system policies include a complete streets strategy that reflects the needs of all users (pedestrians, cyclists, public transit users, and motorists) and protects and preserves the community’s environment and character. The grid road pattern and active transportation network connects key destinations and amenities. Green corridors interlink neighbourhoods with multi-use pedestrian and cyclist routes and trails. Neighbourhood transit routes on main roads connect riders to other areas of Willoughby and the Township of Langley, as well as to the Carvolth Transit Exchange, future BRT Stations, and future Willowbrook SkyTrain stations for access to other areas in the region. This approach acknowledges that streets have more than one type of user and more than one function. A complete streets strategy includes consideration of livability, place-making, age-friendly design, and connecting community hubs.

3.2 A New Planning Paradigm for Willoughby

From the beginning, Willoughby has been envisioned and planned as a sustainable and complete community. A number of regional shifts including investment in rapid transit infrastructure have provided catalyst opportunity for future transit-oriented development in Willoughby. Planning considerations that inform the new Willoughby plan include:

- Changing demographics and household trends
- Significant population growth south of the Fraser River
- The rise of regional economic hubs in Langley
- Expansion of non-agricultural local economy including the innovation and technology sectors
- The attractiveness of Willoughby as a residential community offering a variety of housing options
- Increased demand for services and amenities to support a growing population
- Planned new neighbourhood transit routes on major corridors connecting future transit stations

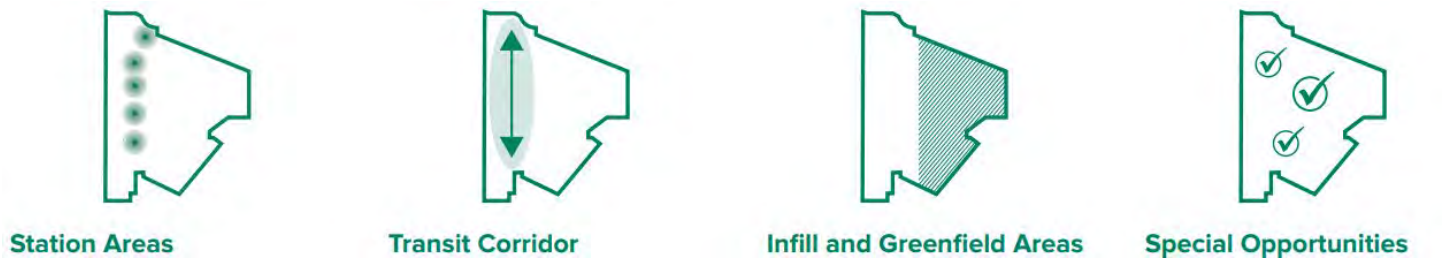
The 2025 WCP continues to build on the principles of complete communities, transit-oriented development, and opportunities for suburban infill and retrofit. These directions are also supportive of Metro 2050, the Township’s Sustainability Charter, and OCP. This new paradigm builds upon the key building blocks from past planning processes that have made Willoughby a highly desirable urban community over the past generation.

3.3 Transit-Oriented Development

Transit-oriented development (TOD) is the combined, intentional planning of dense, mixed land uses that is served by frequent transit and active transportation networks. The end result is a neighbourhood where driving a private vehicle is an option, not a necessity, and where people can live, work, shop, learn, and play in their own community.

Willoughby's neighbourhood plan areas are divided into the Willoughby Transit Corridor Plan, which is the primary transit-oriented development and transit corridor component, and the Yorkson, Smith, Williams, and Gordon Estate neighbourhood plan areas, which encompass infill and greenfield areas.

The Willoughby transit corridor will be a model transit-oriented community, designed in a pattern of transit station areas and a linear transit corridor. Other neighbourhoods will feature expansive infill and greenfield planning. Special development opportunities may occur in any of the neighbourhood plan areas.



Transit Station Areas

Under the principle of TOD, the most intensive mixed-use developments (highest densities, tallest buildings, and range of uses) would be located in convenient transit and active transportation hubs, typically within 200 metres or a five-minute walk from proposed transit stations. The form and intensity of development would decrease with distance from a transit station, offering sensitivity to the established built form character of surrounding neighbourhoods. Each transit hub has the potential to become the social, economic, and mobility focus for the surrounding area and may offer unique destinations such as commercial or employment focus or residential components, or special districts such as the Arts, Entertainment, and Sports District at the LEC.

200 Street Multi-Modal Corridor

The 200 Street corridor will comprise a linear network of transit hubs and both local and regional destinations. While each hub will develop a distinct character, all will be unified through an overall corridor vision and urban design concept. With an emphasis on sustainability and transit-oriented development, each hub will be connected by greenways and multi-modal transportation options. In addition to moving people, 200 Street is a critical corridor for the movement of goods and services, and serves as a key component of the Major Road Network, Major Arterial Road, and designated truck route.

3.4 Greenfield and Infill Development Areas

East of the proposed transit corridor, the planned neighbourhoods of Yorkson, Williams, Smith, and the consolidated Gordon Estate neighbourhood will experience continued greenfield development in accordance with the plan policies. These areas will retain a ground-oriented and low to mid-rise building form, and the traditional character of residential areas anchored by a school and park site, and mixed-use nodes for local

retail and services. Consideration will also be given to contextual infill development such as potential densification of remaining sites in established neighbourhoods where an identified housing need could be met, in a manner that is sensitive to the adjacent built form context.

3.5 Special Opportunity Sites

Special opportunity sites are comparatively large infill parcels or assembled sites (of at least 2 hectares or 5 acres in size) that could accommodate multiple buildings within a unique “district”. Consideration may be given to a plan amendment to accommodate projects that meet defined housing needs in the community or achieve other planning objectives. Development proposals on such sites should be supported by a master plan.

4 Land Use

Land use designations and their corresponding policies help to achieve the overall vision of the Community Plan by identifying the intended use of land. These designations, shown on the Land Use Map 1 are intended to guide development of the Willoughby community over the next 20 to 25 years. The designations provide for residential, commercial, mixed residential-commercial, business park and institutional uses. The Land Use Map also identifies lands designated for schools, parks and open space.

More detailed land use policies are outlined in the Yorkson, Smith, Williams, Gordon Estate Neighbourhood Plans, and the Willoughby Transit Corridor Plan.

4.1 Residential

Willoughby has several residential or mixed-residential land uses that correspond to Map 1 Willoughby Land Use Plan:

- Residential
- Multi-Unit Residential
- Medium Density Mixed Use
- High Density Mixed Use
- Town Centre
- Neighbourhood Mixed Use
- Gateway

These each serve a purpose by providing different densities and mix of other uses, in order to provide complete communities as well as residential neighbourhoods. Willoughby is an urban community, and the policies in the Community Plan, as well as the individual neighbourhood plans and Development Permit Areas work together to provide a cohesive, high-quality urban environment that serves the workforce and residents.

<u>General Residential Policies:</u>

1. Rear-lane access is required for all detached, low density, and small-scale multi-unit housing developments. Exceptions shall be considered along local roads; front access will be considered if topographic or other site constraints make rear lane access difficult to achieve.
2. A variety of housing tenures, including rental, leasehold, and ownership, is encouraged to provide options for different household needs.
3. A variety of housing unit types and sizes, including number of bedrooms and floor layouts, is encouraged to provide options for different household needs.

4. Innovative and efficient building design, building siting, and built forms are encouraged to optimize and preserve green space and retain trees on development sites.
5. Seniors' housing facilities (e.g. community care facilities, assisted living residences, and supportive housing) are permitted in any residential land use designation, subject to the facility being consistent with the policies specific to that land use designation.
6. Zoning-compliant accessory home occupations, including home daycares, are permitted in residential areas.

4.1.1 RESIDENTIAL

The Residential land use designation in this plan is intended to provide for conventional, compact, ground-oriented, single-unit housing and opportunities for gentle infill with small-scale multi-unit housing (SSMUH). This will enable the opportunity for a variety of housing forms including detached and attached units and offer diversity and choice to households with different needs.

Policies:

1. A range of housing that fits within the scale, character, and form of ground-oriented residential neighbourhoods is permitted in Residential areas.
2. SSMUH entitlement is conditional on meeting servicing requirements in Bylaw 6020.
3. SSMUH development may also be subject to a form and character development permit.

4.1.2 MULTI-UNIT RESIDENTIAL

The Multi-Unit Residential designation includes townhouses, rowhouses, and low-rise apartment buildings up to 6 stories. Specific densities, dwelling types, and building heights are identified in respective neighbourhood-level plans. Live-Work development shall be considered in this designation to include opportunities for residents to work in their dwellings while providing additional services within neighbourhoods. Specific locations for Live-Work developments are detailed in neighbourhood-level plans.

4.1.3 MEDIUM DENSITY MIXED USE

The Medium Density Mixed Use land use designation applies primarily to lands within 200-400 metres of future bus rapid transit stations. It is intended to provide a mix of residential, commercial, and other uses, which may vary by location, and are described in detail in the Willoughby Transit Corridor Plan. These areas should include a mix of midrise buildings and focus on walkability and access to the transit station. The scale of development should transition from the highest intensity within 200 metres, down to lower heights and densities in the outer area outside of the transit station area. Detailed land uses including Primary and Secondary uses are provided in the Willoughby Transit Corridor Plan.

Policies:

1. General land uses include a mix of residential, commercial, institutional, and community uses such as recreation, community, and cultural centres.
2. General base density for Medium Density Mixed Use designated areas is 3.0 Floor Space Ratio.
3. Density bonus provision may be provided as detailed in neighbourhood-level plans.
4. Where Medium Density Mixed Use designated areas overlap with Regional Employment designated areas, residential and community uses may be considered, subject to amendments to the RGS.
5. Inclusionary zoning and density benefits will be applied to developments in the Medium Density Mixed Use designation, as detailed in the Willoughby Transit Corridor Plan and Zoning Bylaw 2500.

4.1.4 HIGH DENSITY MIXED USE

The High Density Mixed Use designation applies to lands located within 200 metres of future bus rapid transit stations. It provides for a dense mix of uses serviced by frequent, rapid transit. The required mix of primary and secondary uses within this designation may vary by individual station area. The tallest building heights along the 200 Street corridor should be located within 200 metres of transit stations, which will foster a distinctive skyline of interconnected centres along a central spine. These areas are intended to serve the greatest number of residents, workers, and visitors through the provision of services, amenities, and destinations adjacent to transit and connected by multi-modal circulation networks. The Willoughby Transit Corridor Plan further details the mix of uses within this designation by station area.

Policies:

1. General land uses include residential, commercial, institutional, and community use.
2. General base density for High Density Mixed Use designated areas is 4.0 Floor Space Ratio.
3. Density bonus provision may be provided as detailed in neighbourhood-level plans.
4. Where High Density Mixed Use designated areas overlap with Regional Employment designated areas, residential and community uses are not permitted.
5. Inclusionary zoning and density benefits will be applied to developments in the High Density Mixed Use designation, as detailed in the Willoughby Transit Corridor Plan and Zoning Bylaw 2500.

4.1.5 TOWN CENTRE

The centrally located Willoughby Town Centre is intended for a wide variety of land uses, accommodating a diverse range of functions including a mix of residential uses, retail, and major community facilities. The Town Centre offers an opportunity to integrate the functions of living, working and playing in a compact, readily accessible area. It is intended that major commercial uses as well as higher density housing have convenient access from 208 Street and 80 Avenue.

Policies:

1. Within the Town Centre area, favourable consideration will be given to mixed-use development, and innovative design that creates a functionally strong centre for Willoughby.
2. To create an urban environment in the Town Centre, large parking lots and large building setbacks from major roads are discouraged.
3. Development of detached homes in the Town Centre, unless clustered to accommodate green space, is discouraged.
4. Every effort is to be made to orient new community facilities such as major municipal parks, libraries, museums, community centres, recreation facilities and entertainment complexes within or adjacent to the Town Centre area.
5. As part of any new development in the Town Centre, care shall be taken to provide attractive and friendly pedestrian connections both within the Town Centre and to adjacent neighbourhoods and community green spaces.
6. In the case of development abutting Willoughby Elementary School, the school shall be separated from commercial uses by multi-unit residential, institutional, or park uses.

4.1.7 NEIGHBOURHOOD MIXED USE

The Neighbourhood Mixed Use area may be developed as a mix of commercial, multi-family residential and/or institutional uses. They are intended to serve local neighbourhoods bounded by arterial roads, and provide

walkable shopping hubs near residential areas. Specific uses and densities will be specified in neighbourhood-level plans.

4.1.8 GATEWAY

The Gateway designation applies to lands at the 200 Street Interchange in the Carvolth Transit Exchange area. It is intended for development of landmark buildings at a key entrance to the community. The Gateway designation is intended for a wide variety of regionally-serving land uses, including hotels, offices, and retail commercial. Large format ("big box") retail commercial uses are not permitted. Maximum floorspace for individual commercial units in the Gateway area will be more clearly defined in the Willoughby Transit Corridor Plan.

Due to the proximity to the 200 Street Highway 1 interchange, some lands in the Gateway designation have land use restrictions to limit vehicle trips, per the memorandum of understanding (MOU) with the Ministry of Transportation and Transit. These areas are identified on Map 1 and can only accommodate development within the constraints outlined in the MOU.

4.2 Non-Residential

Non-residential land uses include places to work, shop, gather, and learn, and are designated as follows:

- Institutional
- Business Park
- Neighbourhood Commercial
- School

These each serve a purpose by providing employment space to keep jobs in the Township and foster Langley's local economy. Institutional uses provide public spaces with formal educational or community programs.

4.2.1 INSTITUTIONAL

In addition to lands specifically designated for Institution-only use, Institutional uses are permitted within any other land use designation in this plan, subject to applicable zoning regulations. Institutional uses include public education, library, hospital or healthcare uses, community or civic uses, government uses, and places of worship.

4.2.2 BUSINESS PARK

The WCP is predicated on the notion that the community be as self-sustaining as possible. This includes providing significant employment opportunities for community residents. To allow for this, several business park areas are identified which will permit a mix of light industrial and service commercial uses. In addition to the designated business park areas, institutional uses such as schools, libraries, recreation centres, and more conventional retail commercial will also support local employment.

Policies:

1. Development of lands designated Business Park on 88 Avenue west of 200 Street shall incorporate a new alignment of the 86 and 88 Avenue connection to 200 Street to accommodate future changes to the 200 Street and Highway 1 intersection.

2. A mixed-use development incorporating commercial/retail space in combination with provincially defined affordable housing will be considered on lands developed within 200m of a transit station.

4.2.3 NEIGHBOURHOOD COMMERCIAL

Neighbourhood commercial nodes are located in the established neighbourhoods in eastern Willoughby to provide convenient access to amenities such as local retail, services, and offices generally along arterial roads. These may be provided in mixed-use buildings with commercial uses at grade and lower levels, and residential uses above. Neighbourhood commercial centres are more clearly defined in neighbourhood-level plans.

4.2.4 SCHOOLS

Willoughby neighbourhoods have traditionally been planned to surround a centrally located neighbourhood park and school site to enable elementary students to live within walking distance of their school. Public educational institutions are permitted in all designations and zones. Schools and parks identified in Land Use Map 1 are either existing facilities or have been secured by School District 35.

5 Parks and Open Space

Parks and open spaces play a vital role in shaping a complete and healthy community in terms of residents' physical, mental, environmental, social, and cultural well-being. Parks and open spaces also provide important habitat for urban wildlife and vegetation.

The goal of the Community Plan policies is to protect, expand, and improve park land and open spaces to support the community's health, education, recreation, social connection, and cultural expression. The distribution of these spaces will be guided by current service levels, the location of both new and existing amenities, and the availability of services provided by other institutions that meet the community's social and cultural needs.

5.1 Parks Hierarchy

Willoughby offers a range of parks that serve different purposes. This hierarchy is important for ensuring that a mix of passive and active, large and small, visitor-focused and local-serving park and recreation spaces is provided. The Parks and Recreation Master Plan outlines a park provision standard to determine additional park space requirements given the proposed population projected for Willoughby. Parkland is allocated as per the following criteria:

- **Community Park** – Community parks, both for passive and athletic uses, are large parks intended to serve an area equivalent to the catchment area of a secondary school (0.8 hectares or 2 acres per 1,000 people) and provide extensive activity areas and special recreational facilities. Community parks are typically 50 acres or larger, and have room for organized sports and recreation fields and facilities, as well as passive space and nature. Community Parks are to be funded through Development Cost Charges.
- **Neighbourhood Park** – Neighbourhood parks are intended to serve an area equivalent to the catchment area of an elementary school and to provide for the active athletic and recreational requirement of the neighbourhood (0.8 hectares or 2 acres per 1,000 people). They often include sports and play areas for children and youth, sometimes include off-leash dog areas (when not adjacent to a school site), and passive areas. They are the focal points of neighbourhoods and offer central social space. Neighbourhood parks are expected to be larger (over 8 acres) when standalone, and smaller (5-

7 acres) when adjacent to an elementary school. Neighbourhood Parks are to be funded through a 5% parkland contribution.

- **Pocket Parks and Plazas** – Pocket parks and plazas are located strategically to create small-scale, local-serving outdoor spaces. Pocket parks are approximately 0.4 hectare (1 acre) in size, and expected to be landscaped or open grassed areas with children's play areas, and adaptable space to accommodate other programming. Plazas are typically hardscaped, often adjacent to new development, and create gathering and recreation areas in neighbourhood centres. Plazas are typically 0.1 to 0.4 hectare (0.25 to 1 acre) in size, based on 0.2 hectare per 1,000 people. Pocket parks and plazas are to be provided through on-site dedication during land development, and/or the Willoughby Greenway Amenity Policy.

In addition to the public park hierarchy, new development in urban areas is also expected to provide private and semi-private amenity space to serve residents. These include a variety of spaces, outlined in neighbourhood-level plans, including rooftop and podium decks, courtyards, community gardens, playgrounds, and urban nature spaces.

5.1.1 PARKS

The Park land use designation is critical to the preservation of park and recreation space in Willoughby as the community continues to grow. A network of different park sizes and types, connected by greenways, will improve the quality of life, health, and access to nature for Willoughby residents. In addition to the parks identified in Map 1, pocket parks and plazas are required on site-specific developments.

Policies:

1. A range of park sizes and types from passive, natural spaces to active recreation fields and associated amenities will be provided to serve locals, as well as provide destination parks for Township-wide users and visitors.
2. Integrate park planning and design into broader community planning initiatives related to land use, residential development, transportation, and community amenity provision. Provide parks and plazas as part of new community facilities and ensure public use and access. These should connect to the proposed greenways or streamside setback areas.
3. Preserve significant tree stands and wildlife habitat as parks or open space where possible, to ensure long-term protection.
4. Where possible, secure park space through acquisition or parkland dedication. Where Township acquisition of parkland is not possible, ensure park space is provided as privately owned public spaces.
5. Continue to apply the Willoughby Greenway Amenity Policy to fund the development of pocket parks and plazas.
6. Implement effective landscape design of parks and open spaces, such as use of native plants and climate appropriate species in park landscaping, and apply Crime Prevention Through Environmental Design (CPTED) guidelines to enhance safety and comfort.
7. Accommodate an additional 32 hectares (80 acres) of park space in the form of community and neighbourhood parks in Willoughby.
8. Continue to give due consideration to preserving land for open space in reviewing new development within Willoughby.

9. Improve existing neighbourhood parks for greater use through upgrades that consider active and passive park programming for all ages (e.g., paths and trails, seating and open space, playgrounds, off-leash dog areas, multi-use hard surfaces, spray parks).

5.2 Open Space

Willoughby has over 350 acres of open space, including wildlife habitat, environmentally sensitive areas such as riparian areas, detention ponds, significant tree areas, and ecological greenways. These open spaces help define the character of Willoughby, offering residents a strong sense of place and connection to nature; and contribute significantly to the ecological health of the community and the Township as whole. The protection of these spaces is key to the success of Willoughby as a complete, and sustainable community.

5.2.1 OPEN/GREEN SPACE

The Open/Green Space designation includes areas where no development is permitted, as they are intended for long-term natural or open space conservation. These areas include detention ponds, greenways, ecological corridors, and areas identified as having significant environmental sensitivity such as wildlife habitat and riparian areas.

General Policies:

1. Maintain and increase total open space in Willoughby to provide ecological services.
2. Every effort is to be made to preserve significant tree stands and wildlife corridors throughout the greenway network and park and open spaces system to accommodate wildlife and songbirds. Favorable consideration will be given to development projects which include provision for significant preservation of forests and woodlots, and include, where appropriate, provision for storm water detention ponds.
3. Enhance safety and decrease disruption of wildlife during clearing and construction activity.
4. Maintain or increase the amount of green space that is in a natural or naturalized state. Natural areas provide greater ecological benefit than green spaces that are groomed.
5. Facilitate the connection and restoration of wildlife habitat, natural features, and environmentally sensitive areas to create a comprehensive network of wildlife corridors.
6. Encourage integration and connectivity, and provide low-impact, passive recreation opportunities within natural areas and adjacent to conservation areas, as shown on Map 2, where appropriate.
7. Explore opportunities to improve the retention and re-use of native soil, when appropriate, on development sites and particularly in new parkland or greenway amenity locations.

Wildlife Habitat Policies:

8. Conduct a study to better understand the current conditions of wildlife areas in Willoughby to inform future conservation policies.
9. Integrate wildlife habitat protection efforts with national, provincial, regional, and First Nation visions and initiatives. Collaborate with these other levels of government.
10. Integrate protection, restoration, and maintenance of wildlife habitat with other Township plans, policies, and programs.
11. Enhance wildlife habitat within the urban forest and urban landscaping through appropriate choice of plant species, location and density of plantings, and minimization of hard landscape where appropriate.
12. Maintain and enhance connectivity and reduce fragmentation of wildlife habitat. Strategies include:
    a. wildlife tunnels
    b. habitat patches and corridors
    c. greenways

13. Conceptual wildlife patches and corridors as shown on Map 1 may be further reviewed and refined as part of a neighbourhood-level plan.
14. Ensure design of existing and new habitat corridors, including greenways, to minimize disturbance of and danger to wildlife that may use the corridors. Corridor design shall consider the following:
    d. implementing contiguous pathways
    e. locating corridors away from roads and property lines, where possible
    f. reducing interaction between pedestrians and wildlife habitat, where feasible.
    g. Protect wildlife habitat found on private lands. Measures to consider include land covenants, land stewardship, education, direct purchase, and incentives.
15. Ensure lighting designs for developments in order to minimize negative impacts on wildlife and nocturnal activities of local wildlife.

Streams and Riparian Area Policies:

16. Facilitate the protection and enhancement of streams and riparian areas, including the maintenance of fish passage in streams.
17. Ensure neighbourhood plan boundaries are consistent with watershed or drainage catchment boundaries, wherever possible.
18. Require all developments to conform to the Township's Streamside Protection and Enhancement Development Permit Area in the Official Community Plan.

Tree Policies:

19. Work towards achieving a Township-wide canopy cover of 31% by 2050 as set out in the Community Forest Management Strategy (CFMS) by implementing the actions of the CFMS.
20. Identify significant tree stands and retain significant trees and natural assets during development.
21. Include significant and mature trees in Agricultural Land Reserve edge planning and landscaping buffers.

Detention Pond Policies:

22. Require and maintain sufficient detention pond infrastructure as guided by Engineering Servicing Plans.
23. Landscape detention ponds with trees and plants where possible.
24. Recognize detention ponds as critical utility infrastructure that require separate standards from publicly accessible open spaces.

5.3 Greenways

A network of Greenways is planned and designated in the Willoughby Community to link parks, neighbourhoods, and destinations. Greenways form a critical pedestrian and cyclist circulation networks and may serve as linear parks in some areas. They range from hardscaped, tree-lined urban street greenways to forested trail network greenways. Greenways are critical elements that structure the urban form of Willoughby.

The Willoughby Community Plan Map 2 provides an overview of all greenways in the community, while the accompanying Neighbourhood Plans provide a more detailed breakdown of greenways by type and requirements. In general, greenways are to be funded through the Willoughby Greenway Amenity Policy (GAP), as amended.

The various greenway typologies in Willoughby include:

- **Street Greenways -** Broad, landscaped corridors along major roads that create a welcoming environment for walking and cycling. These greenways enhance connectivity by linking neighbourhoods

with key community amenities, promoting active transportation, and supporting public health and safety by offering tree canopy shade and cooling, a traffic noise buffer, and a pedestrian safety barrier. Integrated into the public street network, street greenways form a continuous route through Willoughby, encouraging sustainable mobility and community interaction.

- **Enhanced Sidewalks –** Smaller greenways along non-major roads offer a pedestrian connection and boulevards for tree planting, and landscaping alongside shared space for a multitude of active transportation users.

- **Creek/Trail Greenways –** Separate from the road network, these are recreational greenways that promote active transportation and access to nature from each neighbourhood. Creek or trail greenways are typically built into the parks and open space system, or the Streamside Protection and Enhancement Areas where possible. They often also serve as wildlife corridors and enhance biodiversity.

- **Green Links –** Pedestrian-priority or pedestrian-only mid-block connections and rights-of-way with enhanced landscaping and street or sidewalk amenities. They are typically a combination of private and public space that may create a public easement across private property that interconnect trails, pathways, and parks, particularly smaller ones, with schools and larger greenways.

- **Arbour Ribbon** – The arbour ribbon is the linear treed corridor and trail system that runs along the eastern boundaries of the Williams and Gordon Estate neighbourhoods abutting the Agricultural Land Reserve. This is an important buffer between urban and agricultural land uses, and it plays an important role in defining the edge of Willoughby. It is an active trail that provides a linear park function, where residents can maintain a connection to Langley's farmland heritage.

This plan supports development of a greenway system designed to link urban areas in Willoughby while also functioning as corridors for wildlife movement. Map 2 illustrates specific areas with lands or buffers intended for future greenways, which are to be achieved using development permit guidelines, land purchase, or dedication.

Greenways Policies:

1. Develop a multi-use, contiguous greenway system as conceptually indicated on Map 2. Explore further greenway opportunities as part of neighbourhood planning processes. Require provision of greenways identified on Map 2 during development, by landowners, per the Willoughby Greenway Amenity policy.
2. Promote connecting Community and Neighbourhood Centres, key destinations, and community facilities by greenways.
3. Integrate off-street greenways with Township-planned on-street cycling routes (bike lanes, cycle tracks, multi-use paths).
4. Retain and integrate, where possible, existing mature and significant trees within the greenway right-of-way.
5. Locate greenways adjacent to community, neighbourhood, and pocket parks, and plazas.
6. Promote the integration of pedestrian and cyclist amenities including benches, bike racks, and waste bins along greenways.
7. Incorporate greenway designs with stormwater capture, detention, and release functions where possible.

8. Limit driveway crossings over street greenways.
9. Design greenways to conform with Crime Prevention Through Environmental Design (CPTED) guidelines to enhance user safety and comfort. Guidelines include:
    a) careful placement of plants to maintain visibility of greenway users
    b) use low-ground vegetation covers (less than three feet in height)
    c) allow users to view entrances, exits, pathways and the immediately surrounding areas
    d) ensure effective lighting along walkways and entrances
10. Continue to establish an arbour ribbon along the urban-rural interface through the acquisition of properties or rights-of-way. The arbour ribbon would limit development within the urban boundary, act as a buffer for agricultural uses, protect natural habitat, and offer passive recreational opportunities.
11. All new development shall include mid-block green link connections.
12. Required boulevard planting and provision of street trees along all roads as a component of all new development in Willoughby.

6 Community Facilities

Community facilities include public amenities and programmable spaces such as community centres, recreation centres, libraries, performance and arts spaces, and daycares. Public spaces are also included in these facilities, including plazas and public squares that can accommodate community gatherings and events.

6.1 Public Community Facilities

Population growth in Willoughby is projected to generate demand for additional community facilities, including schools. These facilities are integral in community cohesion and social interaction between community members as they serve the social, wellbeing, educational, cultural, and recreational needs of the community. The neighbourhood-level plans provide more detail about conceptual locations for new schools and were assessed in consultation with the School District No. 35 (Langley). However, the actual number and location of new schools may change as the community develops.

Policies:

1. Enhance the existing and/or develop a new recreation centre(s) to accommodate recreation needs.
2. Locate new community facilities such as recreation centres and libraries in close proximity to Community and Neighbourhood Centres to maximize access for pedestrians, cyclists, and transit users.
3. Locate community-level recreation services (e.g. playing fields, water parks, skateboard parks) and similar facilities in close proximity to or within community parks.
4. Encourage new community facilities and schools to be located adjacent to greenways, open spaces, or tree protection areas provided they do not have a significant adverse effect on their ecological integrity or viability.
5. Locate new school sites adjacent to neighbourhood or community parks, and centrally within a neighbourhood.
6. Enhance accessibility to new school sites by multiple forms of transportation including cycling, walking, rolling, and public transit.

6.2 Plazas and Public Squares

Plazas and public squares are designated areas for outdoor urban activities including patios, markets, events, and transit and active transportation hubs. They may serve as activity hubs in Community and Neighbourhood Centres, as well as gateways at transit stations, offering space and amenities for people to switch between different modes of transportation or convenient and pleasant stopover points along a trip. They are designed to facilitate movement and interaction of people, especially at high volumes, including during peak commuting times or popular community events. Plazas and public squares often include amenities such as seating, landscaping, gathering spaces, and other features.

Policies:

1. Secure sites near future transit stations through parkland dedication or by requiring developers to provide Privately-Owned Public Open Spaces ("POPS") for plazas.
2. Require commercial retail or other active uses at grade for buildings framing plazas, greenways, and along the adjacent street edges.

7 Mobility and Transportation

Transportation is a key component of a livable, connected, and sustainable community. The Willoughby Community Plan aims to facilitate a shift from suburban auto-orientation toward a more multimodal transportation system. The movement of goods and services must also be accommodated. This approach supports walking, cycling, and transit use, while aligning with the Township's broader sustainability objectives and mitigating traffic congestion.

The transportation network in Willoughby consists of several integrated systems, including roads, transit, greenways, and active transportation routes. Consideration should also be made for the 200 Street corridor which is part of the TransLink Major Road Network (MRN), a Major Arterial Road in the Township Master Transportation Plan (MTP), and a designated truck route that services both the Willoughby area as well as other areas of the Township. The following policies apply broadly across all modes of transportation and guide the development of a safe, inclusive, and sustainable mobility network in Willoughby:

General Transportation Policies:

1. Provide a fine-grained, multimodal road network that accommodates walking, cycling, vehicles, transit, and goods movement. Preferred block lengths may be considered through the neighbourhood plans.
2. Coordinate with the City of Langley, City of Maple Ridge, and City of Pitt Meadows to ensure an integrated and regionally consistent approach to the design and implementation of the 200 Street transit corridor, to ensure continuity across municipal boundaries.
3. Develop a comprehensive transition plan for the implementation of Bus Rapid Transit (BRT).
4. Coordinate a bus integration plan for Willoughby with TransLink to provide feeder transit routes into the future BRT stations and the future Willowbrook SkyTrain Station.
5. Require robust Transportation Demand Management (TDM) strategies as a part of all new developments to encourage and subsidize transit ridership.
6. Study and improve pedestrian and cyclist networks in Willoughby to improve active transportation circulation and safety, including the provision of additional infrastructure such as cycle tracks, multi-use paths, signalized intersection crossings, mid-block multi-use path crossings, and accessibility improvements to accommodate persons of all ages and abilities.

7. Design streets based on "complete streets" principles, providing safe and comfortable access for users of all modes of travel.
8. Promote the implementation of curbside management strategies that prioritize transit, active transportation, loading, and micromobility needs.

7.1 Roads and Circulation

A well-functioning street hierarchy of collector, arterial, and local roads is essential to support vehicle movement, local circulation, transit trips, and active transportation. The following policies aim to improve safety for all road users, enhance the functionality of the existing network, and minimize traffic impacts on local neighbourhoods.

Policies:

1. Provide mobility infrastructure for persons of all ages and abilities.
2. Enhance overall circulation and safety through identifying locations for traffic calming on local and collector roads in neighbourhoods, particularly around schools, parks, and areas with high pedestrian activity.
3. Prevent development of new cul-de-sacs that restrict the movement and circulation of pedestrians, cyclists, and vehicles. If site development necessitates the use of cul-de-sacs, then integrate pedestrian and cycling connections in place of a through street.
4. Ensure emergency vehicle access through the public road network.
5. Accommodate local deliveries within neighbourhoods.
6. Ensure transit vehicles are able to navigate neighbourhoods in anticipation of future transit services.
7. Implement the recommendations and street classifications identified in the Transportation and Mobility Strategy (TMS) in Willoughby.
8. Identify undeveloped or underdeveloped sites to prioritize grid formation and require new developments to dedicate roadways that complete this network and create urban block sizes in Willoughby.
9. Where applicable, require new developments in strategic locations to provide active transportation facilities, intersection upgrades, including full signalization, pedestrian crossing(s), roundabouts, or traffic calming measures as part of Servicing Agreements for Rezoning approval.
10. Prioritize goods movement along 200 Street and maintain truck route standards. Develop a construction-phase plan to preserve truck access during BRT construction (led by Translink).
11. Ensure emergency vehicle access throughout the public road network
12. Develop pedestrian-oriented road sections along north-south local and collector roads east and west of 200 Street (particularly around 200A Street and 199 Street corridors) with wide sidewalks or multi-use paths and traffic calming measures.

7.2 Public Transit

Willoughby is served by existing TransLink bus routes, and contains the Carvolth Exchange, a Frequent Transit Development Area. Willoughby also contains a regionally-designated a Major Transit Growth Corridor on 200 Street, which sets an expectation for enhanced transit service, including Bus Rapid Transit (BRT) with reliable, fast, and frequent transit connecting south to the Surrey-Langley SkyTrain and north to Maple Ridge. This network supports walkable, compact, transit-oriented development that allows transit riders to live and work close to the transit networks they rely on. The following policies aim to enhance transit service and infrastructure, support future rapid transit options, and ensure that new development is well integrated with the transit network.

Policies:

1. Continue to coordinate with TransLink regarding service expansion and improvement, especially the 200 Street corridor.
2. Integrate land use and transportation planning to ensure that future stations serve the highest concentrations of jobs, housing, and redevelopment potential.
3. Provide or require high-quality transit rider amenities at bus stops and stations including weather-protected, universally accessible transit shelters, seating, bike racks, waste receptacles, and wayfinding information.
4. Encourage public transit service expansion and more frequent service to areas in Willoughby beyond 200 Street as other neighbourhoods grow, and advocate for straightforward transit connectivity to BRT stations.
5. Work with TransLink on a bus integration plan for these anticipated transit services.

7.3 Active Transportation Networks

There is an opportunity in Willoughby to continue to build a high-quality active transportation network, including protected bike lanes, shared-use paths, sidewalks, and safe crossings. These networks are intended to connect residential neighbourhoods to key community amenities and destinations including schools, community and recreation centres, parks, and commercial centres, to enable local trips without the use of a person vehicle. These facilities should be designed to serve people of all ages and abilities. The following policies aim to expand and improve bicycle, pedestrian, and micromobility infrastructure, enhance safety and comfort, and support integrated, multimodal travel throughout the community.

Policies:

1. Implement safe and effective pedestrian and cyclist street crossings at frequent block intervals to promote walking and cycling. Provide mid-block crossings as necessary.
2. Integrate bicycle use in road designs (e.g. integrated, separated, multi-use paths, cycle tracks, or shared-use bike lanes and paved shoulders).
3. Require new commercial, multi-family, and institutional developments to include high-quality pedestrian and cycling infrastructure, including secure and weather-protected bike parking, end-of-trip facilities, and maintenance stations.
4. Encourage incentives for developments that provide cyclist-supportive features, such as bike repair hubs, showers, and lockers.

7.4 Parking Management

Parking policies are intended to ensure a balanced supply of on- and off-street parking that supports sustainable transportation choices and aligns with transit-oriented development goals.

Policies:

1. Implement parking maximums and remove minimums for new developments within 400 metres of a BRT station, or in alignment with provincial Transit-Oriented Development Area guidelines if applicable.
2. Implement transportation demand management measures, such as shared parking or off-site parking provisions, to mitigate and manage parking supply efficiently.
3. Implement the recommendations of the Township-wide Parking Study through neighbourhood plan level policies and zoning.

4. Off-street parking should be prioritized underground where feasible. Locate off-street parking underground for medium and high density residential, mixed use, and gateway uses. Where not feasible, parking should be concealed from view from arterial roads and public spaces.

8 Utilities and Services

As Willoughby has been built out over the last 30 years in a logical and phased manner, new municipal sewer, water, and stormwater infrastructure have been constructed in tandem with neighbourhood build-out. As Willoughby has urbanized and densified, while also experiencing the impacts of climate change on rainfall, new servicing capacity is required to support continued growth of the community. The intent of the Utilities and Services policies are to ensure long-term planning and provision of infrastructure to support Willoughby as it matures as a regional and municipal growth centre, and in balance with consideration for the natural environment.

8.1 Stormwater

Rainwater runoff in Willoughby has the potential to impact groundwater levels, ponds and creek water levels, ditch water levels, and fish-bearing streams and riparian areas. Stormwater management systems are in place to mitigate the impacts of impervious surfaces that have changed the natural hydrologic cycle by infiltrating water when and where possible, and detaining water during larger storm events.

Stormwater Management Objectives

Risks associated with inadequate stormwater management involve increased flooding and stormwater runoff flows, deterioration of water quality, and impacts on fish habitat and natural ecosystems. The stormwater management objectives in Willoughby are to mitigate these risks.

Stormwater Runoff Control
Urbanization increases impervious surfaces, resulting in increasing stormwater runoff peak flows and volumes, unless measures are taken to reduce the impact. Mitigation strategies are implemented to better replicate the natural (pre-development) hydrologic cycle after development occurs. Stormwater detention ponds control increased flows by reducing post-development peak flows to pre-development levels, thereby reducing erosion and flooding potential. Detention ponds are supplemented by source controls such as infiltration galleries, rain gardens, swales, and permeable surfaces to reduce runoff volumes and improve water quality.

Water Quality
Contaminants and pollutants from the urban landscape including organics, metal, oils, sediment, and other materials should be managed and mitigated to improve runoff water quality. Some effective best management practices and measures include protective buffer strips along stream banks, and surface permeability that allows natural hydrologic cycle to filter stormwater into the ground.

Fish Habitat
Protection and maintenance of fish habitat areas and fish-bearing streams is a priority to be addressed through land conservation, sensitive ecosystem protection and development setbacks, and stormwater peak flow and quality management.

The Latimer Creek, Yorkson Creek, Salmon River, and Nicomekl River watersheds cover the Willoughby Area. The Latimer Creek, Yorkson Creek, and Nicomekl River Integrated Stormwater Management Plans include stormwater management recommendations, which are implemented through Subdivision and Development Servicing Bylaw 2019 No. 5382, as amended.

Policies:

1. Provide constructed infrastructure that convey a 100-year storm event or provide a safe overland drainage route as per the Subdivision and Development Servicing Bylaw 2019 No. 5372, as amended.
2. Provide community detention facilities at critical locations to control the release of post development flow rates to meet pre-development flow rates. The need for any additional detention facilities will be considered as part of a neighbourhood planning process.
3. Integrate stormwater management as a component of parks and open space design. Source control and infiltration techniques may include:
    a. Absorbent landscapes
    b. Raingardens
    c. Underground storage and release infrastructure
    d. Bioswales and infiltration galleries
    e. Disconnected roof downspouts
4. Incorporate low-impact development strategies in stormwater management designs.
5. Encourage the infiltration of clean stormwater, including run-off from roof areas.
6. Promote the use of permeable concrete and pavers for private on-lot driveways and laneways in residential areas.
7. Implement source control best management practices (BMPs) for stormwater management facilities in new developments with a focus on infiltration and water quality.
8. Require that Integrated Stormwater Management Plans be completed in advance of, or in conjunction with, future neighbourhood plans.

8.2 Water and Sewer

The municipal water and sanitary sewer system will be upgraded and expanded as required, to support the growth in Willoughby and provide municipal water and wastewater service to all development.

Policies:

1. Provide municipal water and sanitary sewer services for all new developments.
2. Optimize the existing servicing systems through appropriate phasing of development.
3. Encourage water conservation measures in new and existing developments to curb demand and overuse of water through:
    - Conservation measures
    - Sustainable building design
    - Infrastructure design

8.3 Emergency and Protective Services

As the community grows, there will be a greater need for emergency and protective services to meet increased demand. The following Emergency and Protective Services policies apply to police, health, and fire services, and these policies are intended to facilitate efficient responses to emergencies.

Policies:

1. Continue to coordinate with adjacent municipalities to ensure that any response to a disaster or emergency is both fluid in coordination and communication.
2. Maintain emergency infrastructure (e.g. hydrants and fire lanes) on all applicable roadways.
3. Continue to review emergency and protective services needs in the community on an annual basis.
4. Work with regional and provincial health authorities to coordinate land use planning efforts that provide adequate space for sufficient hospital or primary care facilities needed to serve the population.

9 Implementation

9.1 Phasing

Growth in Willoughby should be guided by the neighbourhood-level plans. As neighbourhoods complete construction and move into redevelopment, densification, and infill of developed lands, reevaluation of services, amenities, and infrastructure will be required.

Policies:

1. Neighbourhood-specific policies will guide WCP implementation through the detailed land use plans, open space, community amenity, environment, mobility and transportation, and utilities and services policies, as well as Development Permit Areas to guide development form and character.

9.2 Financing

An underlying principle of new development in Willoughby is that new development should pay for its proportionate share of costs. New development will be required to provide works and services (new streets, greenways, sidewalks, utilities, infrastructure) and help pay for the cost of providing community amenities.

Policies:

1. New developments shall provide works and services at the time of development in accordance with Subdivision and Development Servicing Bylaw 2011 No. 4861, as amended.
2. New developments shall pay Amenity Cost Charges (ACCs), Development Cost Charges (DCCs), Neighbourhood Park Land Acquisition Charges, and School Site Acquisition Charges (as applicable), as well as any other applicable charges and fees.
3. Each neighbourhood plan shall consider the need for amenities and facilities that contribute to the social, recreational, cultural, heritage, and environmental character of Willoughby. These amenities shall be listed in the plans so as to be included in the Township of Langley's list of community amenities funded by the Amenity Cost Charge program.

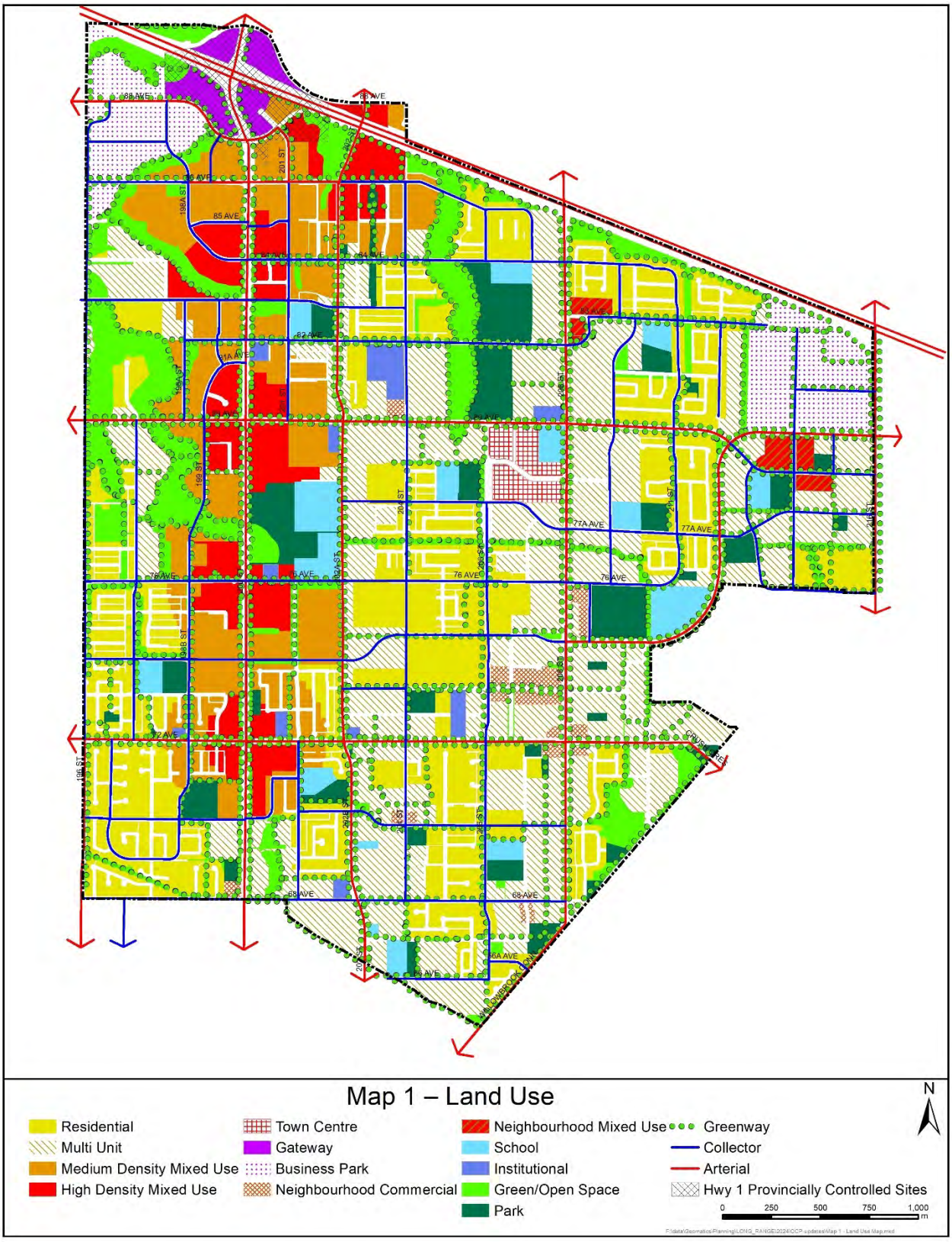
10 Development Permit Areas

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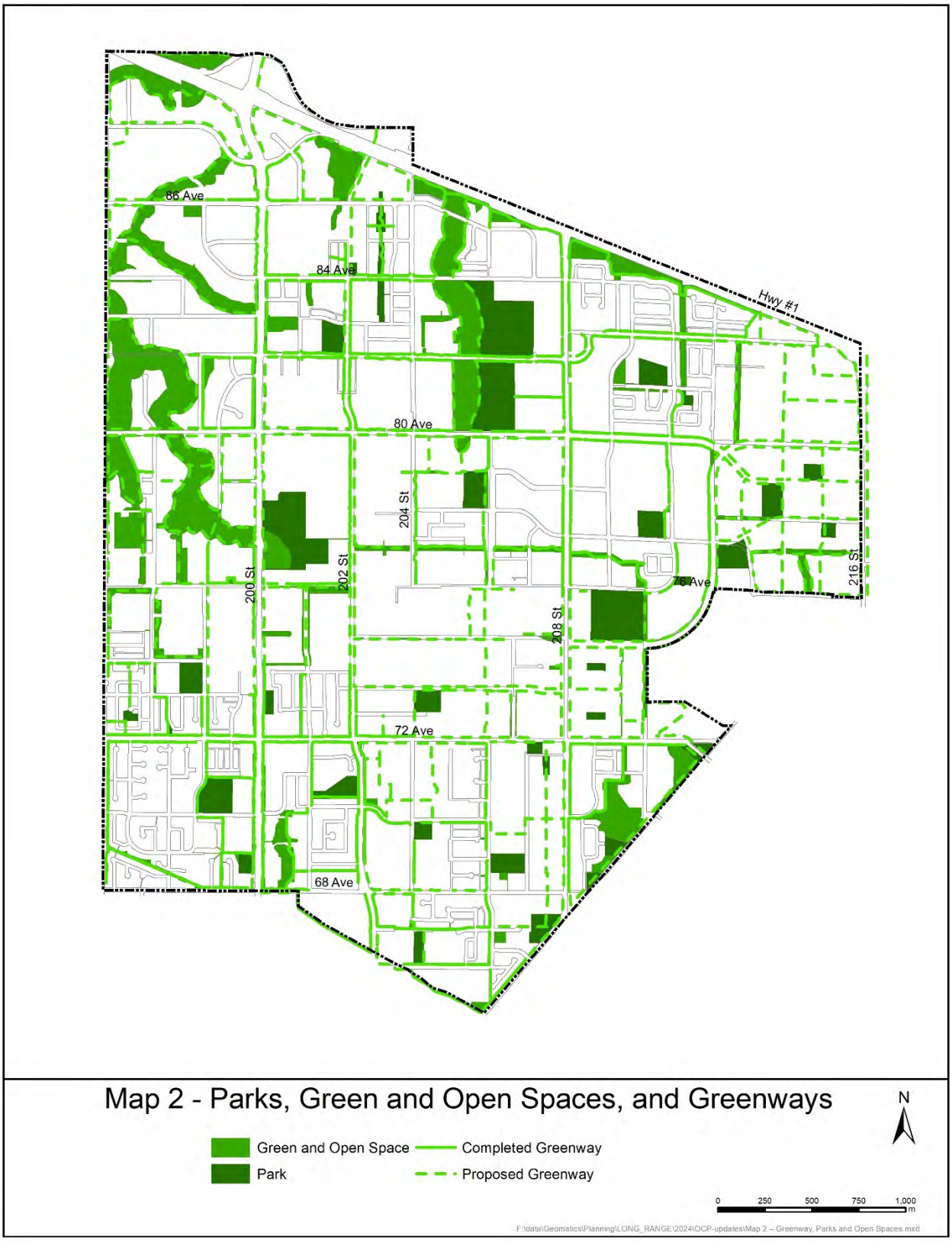
11 Neighbourhood Plans

The following neighbourhood plans, as shown on Map 4, are attached to the Willoughby Community Plan as schedules:

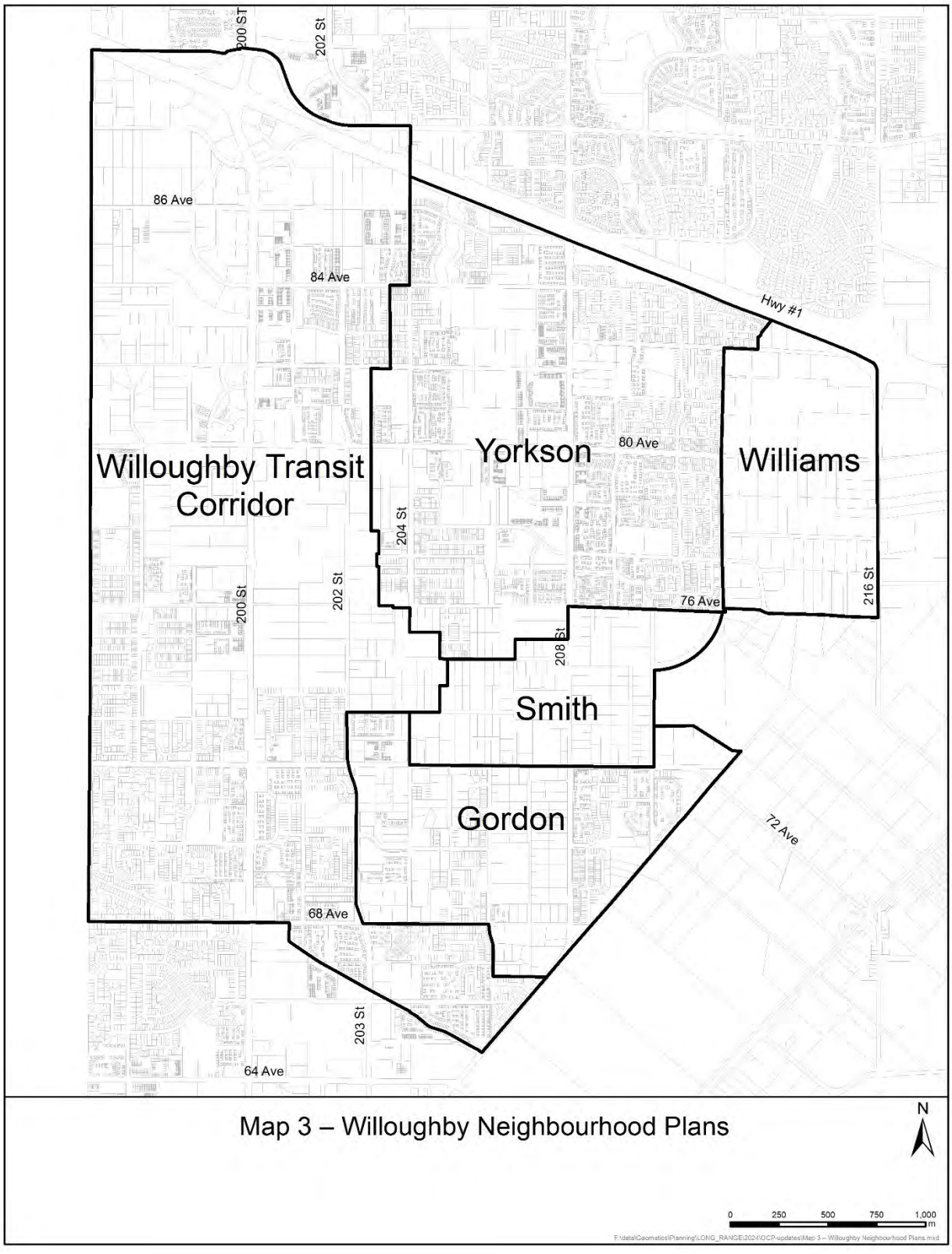
- Willoughby Transit Corridor
- Smith
- Williams
- Yorkson
- Gordon Estate



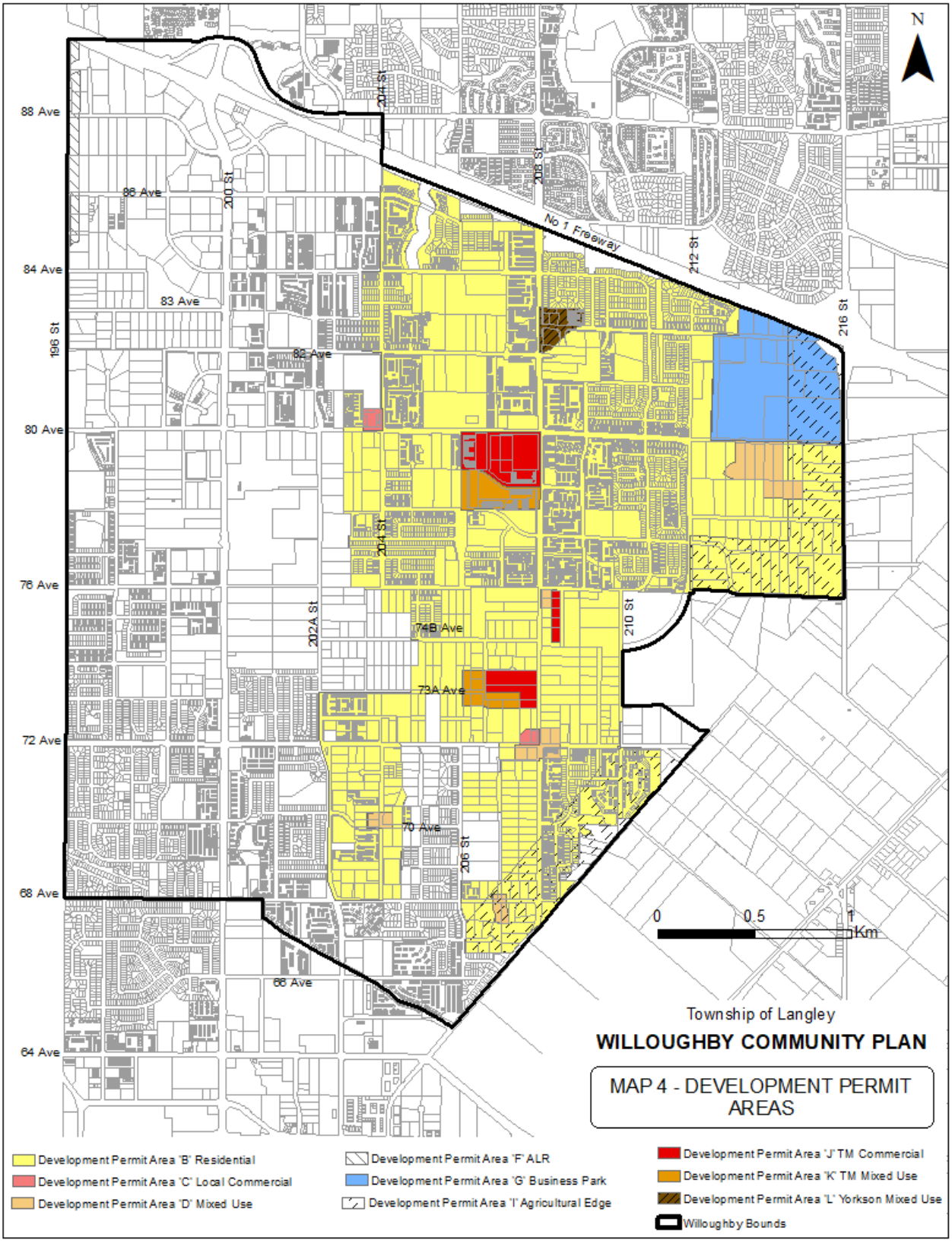
Map 1 – Land Use



Map 2 – Parks, Green and Open Spaces, and Greenways



Map 3 – Willoughby Neighbourhood Plans



Map 4 – Development Permit Areas

ATTACHMENT H



Smith Neighbourhood Plan

Bylaw No. 5973

Willoughby Community Plan

Township of Langley

Township of Langley

March 2024

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800
AMENDMENT (SMITH NEIGHBOURHOOD PLAN)
BYLAW NO. 5973

Adopted by Council March 25, 2024

CONSOLIDATED FOR CONVENIENCE ONLY

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AMENDMENTS

BYLAW NO. / NAME	MAP/TEXT CHANGE	DATE OF ADOPTION

Township of Langley

Est. 1873

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Schedule W-9

Willoughby Community Plan

Smith Neighbourhood Plan

Bylaw No. 5973

SMITH NEIGHBOURHOOD PLAN
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1.0 INTRODUCTION

1.1 PURPOSE

The Smith Neighbourhood Plan forms part of the broader Willoughby Community Plan. It provides a more detailed plan for an area within Willoughby, directing future growth and development in the neighbourhood. An accompanying Engineering Services Plan identifies the location and capacity of existing and proposed future infrastructure, including transportation, water, sewer, and stormwater management facilities.

1.2 PLAN AREA

The Smith Neighbourhood Plan area encompasses 78 hectares (192 acres) and is located on both sides of 208 Street from about 72 Avenue North to approximately 76 Avenue. The Plan Area is also between the future high growth areas of Yorkson, Northeast Gordon, Central Gordon and Latimer. A portion of the eastern boundary is adjacent the Agricultural Land Reserve. The Smith Neighbourhood Plan area is illustrated in Figure 1.1.

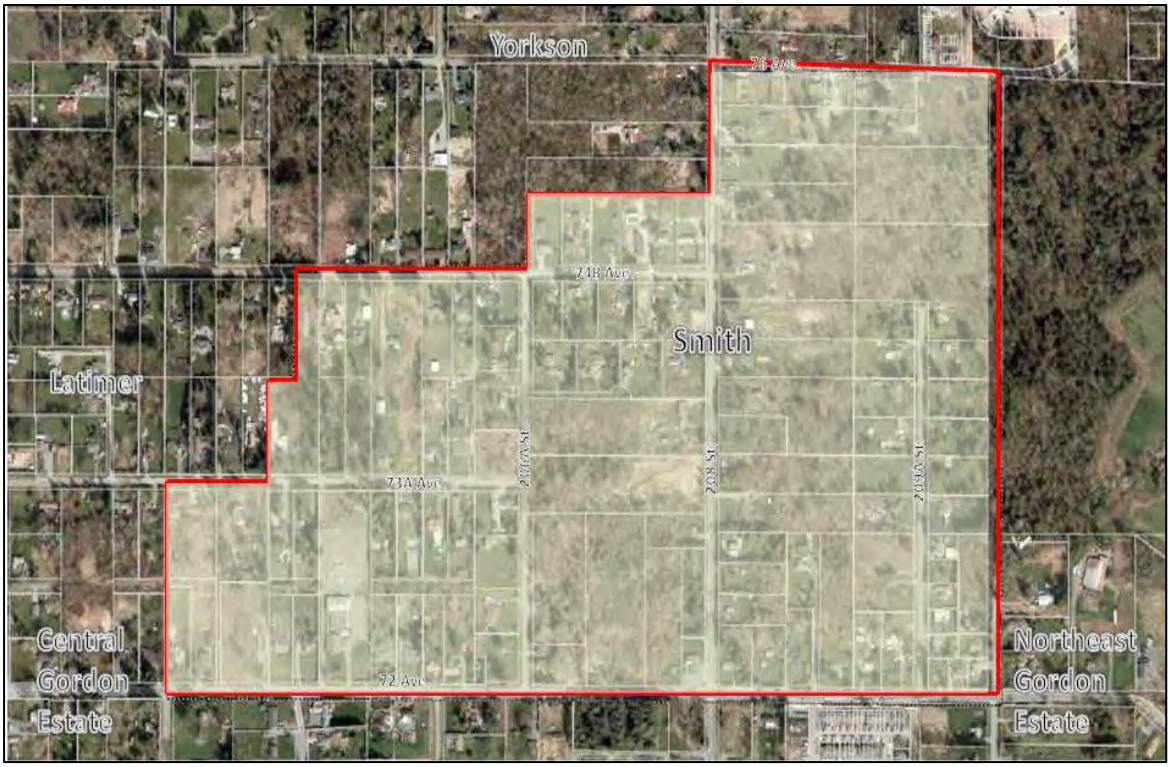


Figure 1.1 | Smith Neighbourhood Plan Area and Context

1.3 PLANNING PROCESS

The Smith Neighbourhood Plan is the result of public participation and engagement in key components of the planning process. A two-day design charrette was held early in the process with the Technical Team (made up of Township of Langley staff and consultants) and the public to develop initial urban design options for the neighbourhood. This phase included any stakeholders in order to provide early input for the development of the Neighbourhood Plan. Through all phases of the planning process there were various opportunities for focused and interactive community consultation which included the charrette, Technical Team meetings, Public Open Houses and Public Hearing. The Public Open Houses allowed the Technical Team to refine and edit the plan based on feedback received from the broader community. The plan development process provided opportunities to review input from the community and refine planning and design concepts, until the final version of the plan was complete.

At the November 14, 2022 Regular Meeting, Council directed staff to:

> “complete an update to the Smith Neighbourhood Plan to ensure its economic viability, particularly as it relates to major roads and the provision of additional recreational and community amenities, with consideration of additional Community Amenity Contributions specific to the Smith Neighbourhood Plan.”

A review process was conducted with a Public Open House and Public Hearing provided for public input.

2.0 BACKGROUND AND PLANNING CONTEXT

2.1 SITE PLANNING CONTEXT

2.1.1 Existing Land Uses

Within the Smith neighbourhood the predominant existing land use is rural residential with a large natural area and agricultural land to the east. A church is located on 72 Avenue where it has been part of the community for 35 years. The majority of existing land parcels are large lots of 2 to 6 acres and smaller lots of approximately one acre over 169 acres area.
These existing land uses are illustrated in Figure 2.1.

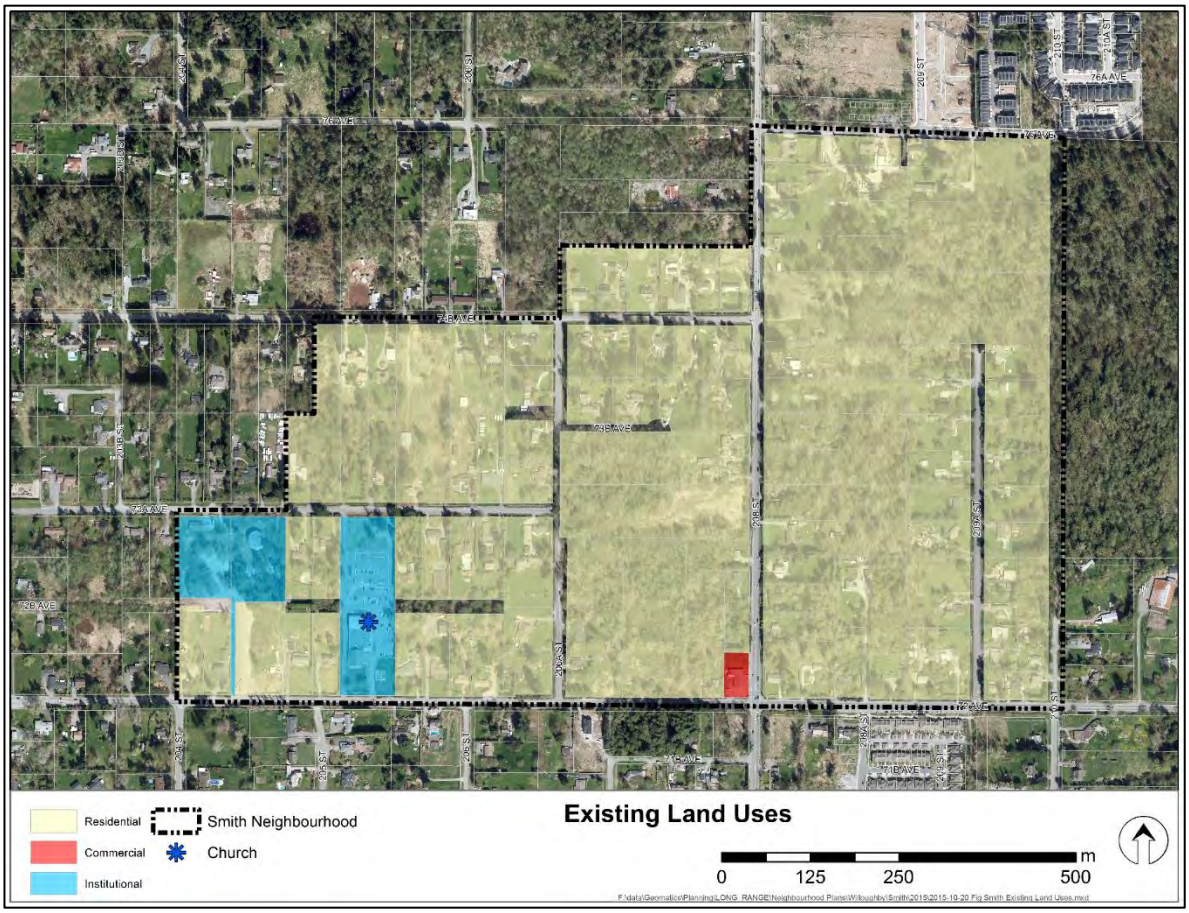


Figure 2.1 | Existing Land Uses

2.1.2 Environmental Context

Geotechnical and Hydrogeological Conditions:

The Smith Neighbourhood Plan area is considered suitable for urban development. The area is connected to a forested area to the east with mature trees providing natural features for the neighbourhood. There is a number of Class ‘B’ watercourses within the neighbourhood. Smith has some sloping topography with the opportunities and constraints to be addressed at the time of development. The eastern border is connected to the escarpment and is highly visible from the Milner Valley.

Aquatic Resources:

As part of the planning process the Township updated its information pertaining to watercourse locations and watercourse classifications in accordance with the provisions for the Streamside Protection Development Permit Areas in the Township of Langley Official Community Plan. This information is used to identify and incorporate watercourse setbacks into the development of the plan. There are no fish bearing streams within the neighbourhood. However, there are a number of Class ‘B’ (Yellow) watercourses which do provide a significant source of food, nutrient or cool water supplies to downstream fish populations. Class ‘B’ watercourses can be moved and combined with habitat compensation and by ensuring that impacts are not transported from one parcel to another. During the neighbourhood planning process, the Township worked with the Federal Department of Fisheries and Oceans and there was agreement that specific yellow and green coded watercourses could be relocated as part of the development process. The relocated watercourses are illustrated on Map 2. Changes to the areas shown on Map 2 may be considered in accordance with the Streamside Protection and Enhancement provisions of the Official Community Plan.

Vegetation and Forest Cover:

The Smith neighbourhood habitat primarily consists of patchy forest, shrubs and grasses. Much of the vegetated habitat is fragmented and interspersed throughout the neighbourhood due to ongoing development. As outlined in the Township’s Wildlife Habitat Conservation Strategy (WHCS), coniferous forests and wetlands represent the pinnacle habitat for the Township’s ecosystem as well the least common habitat type found in the Township. Through the Smith neighbourhood planning process, a small wetland was identified as having the potential for preservation through establishment of a future wildlife habitat. Other natural areas are to be identified and preserved as part of the development process.

Ecological Corridor:

The Smith neighbourhood includes a portion of an upland terrestrial ecological corridor that traverses the Willoughby slope and links the Latimer, Yorkson and Nicomekl watercourses. This ecological corridor facilitates the movement of wildlife between habitat areas, and it is protected through the provision of an ecological greenway.

2.1.3 Heritage Context

Archaeological evidence suggests that the First Nations peoples living in the area became less nomadic about 5,000 years ago, establishing large winter villages while periodically travelling to harvest natural resources elsewhere. Coast Salish people, now known as the Sto:lo, are thought to have been the principal occupants of the area during the last several millennia. Historically, the Kwantlen and Katzie people, subsets of the Sto:lo, were the pre-eminent First Nations groups in the Langley area. With the establishment of the Hudson's Bay Company's post at Derby in 1827, the Kwantlen relocated to the mouth of Kanaka Creek, where they could enjoy trading opportunities with the Company. When the fort was relocated to its present site in 1839, the Kwantlen people followed it, and established a village on McMillan Island.

The area now known as Willoughby was probably peripheral to the central activities of the Kwantlen and Katzie people. Willoughby was relatively remote and the absence of navigable streams rendered it less accessible; however, a few long-term Willoughby residents recall First Nations lithic material having been found along the upper ridges of Yorkson Creek. Willoughby's woodlands may have provided refuge for cultural activities for a time, but the forest fires of the early nineteenth century and subsequent logging and land clearing would have likely destroyed any potential evidence of such activities within these originally forested lands.

Willoughby's first European settlers established a community here during the late 1800s. Land in the Willoughby area had been pre-empted by the 1890s. By 1921 a number of key buildings that included the first church in the area, a community hall, a school and a general store established a small center at the junction of Alexander Road (208 Street) and Scholes Road (83 Avenue) that served the primarily rural population.

The Smith neighbourhood comprises the mid-eastern portion of greater Willoughby, and its location, immediately west of the original Hudson's Bay Company farmlands below the Milner escarpment, provided for early settlement ties with known Milner pioneers during the nineteenth century. John Smith was one such settler who purchased a quarter section of the Hudson's Bay Company Farm and built his first house in 1885 in what is now present-day Milner, following the Hudson Bay Company's sell off of the original farm lands in 1877. Smith was a prominent farmer, Councillor, and School Trustee of the time, and several historic residences remain today that both he and his family built in Milner. Smith Crescent that runs northwest off of Glover Road is also named for the John Smith family.

The Smith neighbourhood, bounded by 76 Avenue to the north, 204 to the east, 210 to the west and 72 Avenue to the south, encompasses two historic roads that defined historic Willoughby, Alexander Road, now 208 Street, which remains the historic central north-south spine of greater Willoughby, and Jericho Road, so named by John Smith and now 72 Avenue, which defines its southern most east-west boundary. Today, the 208 Street corridor that served the early community of Willoughby is in the process of rapid densification, and the small mixed farms that defined rural Willoughby throughout the twentieth century are largely gone.

2.1.4 Mobility Context

Network Overview:

The objective of the Township's transportation network is to support mobility for all modes of travel, including general purpose traffic, goods movement, transit, walking, and cycling. Within the Smith neighbourhood, the transportation network consists of one major north-south corridor. 208 Street provides important connections between Langley City Centre, Willoughby, and Walnut Grove. The existing transportation network also includes 72 Avenue, which is an important east-west corridor providing a connection to the Willoughby area and the City of Surrey. The remaining road network in the study area is characterized by a disconnected grid street network with large blocks.

Transit Overview:

Transit service in Langley and throughout Metro Vancouver is planned and funded by TransLink. Currently, there is one bus (route 595) on 208 Street with expansion to service anticipated as development unfolds.

Pedestrian and Cycling Facilities:

The Township's Cycling Plan, adopted in 2015, defines cycling facilities (i.e. bicycle lanes or multi-use pathways) and identifies commuter routes and recreational routes along 208 Street, 206 Street, and 72 Avenue. The commuter route along 208 Street is described as dedicated bike lanes along the arterial roads. The recreational routes intended to incorporate off-street pathways, are also identified along 206 Street and 72 Avenue. In addition to these key future components of the cycling network, there are numerous other opportunities for greenways and cycling facilities through the plan area. Walking is the most fundamental form of transportation and is part of every trip. Due to the rural nature of the Smith neighbourhood at this time, there are only limited pedestrian facilities within the study area and, there is a need for enhanced pedestrian facilities as neighbourhood development occurs.

2.1.5 Infrastructure Considerations

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

Stormwater Management:

The existing drainage system consists primarily of open ditches and driveway culverts located along the existing roadways. Storm sewers along 72 Avenue and 208 Street are the only sewers currently servicing the neighbourhood. The 72 Avenue and 208 Street storm sewers discharge into the existing detention pond located at 69 Avenue and 210 Street. The outflow from this pond drains into Worrell Creek. Overland flow from the other areas of the plan drain into a storm sewer located east of 210 Street before discharging into Crush Creek. The catchment areas of Crush and Worrell Creeks extend beyond the limits of Smith neighbourhood and facilities will need to be sized, designed and constructed to accommodate the larger area. Compliance within defined limits will contribute to maintaining the pre-development discharge to receiving water bodies.

Water:

The existing water distribution network in Smith is limited to the Greater Vancouver Water District main with the associated Jericho Reservoir and Willoughby Pump Station located at 73A Avenue and 204 Street and mains associated with conveyance to surrounding neighbourhoods. Any growth and development of the area will require the extension of this system to a full urban standard.

Sanitary Sewer:

There is no sanitary sewer network within Smith. Any growth and development will require upgrades to service the area. Slopes in the area generally reduce in elevation from the northwest to the southeast. Gravity flows are expected to connect through the Gordon Estates Plan areas.

2.2 POLICY CONTEXT

2.2.1 Willoughby Community Plan

The Willoughby Community Plan provides the overarching land use policy framework for Smith and surrounding areas. Adopted in 1998, the Plan identifies Willoughby as one of the Township's primary growth areas. The Plan establishes a framework for future residential, commercial, industrial and business park development, protection of sensitive environmental features, and the overall future character of the area. This policy framework provides a guide for the preparation of more detailed neighbourhood plans such as the Smith Neighbourhood Plan.

The Willoughby Community Plan outlines a number of key goals that are relevant to more

detailed neighbourhood plans. For example, the Plan promotes the evolution of distinct but interrelated neighbourhoods, each of which is marked by a clear focal point and defined primarily by current or proposed key grid roads and supporting green space. Each neighbourhood is intended to be of sufficient size to support a variety of land use elements such as an elementary school, neighbourhood park (preferably combined with a school site), neighbourhood convenience shopping, and higher density housing, which may also include supporting employment opportunities. As well, neighbourhoods are intended to be well-linked, providing for pedestrian and bicycle movements within green corridors.

The Willoughby Community Plan designates the Smith neighbourhood for residential/ suburban residential development, including some multi-family residential development, as well as a commercial node. The Community Plan also includes a significant greenway network, which connects the neighbourhoods. In the Smith neighbourhood, the greenway network includes wildlife conservation, ecological corridors and enhanced sidewalks on roads with identified greenway links.

2.2.2 Adjacent Neighbourhoods and Linkages

The Smith Neighbourhood Plan is located in the southeastern portion of the Willoughby Community Plan area (Figure 1.1).

Smith is also closely linked to other Willoughby neighbourhoods, particularly to Yorkson, located to the north, Central Gordon and Northeast Gordon Estates to the south, and Latimer to the west. It is anticipated that the transportation network and linkages between these neighbourhoods will continue to evolve as development occurs over time.

2.3 A NETWORK OF WALKABLE NEIGHBOURHOODS AND CENTRES

Walkability is a simple yet powerful concept that brings together planning and urban design components into an integrated framework for neighbourhood livability and sustainability. Indeed, walkability has been the defining principle in a number of neighbourhood plans and initiatives adopted by Township Council over the past several years including the Carvolth Neighbourhood Plan, Aldergrove Core Area Plan, Yorkson Neighbourhood Plan, and Latimer Neighbourhood Plan.

Fundamentally, a walkable neighbourhood is one where people can walk to local services, transit or other frequent destinations with comfort, safety, and convenience. Broadly speaking this is accomplished by locating housing within a 5 minute or 400 metre walking radius from local, frequent destinations and connected by continuous, active pedestrian paths with overlook from adjacent active uses and “eyes on the street” for safety and visual interest.

3.0 NEIGHBOURHOOD VISION AND OBJECTIVES

3.1 VISION STATEMENT

"By 2040, the Smith neighbourhood will be a green, walkable, and vibrant community with integrated uses and a mix of high and low densities while preserving the natural landscape that encompasses the area."

This vision represents the aspirations of Mayor and Council, the Neighbourhood Team, and the many different property owners, community stakeholders and residents who participated in the Smith neighbourhood planning process. The vision is reflected throughout this document, beginning with the Neighbourhood Plan objectives.

3.2 OBJECTIVES

The Township's objectives for the Smith Neighbourhood Plan are intended to influence policy and zoning directions and ultimately guide future growth and development in the Smith neighbourhood. These guiding principles are the result of neighbourhood residents' responses and input from the Neighbourhood and Technical Teams during the planning process. The objectives are:

1. *Streets That Move People*
   Maintain and enhance road capacity on arterials and provide a grid network and street design that encourages alternative modes such as cycling, walking and transit use.

2. *Walkable Streets That Bring People Together*
   Design arterials, connectors and local streets to create places for people to gather and meet their day-to-day needs through land use policies, appropriately scaled buildings, setbacks and high-quality pedestrian realms.

3. *An Interconnected Networks of Parks, Open Spaces and Greenways*
   Provide an interconnected, multi-modal network of sidewalks, trails, greenways, and cycling routes that connects Smith to adjacent neighbourhoods and provide public open spaces to support a community of all ages.

4. *An Implementable Plan*
   Develop a plan that is readily implementable through the development process and ensure land uses are supported by the market to facilitate construction of 208 Street and 212 Street Connector.

5. *Diverse and Affordable Housing*
   Provide opportunities for varied housing forms and levels of affordability and develop innovative housing options especially relating to infill opportunities.

6. *Stormwater as a Community Amenity*
   Integrate engineering features, particularly stormwater facilities, to make them a community amenity integrated with ecological systems.

7. *Natural Areas*
   Create a unique neighbourhood identity based on natural assets by strategically preserving important natural areas, stands of trees, and viewsheds, and by protecting and providing wildlife habitat throughout the neighbourhood.

8. *Parking*
   Provide sufficient parking in new development to address community concerns with parking and provide parking on both sides of local and collector roads.

4.0 URBAN DESIGN CONCEPT

Figure 4.1 illustrates the 2017 vision for how a portion of the Smith Neighbourhood Plan area could look in the future. This Illustrative Concept may help guide the visioning of the Special Study Area and is based on the land use designations, development principles and policies articulated in this Neighbourhood Plan, as developed through the stakeholder consultation process and refined through discussion between staff, local residents, developers and property owners. The Concept Plan is a reflection of the goals and intent of this Neighbourhood Plan and it is for illustrative purposes only. The exact manner in which the neighbourhood builds out will depend on many different and unpredictable factors, including market conditions and individual development or landowner preferences.



Figure 4.1 | Smith Neighbourhood Centre Illustrative Concept

As illustrated, the implementation of a modified grid road network is fundamental to the achievement of the design directions set out in the Illustrative Concept. While still based on a distinct hierarchy of streets, a modified grid road network uses a fine grained, interconnected network with shorter blocks and rear lanes. This type of road network:

- disperses traffic by providing many routes to a single destination;
- decreases travel distances by providing direct routes to destinations;
- provides opportunities for enhanced pedestrian and cyclist networks, with routes available along local roads;
- provides an excellent pedestrian environment, with few or no driveway interruptions;
- facilitates the establishment of street-facing development, which creates a positive public realm;
- allows for easy rear-lane access to homes;
- provides opportunities for off-street and on-street parking;
- generally avoids cul-de-sac configurations, except where topographic or other constraints warrant the provision of a cul-de-sac;
- provides logical development blocks that can facilitate redevelopment over time;
- helps to ensure that all residents are within a 400 metre radius of transit and commercial services; and,
- facilitates the development of blocks with primarily an east-west orientation in order to improve energy efficiency and create the optimum conditions for the use of passive and active solar strategies.

The local road circulation concept plan is included as Figure 4.2 for reference and illustrative purposes. The purpose of the local road circulation concept plan is to illustrate a local road network based on a modified grid with an east-west orientation as discussed above.

Development applications should attempt to be in substantial compliance with the concept. Flexibility will be considered without amendment to Map 3 where local roads cannot conform to the concept due to site constraints. For the east side of 208 Street there is an option to provide a more curvilinear road pattern to respond to the topography of the area. It is expected that this road pattern be encouraged with large assemblies in the area (see Figure 4.2)



Figure 4.2 | Illustrative Concept East of 208 Street Road Pattern

In addition to the illustrative concepts there are other key features of the Smith Neighbourhood Plan. These features include:

- provision of 1 park-school site within the neighbourhood;
- development of 2 pocket parks (shown as 1-acre parks on Map 1) and the preservation of other green features such as riparian areas, wildlife habitat patches, and an ecological greenway;
- development of a range of housing types, with higher density housing generally located adjacent to arterial roads, collector roads, and commercial nodes;
- the development of vibrant neighbourhood nodes with a mix of commercial and residential uses; and
- development of an interconnected modes of transportation, parks and greenways that connects the Smith neighbourhood to other adjacent neighbourhoods and create places for people of all ages to gather and meet their day to day needs.

5.0 LAND USE PLAN

5.1 OVERVIEW

The community vision and objectives for the Smith neighbourhood are embodied in the Smith Land Use Plan (Map 1). The Land Use Plan identifies residential, commercial, and institutional land use designations and a special study area, as well as current and future transportation corridors, protected areas, parks, trails and other community amenities. The Plan also identifies future locations for stormwater detention ponds.

The land use designations and policies in this section describe in detail the location, types and density of uses for the Smith area. The designations and policies represent the collective desire of the community and the Township and will be used to guide the development approval process through to build out of the neighbourhood.

5.2 LAND USE DESIGNATIONS AND POLICIES

This section describes the land use designations that appear in the Land Use Plan. Included within each designation is a description of intent, as well as an identification of appropriate building typologies and development densities. Precedent photos are provided where appropriate.

Also included in this section are general and specific policies pertaining to land use. General policies that apply consistently across multiple designations are provided in Section 5.2.1. Policies unique to individual designations are provided in Sections 5.2.2 to 5.2.5. If there is a conflict between a general policy and a specific policy within a land use designation, the specific policy shall prevail.

5.2.1 General Policies

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

All Land Use Designations:

- Where lands within the Smith neighbourhood are located within a Development Permit Area on Map 4, Willoughby Community Plan, a Development Permit will be required in accordance with Section 488 of the Local Government Act. High quality architectural and site design shall be strongly encouraged for all developments.
- Significant trees shall be protected through the Township's Subdivision and Development Servicing Bylaw Schedule I – Tree Protection, and Tree Protection Bylaw.

- Development of blocks with primarily an east-west orientation is encouraged to improve energy efficiency and create the optimum conditions for the use of passive and active solar strategies. Flexibility will be considered based on individual site constraints without a requirement for an amendment to this plan where local roads cannot conform.

The provision of rear lanes and rear loaded lots is encouraged and, in some cases, required, in order to provide parking alternatives and a high-quality pedestrian environment.

- Maximum permitted density may not be achievable on all properties. In some cases, minimum densities may be set. Where minimum densities cannot be achieved due to site constraints (e.g. irregularly shaped lots or riparian setback requirements), lower minimum densities shall be considered.
- Where topography is sloping site mitigation may be required (such as grading and/or walls) to maintain a complementary street wall. It is expected that many buildings will follow the slope of the land. This policy is not intended to create large retaining walls.

Residential Land Use Designations

- Provision of affordable housing and a variety of housing forms and tenures is encouraged within the Smith Neighbourhood Plan area, subject to the form and density provisions of the applicable land use designation, including the following:
    - Housing choice and diversity shall be encouraged to assist in achieving housing affordability through the provision of smaller-lot single-family homes, row houses, townhouses and apartments in close proximity to transit and commercial services.
    - A variety of tenures: fee simple, strata and rental, shall be encouraged, as well as a diverse range of housing options, such as co-housing, single-level housing and row houses and townhouses with a bedroom and bathroom on the ground level.
    - Housing for seniors, including independent and assisted living and residential care beds, is encouraged.
    - The Township encourages the development of non-market housing.
- For all designations utilizing UPA as a density measure, density is to be calculated on the basis of gross developable land area, in accordance with Section 3.1.7 of the Willoughby Community Plan. Gross developable land area includes land dedicated for new roads, biofiltration ponds, riparian area dedication above the top-of-bank, and rights-of-way for transmission lines and other utilities, provided they are upgraded as a linear park system. Undevelopable land includes land below the top-of-bank of watercourses.

  For all designations where Floor Space Ratio is used as a measure, density is calculated as a ratio of developable floor area to developable land area where:
    - Developable floor area is the sum total of floor areas in each storey in a building inclusive of exterior walls, excluding unenclosed balconies.
    - Developable land area does not include conservation areas, publicly

dedicated parks/open spaces, and land dedicated for new roads.

- Rear lane or internal strata road access is required for all residential development parcels fronting on arterial roads, collector roads, and greenways.
- In accordance with Section 3.1 of the Willoughby Community Plan:
    - Rear loaded lots are preferred with rowhouse developments having units oriented towards public roads and vehicle access provided via lanes with parking provided at the rear of the units.
    - In order to meet parking demands in the neighbourhood, front-loaded residential development must have double driveways and enough space for one vehicle to park on-street in front of each unit.
- Adaptable housing is required for a minimum of 5% of Single Family and Row House/Townhouse units and a minimum of 10% of apartment units (strata or rental) per development, in accordance with Section 3.1.9 of the OCP (see Table 5.1), as amended from time to time. Adaptable housing requirements are modest improvements to provide and enhance accessibility, making it easier for residents to remain in place as they age and/or experience illness or injury.
- Secondary suites are exempted from unit counts for the purpose of calculating density as units per hectare or units per acre under this community plan.

5.2.2 Row House/Townhouse

This section includes Row House/Townhouse designations at two different densities. The three designations together will provide a mix of affordable, ground-oriented housing within walking distance of commercial and institutional amenities.

Row House/Townhouse (20-25 UPH/8 -10 UPA)

The intent of the Row House/Townhouse designation is to accommodate row house and townhouse developments, including semi-detached dwellings and duplexes, at a density of 20-25 units per hectare (8-10 UPA) with ‘masters on the main’. Policies specific to this designation are as follows:

- Buildings shall not exceed a height of three storeys.
- Minimum density is 20 units per hectare (8 UPA) and maximum density is 25 units per hectare (10 UPA).
- Street-facing orientation with rear access to garages is required for all Rowhouse/Townhouse developments.
- Units fronting arterial roads must provide a minimum of 4 off-street parking spaces.
- No tandem garages permitted.

Row House/Townhouse (20-37 UPH/8 -15 UPA)

The intent of the Row House/Townhouse designation is to accommodate row house and townhouse developments, including semi-detached dwellings and duplexes, at a density of 20-37 units per hectare (8-15 UPA). Policies specific to this designation are as follows:

- Buildings shall not exceed a height of two storeys.
- Minimum density is 20 units per hectare (8 UPA) and maximum density is 37 units per hectare (15 UPA).

- Street-facing orientation with rear access to garages is required for all Rowhouse/Townhouse developments.
- Units fronting arterial roads must provide a minimum of 4 off-street parking spaces.
- No tandem garages permitted.

Row House/Townhouse (20-54 UPH/8-22 UPA)



The intent of the Row House/Townhouse designation is to accommodate row house and townhouse developments, including semi-detached dwellings and duplexes, at a density of 20-54 units per hectare (8-22 UPA). Policies specific to this designation are as follows:

- Buildings shall not exceed a height of three storeys.
- Minimum density is 20 units per hectare (8 UPA) and maximum density is 54 units per hectare (22 UPA).
- Street-facing orientation with rear access to garages is required for all Row House/Townhouse developments.
- Units fronting arterial roads must provide a minimum of 4 off-street parking spaces.
- All units adjacent the Wildlife Habitat Patch and associated Creek Greenway shall face the greenway and have individual pedestrian access to the greenway.



5.2.3 Apartment



The intent of the Apartment designation is to provide opportunities for higher density housing, including seniors' housing. The designation will allow for a mix of unit sizes, suitable for and affordable to a range of income levels and lifestyles. Different building tenures, including rental and strata apartments, shall be supported. Policies specific to this designation are as follows:

General Policies



- Buildings shall be oriented to streets and/or adjacent greenways. Buildings shall not be oriented away from the public realm.
- Tenant parking shall be provided underground. Guest parking may be accommodated in off-street surface parking lots.
- All ground floor units shall have direct access to the street and/or adjacent greenway(s).
- Patios and other outdoor private ground floor spaces shall be appropriately separated from public spaces through the use of screening, landscaping, and/or change in elevation.

- Provide shared ‘end-of-trip’ facilities such as secure bicycle parking.
- For lands designated Low Density Apartment (1.4 FSR), increases in height and/or density up to those permitted in the Medium Density Mixed Use (1.9 FSR) designation may be considered with the provision of retail and childcare space with all Community Amenity Contributions and bonus density provisions still applicable.

Low Density Apartment (1.4 FSR)



Densities within this designation are to be a maximum of 1.4 floor space ratio. Policies specific to this designation are as follows:

- Buildings shall not exceed a height of four (4) storeys.

High Density Apartment (2.4 FSR)

Densities within this designation are to be a maximum of 2.4 floor space ratio. Policies specific to this designation are as follows:

- Buildings shall not exceed a height of six (6) storeys.

5.2.4 Smith Athletic Park District (Apartment Mixed Use, Medium Density Mixed Use and High Density Apartment)

The Smith Athletic Park District comprises Medium Density Mixed Use, Apartment Mixed Use and High Density Apartment (see section 5.2.3 above) designations. The intent of this area is to provide higher residential densities in support of local serving commercial uses for residents and convenient commercial uses for Smith Athletic Park users. The intensity of use, density and design are intended to create a sustainable walkable urban area that provides for the day-to-day needs of residents and helps to contribute to community. This is a place where friends and families want to go to spend time to live, play and work. Specific requirements for the Smith Athletic Park District are as follows:

- Lands within the Smith Athletic Park District are subject to a Development Permit as outlined in Development Permit Area “J” – Town Market Commercial (see graphic below). If any inconsistencies within these policies exist, the more stringent measure will stand.

Smith Athletic Park Illustrative Concept



1. Rooftop amenities



2. Welcoming Openable Storefront



3. Parking at Rear-Breezeway



4. Privately Owned Public Spaces (POPS)



5. Luminated Public seating and textured sidewalks



6. Interesting screening elements



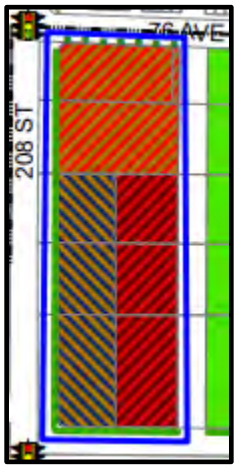
7. EV Charger



8. Bike Stands/racks



- Integrated access/egress routes with reciprocal access agreements (as needed) will be required as a rear lane/access for the 208A facing commercial uses.
- No access or egress is permitted onto 208 Street or onto the 212 Connector.
- Service access for the 208A fronting commercial shall be in the rear of the building(s).
- It is anticipated there will be a mid-block access onto 208 Street that should align with potential access to the Smith Athletic Park. Only one (1) shared access/egress point is permitted onto 208A Street.
- 45-degree angle parking is required on the west side of 208A.
- 208A road throat design shall not exceed 50 metres.
- Ultimate road design from centre line to minimum building front will have a 3.5 metre travel lane, 6 metre deep 45-degree parking bay and 4 metre minimum multi-use sidewalk. Additional width of the multi-use sidewalk is expected to accommodate a varied building setback and room for patio spaces.
- Active street fronts with varied setbacks and explore opportunities to secure small public plazas with seating opportunities provided. Weather protection and direct open social connection with people on the sidewalk will be encouraged.
- Varied coloured and textured concrete sidewalks to provide a unique and interesting public space required. Sidewalks may include inlays and/or inset lighting creating an interesting public/private art opportunity.
- Breezeway(s) for pedestrian access from the rear of the buildings to the 208A street front (similar in size and design as the Willoughby Town Centre) with a well defined, appropriately designed pedestrian connection between the High Density Apartments and the shops fronting 208A.
- Street trees, continuous weather protection, vegetated boulevards, and public seating are required.
- Ornamental streetlamps (same standard as the Willoughby Town Centre) with banners. Projecting shingle signage for individual commercial tenants. Raised intersection(s) with coloured, textured, patterned crosswalks, and curb bulges are required. Additional traffic calming road humps will be considered for crosswalks.
- Parking bay to the rear of the building with 'tuck under' parking permitted.
- All public access to commercial units required fronting 208A Street. No patron access from the back of the building other than through a breezeway.
- Full commercial frontage facing 208A Street.
- Garbage bins to be fully screened from view. If garbage bins are expected to be pulled out for easy access additional space and design considerations will be required.



Smith Athletic Park District (Blue outline)

Mixed Use (Medium Density Mixed Use and Apartment Mixed use)

The Mixed Use area provides opportunities for integration of ground-oriented and pedestrian friendly retail, service, office and high density residential (including seniors' housing) land uses. This section applies to the two designations with some shared policies. The integrated site will be vibrant, pedestrian-oriented areas where residents can access a variety of small-scale retail and other commercial services. Mixed Use buildings in this designation are required to have residential units on upper floors, to ensure 'eyes on the street' and provide residents with opportunities to live, work and shop within the same development. General policies for these designations are as follows and are to be combined with specific policies below:



- Retail commercial uses and/or financial services are required on the ground floor with residential uses above.
- Gas station(s) and drive-through services are not permitted in this designation.
- Buildings shall be sited adjacent to and oriented towards a public road and/or greenway. Commercial units shall be street fronting.
- Short term patron parking for commercial uses shall be provided on-site with the majority of patron parking provided underground or in landscaped surface parking lots located to the rear or side of the building, provided that the majority of surface parking is at the rear. If side parking is permitted, design elements shall ensure it is screened from view from the street and/or greenway.



- Residential units shall be accessed through lobbies, with resident parking provided underground.
- Residential units shall be directly above commercial units for street facing elevations.
- Buildings shall be set back above the ground floor in order to avoid the canyon effect. These setbacks are intended to be sufficient to provide adequate private and/or public patio/balcony space (approximately 3 metres (10 feet) depth) for each residential unit and allow people to look over the parapets to the street below each unit.
- Provide shared 'end-of-trip' facilities such as secure bicycle parking and change rooms.
- The scale and character of the commercial units should be complementary to the design of the rest of the development and/or area with small commercial frontages preferred. Where tenants require somewhat larger frontages special design considerations will be required to maintain the character of smaller units.
- While providing individual design character, buildings shall be designed to integrate

and complement adjacent developments with respect to siting, setbacks, design, exterior finish, landscaping and parking areas. Facade and roofline articulation with porches and other projecting elements is required. Blank or undifferentiated facades shall be avoided.

- Buildings shall be sited and designed to maximize sun penetration to adjacent roads, sidewalks and properties.
- Continuous weather protection is required for pedestrians on all commercial use frontages.
- For commercial uses, small scale activities are expected, including but not limited to: financial institutions, retail stores, convenience stores, delicatessens, bakeries, barber shops, beauty salons, dry cleaning establishments, restaurants and cafes, travel agencies, fitness centres, and veterinary clinics. No dental or similar uses permitted.



- Brewing and distilling uses, including lounge area, subject to the Liquor Control and Licensing Act permitted with addition of patio spaces fronting 208A.
- Gas station(s) and drive-through services are not permitted in this designation.

Medium Density Mixed Use (1.9 FSR)

Densities within this designation are to be a maximum of 1.9 FSR. Policies for this designation are as follows:

- Building heights shall be a minimum of four (4) storeys total and not exceed a maximum of eight (8) storeys.

Apartment Mixed Use (2.4 FSR)

Densities within this designation are to be a maximum of 2.4 FSR. Policies specific to this designation are as follows:

- Buildings shall not exceed a height of eight (8) storeys.
- For lands designated Apartment Mixed Use (2.4 FSR), the provision of 50% of the ground floor commercial is encouraged but not required; up to a 50% commercial parking requirements reduction shall be considered based upon the provision of on-street parking along 208A Street.

5.2.5 Special Study Area

The area north of 72 Avenue and west of 208 Street is designated as Special Study Area (see Map 1). A review of planning policies for this area will be carried out to determine a road network and land use design that respect the public's best interest.

Appropriate land use designations and policies will be added to the Neighbourhood Plan in the future to replace the Special Study Area designation to address:

- land use and density
- alignment of roads
- protection of treed areas
- provision of a combined neighbourhood park - elementary school site
- continuity of wildlife corridors, greenways, trails, open space and parks
- provision of stormwater management and water and sewer systems

5.2.6 Riparian Areas

Streamside Protection and Enhancement Requirements in the Official Community Plan (OCP) seek to establish and maintain undisturbed, naturally vegetated zones adjacent to watercourses as part of development. The widths of these zones, referred to as "Streamside Protection and Enhancement Areas" (SPEAs), follow the Township watercourse classification system (e.g. Class A, Class B) which is based on channel type, water flow and fish presence. In addition to providing important fish and wildlife habitats, SPEAs promote groundwater recharge, absorb greenhouse gases, benefit air quality, reduce flood risk, and provide passive recreation opportunities. To preserve these benefits, Class B (yellow-coded) watercourses in the Neighbourhood Plan area must be protected through the establishment and relocation of SPEAs.

The Neighbourhood Plan area drains toward North Creek (a tributary of the Nicomekl River system) and includes associated SPEAs. Policies specific to this designation are as follows:

- All Class B (yellow) watercourses must be managed in accordance with the requirements of Section 3.13.19 of the Langley Official Community Plan.
- Map 2 shows a plan for retaining, reconstructing and relocating watercourses and associated SPEAs. Per the requirements of the OCP's Streamside Protection and Enhancement provisions, the exact location and extent of the SPEA shall be confirmed through a survey undertaken by a BC Land Survey professional. Changes to the areas shown on Map 2 may be considered in accordance with the OCP's Streamside Protection and Enhancement provisions.
- Watercourse relocations depicted in Map 2 should be completed at time of development and are subject to municipal, provincial and federal government regulatory approval processes. The depiction of watercourse locations in the Neighbourhood Plan area should not be interpreted as final approval/endorsement by senior government regulatory agencies.
    - A minimum habitat balance applies to each relocated watercourse area (See Map 2) with an overall minimum habitat balance threshold (31,548 m^2) to be met for the entire plan area. Any additional watercourses found

on-site will increase the habitat totals accordingly and if relocated, they shall be integrated into the watercourse concept shown on Map 2.
    - Lands containing a watercourse being located off-site will be required to provide funds for the equivalent land and reconstruction costs of their portion of the relocated watercourse as well as temporarily pipe the watercourse(s) if they are unable to provide the equivalent reconstructed watercourse on land shown on Map 2.
    - Where a watercourse is relocated to lands not currently containing a watercourse or SPEA, the owner of said lands will not be responsible for the cost of watercourse construction. Lands with these relocated watercourses shall be compensated for the land and construction costs of the watercourse relocation as funds become available.
    - Where watercourse relocations cannot be completed at time of development, interim solutions may be considered until such time that water relocations as depicted in Map 2 can be completed. Interim solutions will be subject to municipal, provincial and federal government regulatory approval processes and, upon completion of watercourse relocations, interim solutions will be removed at the developer's expense.
- The location of trails (see Map 1) will be considered in the outer six metres of a SPEA based on connectivity to street greenways and public park spaces. Trail design must conform to the requirements of the OCP's Streamside Protection and Enhancement Provisions. Access from new development to greenways or environmental areas may be restricted if the access is deemed detrimental to the overall biological integrity and viability of the greenway. Tree removal shall be avoided and additional native plants may be needed to enhance greenways.

5.2.7 Housing, Population and Commercial Estimates

At build out, it is estimated that the Smith neighbourhood will accommodate approximately 3,700 people in 1,925 dwelling units. Table 5.1 provides an estimate of the future population in the neighbourhood at full build out.

Table 5.1 | Distribution of Dwelling Units and Population

Land Use Designation	Approximate Area		*Density	Pop Density	Approx. Units	Approx. Pop	**Min/Max Storeys from Grade
	Ha	Acres	UPA/FSR	Persons/ Unit			
*** Row House / Townhouse (8-10 UPA)	3.38	8.35	10 UPA	2.5	61	151	2
***Row House / Townhouse (15 UPA)	3.95	9.77	15 UPA	2.5	147	366	2
***Row House / Townhouse (22 UPA)	5.54	13.69	22 UPA	2.5	301	753	3
***Low Density Apartment (1.4 FSR)	2.60	6.42	1.4 FSR	1.7	385	655	4
***High Density Apartment (2.4 FSR)	2.25	5.57	2.4 FSR	1.7	557	947	4-6
****Medium Density Mixed Use (1.9 FSR)	1.39	3.44	1.9 FSR	1.7	275	468	4-8
***Apartment Mixed Use	0.8	1.99	2.4 FSR	1.7	199	338	4-8
Total	19.91	49.23			1,925	3,679	

Note: All unit yields and area calculations in Table 5.1 are estimates.

*UPA calculations are based on the Gross Developable Land Area, as defined in Section 5.2.1. Not all parcels may achieve the maximum allowable densities.

**Rooftop mechanical equipment or other related appurtenances are not counted as a storey.

***A minimum of 5% of single family and townhouse units (strata or rental) and a minimum of 10% of apartment units (strata or rental) in any development shall meet the standards of the Basic Adaptable Housing Requirement.

**** FSR for Mixed Use refers to calculation of residential floor space only.

6.0 COMMUNITY FACILITIES

6.1 PARKS AND OPEN SPACES

The Smith Neighbourhood Plan establishes a network of parks and open spaces as part of a complete, livable community. These parks and open spaces provide the community with active and passive recreational opportunities, including a range of outdoor recreational opportunities to meet the needs of residents and visitors alike.

6.1.1 Neighbourhood and Community Parks

A Neighbourhood Park is to be provided in the initial phase of the Smith neighbourhood, to provide a variety of recreational opportunities including sports fields, playgrounds, and natural areas. A Community Park is expected within the Smith neighbourhood to help serve the needs of the Willoughby Community. When provided, Neighbourhood and Community parks shall be incorporated into a shared park-elementary school site and/or park-secondary school site. Rezoning of lands for development will require that the neighbourhood park site be secured as outlined in Section 11.2.1.

6.1.2 Wildlife Habitat Patch

In accordance with the Township's Wildlife Habitat Conservation Strategy, an approximate 3,100 m^2 Wildlife Habitat Patch shall be secured, enhanced and maintained for education and recreation opportunities near the intersection of 74B Avenue and 208 Street. The Wildlife Habitat Patch is intended to provide food and foraging opportunities for wildlife and serve as a small node in a network of greenways within the plan area and extending throughout Willoughby. Policies specific to the Wildlife Habitat Patch are as follows:

- Relocate and reconstruct roadside watercourses.
- Protect vegetated areas from intrusion as needed.
- Provide a Creek Greenway along the northern boundary with individual access for all adjacent units onto the pathway.
- Provide interpretive signage as warranted.
- Provide additional amenities where warranted, while keeping the overall protection of the area the priority.
- Construction costs for the Creek Greenway within the Wildlife Habitat Patch to be funded through the Smith Amenity Zoning Policy.

Five habitat types were chosen as the most capable of supporting wildlife in an urban setting. They are listed in order of priority:

1. coniferous
2. wetland
3. mixed
4. broadleaf
5. shrubs

6.1.3 Pocket Parks

Pocket Parks (shown as 1 Acre Parks on Map 1) are one acre in size and provide a grassed, landscaped area for children, youth and families. Pocket Parks are intended to be small but inviting areas of public space incorporated into urban areas. In Smith there will be two standard Pocket Parks. These parks help to serve the needs of the local population by providing a space for people to eat their lunches, for children to play, and for friends to meet and gather. Pocket parks can also be designed so that the space is adaptable and able to accommodate different programming opportunities. Policies specific to Pocket Parks are as follows:

- Within the Smith neighbourhood a minimum of two pocket parks shall be developed and located in the general areas indicated on the Land Use Plan.
- Pocket Parks are to be located as shown in the Smith Land Use Plan – Map 1.
- Angle parking to be provided along the park road frontage.

6.2 GREENWAYS/TRAILS

The greenway and trail network in Smith is an important component of the mobility network for both pedestrians and cyclists. Along with the sidewalk and cycle lane network described in Section 8, street greenways, ecological greenways, creek greenways (trails), enhanced sidewalks, and recreational greenways provide continuous pedestrian connections between destinations within and beyond the plan area. Greenways also provide opportunities to integrate unique landscape and stormwater management features such as raingardens into the public realm. The specific locations of planned greenways are illustrated on Map 1.

6.2.1 Ecological Greenway

The Ecological Greenway protects wildlife habitat, facilitates movement of wildlife between habitat areas and serves as an upland corridor connecting watercourses across the Willoughby slope. Policies for the Ecological Greenway are as follows:

- The Ecological Greenway shall be an average of 30 metres wide. In this plan, 20 metres is provided along the existing 210 Street road dedication. The additional 10 metres is expected to be provided along the adjacent lands as they are developed. When fully developed the greenway may be divided evenly between two properties or varied with wider and narrower sections provided an average width of 30 metres is maintained with a minimum width of 15 metres (the length of the 15 metre portions should be minimized); in all cases continuous connectivity for ecological and recreational purposes shall be provided as development proceeds.
- The Ecological Greenway shall be contiguous.
- The Ecological Greenway shall not be located adjacent to a road when parallel to a road.
- Any change from the alignment shown on Map 1 must show how the greenway can be realigned through the neighbourhood connecting the eastern and western boundaries without any net loss of habitat. Variation of the width of the greenway shall be based on the habitat value exhibited through the five key habitat land cover types in order of priority (coniferous, wetland, mixed forest, broadleaf and shrubs).
- A wildlife tunnel must be provided where an Ecological Greenway crosses an arterial or collector road.
- The Ecological Greenway shall be constructed in accordance with the standards provided in Table 6.1 and illustrated in Figure 6.4.
- The portion of the Ecological Greenway located within the plan boundary shall be funded through the Willoughby Greenway Amenity Policy.

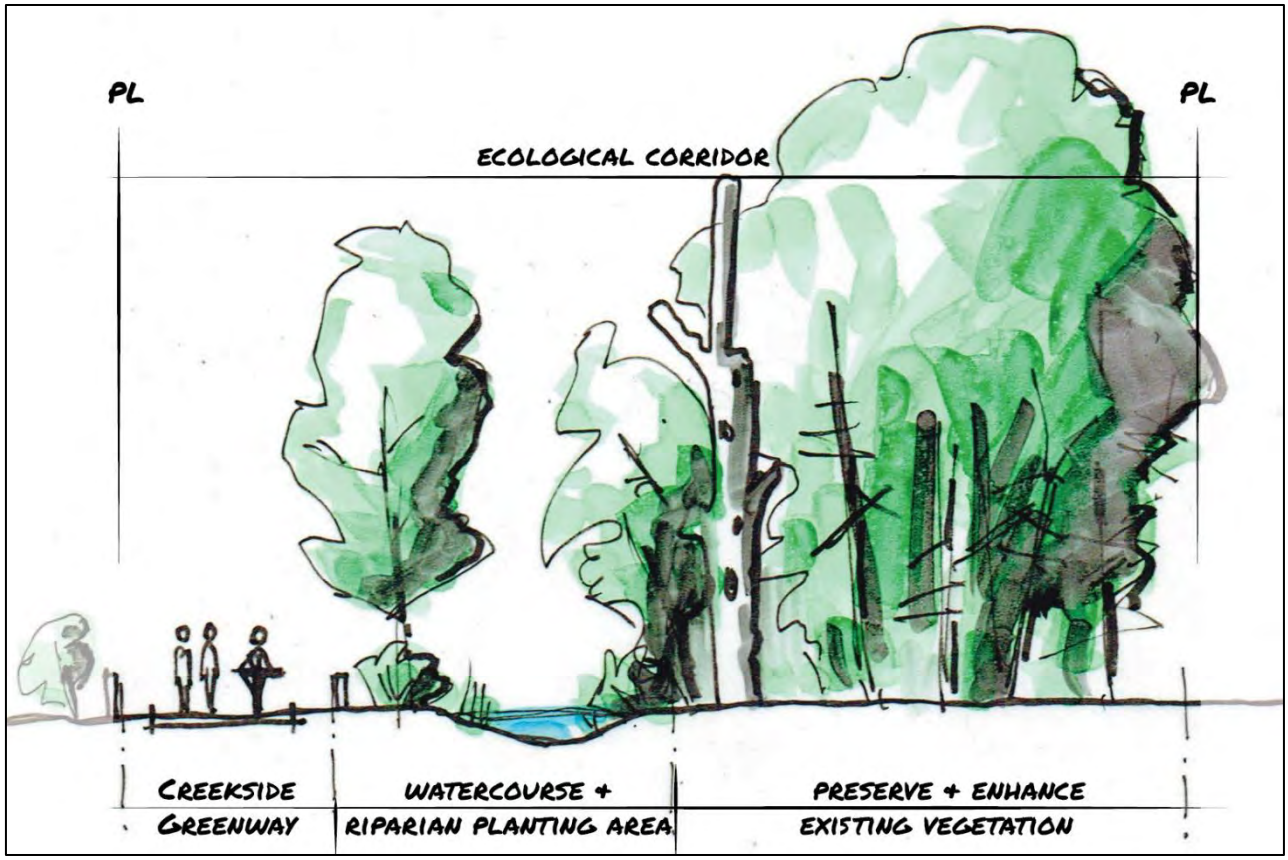


Figure 6.4 | Typical Ecological Greenway Section

6.2.2 Creek Greenways

Creek Greenways are off-road trails that run adjacent to watercourses. These multi-use pathways accommodate both pedestrians and cyclists and can be used for both recreation and commuting purposes. Policies for Creek Greenways are as follows:

- Creek Greenways shall be provided in the locations identified on Map 1.
- Creek Greenways shall be constructed in accordance with the standards provided in Table 6.1 and illustrated in Figure 6.4.
- Creek Greenways are to be generally located within the outer portion of the streamside protection areas provided that they do not negatively impact the habitat value or biological integrity of the streamside protection area.
- A portion of Creek Greenways shall be funded through the Willoughby Greenway Amenity Policy.

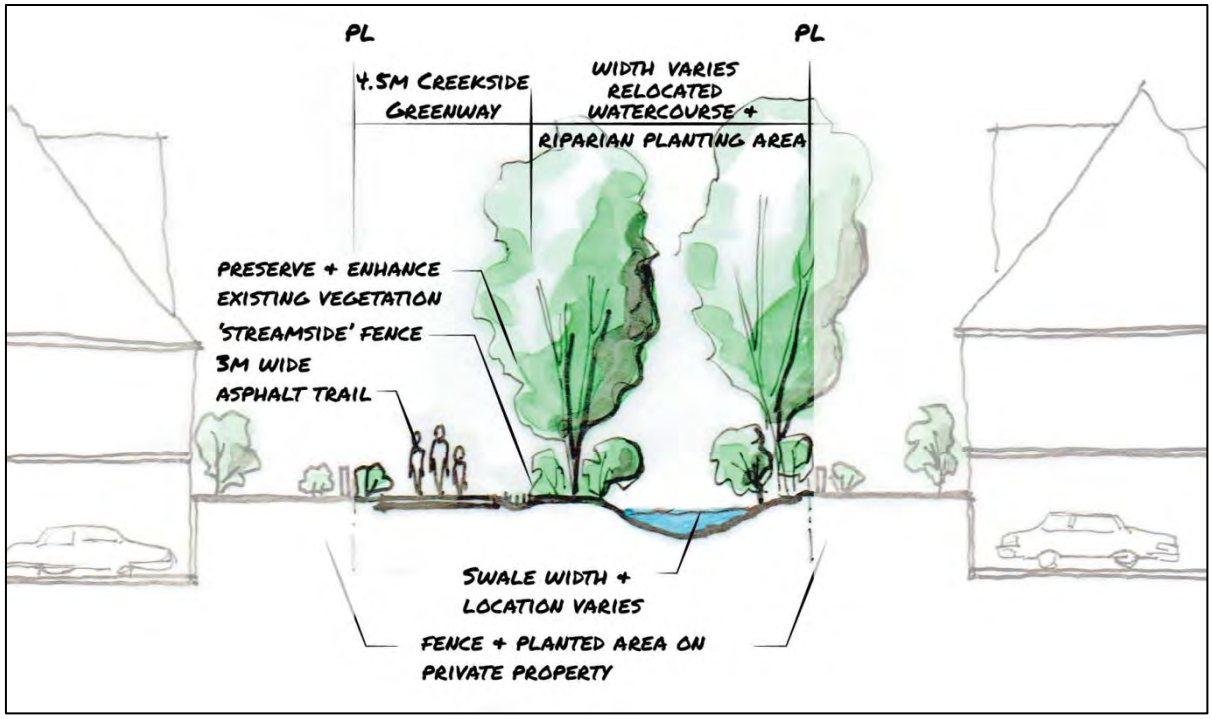


Figure 6.5 | Typical Creek Greenway Section

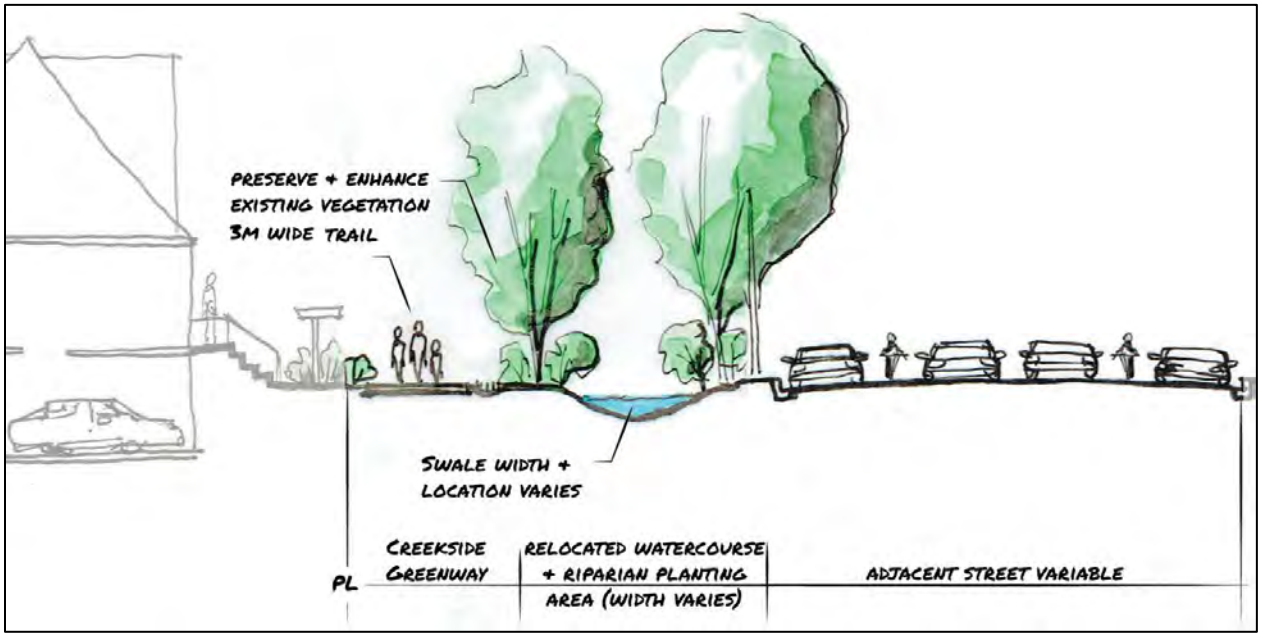


Figure 6.6 | Typical Roadside Creek Greenway (Creek with Enhanced Sidewalk) Section

6.2.3 Street Greenways

Street Greenways are wide landscaped boulevards along roads which provide attractive and safe pedestrian and cyclist connections throughout the community. Street Greenways connect pedestrians and cyclists with parks, natural areas, commercial nodes and important neighbourhood amenities and services. Policies for Street Greenways are as follows:

- Contiguous Street Greenways shall be provided in the locations identified on Map 1.
- Street Greenways shall be constructed in accordance with the standards provided in Table 6.1 and illustrated in Figure 6.15.
- Driveway crossings of greenways are discouraged; however, where there is no alternative, driveways should be consolidated and intersections with greenways shall be designed for the safety of greenway users.
- Safe street crossings shall be provided for pedestrians and cyclists at key intersections.
- Street Greenways shall be funded through the Willoughby Greenway Amenity Policy.

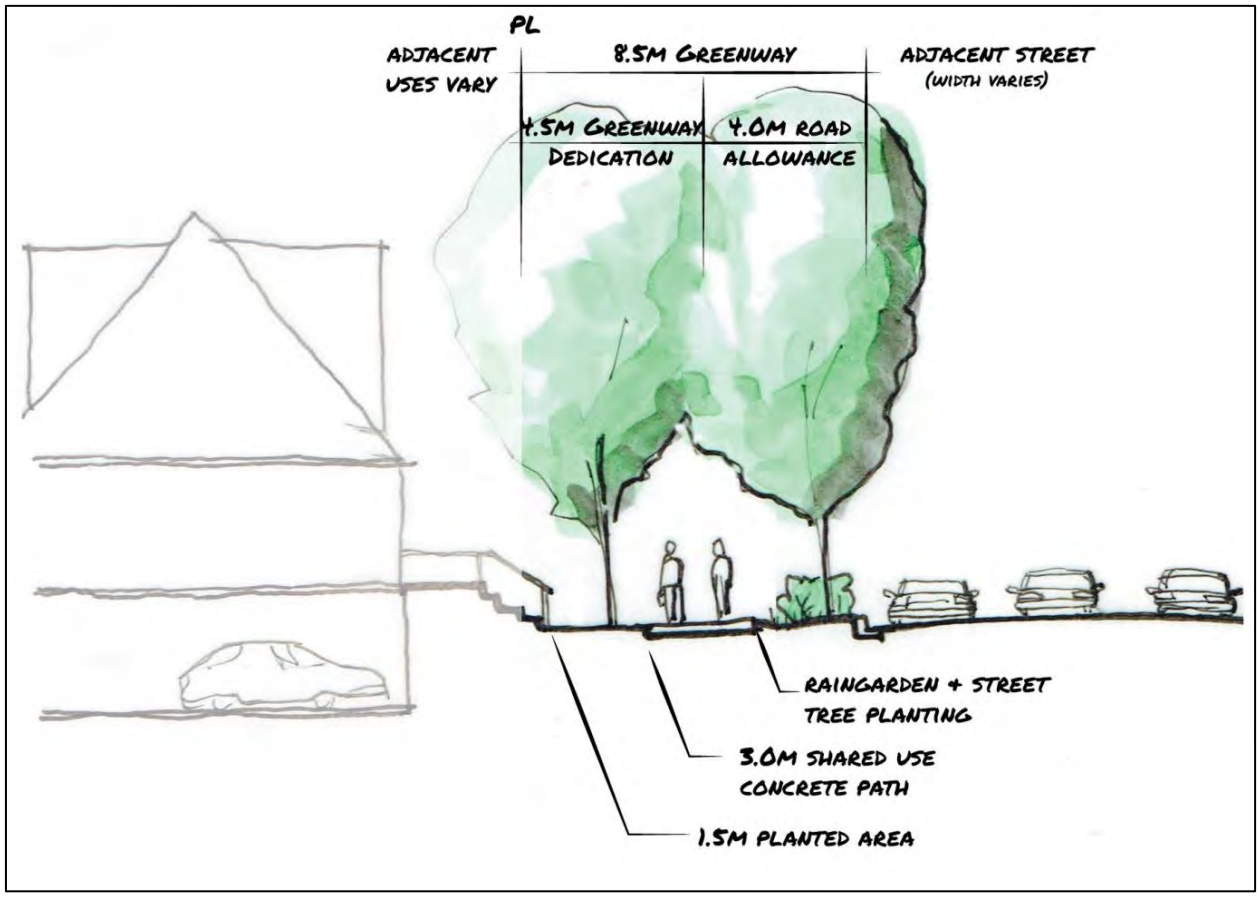


Figure 6.7 | Typical Street Greenway Section

6.2.4 Street Greenway with Wall

This Street Greenway option provides additional buffering along its length to protect adjacent properties from the increased traffic noise and reduces the towering visual impact of buildings on slopes. Treatment of adjoining properties shall be consistent. Policies specific to a Street Greenway with Wall are as follows:

- Section 6.2.3 policies apply.
- Street Greenways with Walls shall be constructed in accordance with Figure 6.16.
- Street Greenways with Walls may be located where warranted, but are specifically intended to be an extension of the 212 Street Greenway located in the Yorkson Neighbourhood Plan and may only be considered through staff approval.
- Funding for the greenway to be provided through the Willoughby Greenway Amenity Policy.

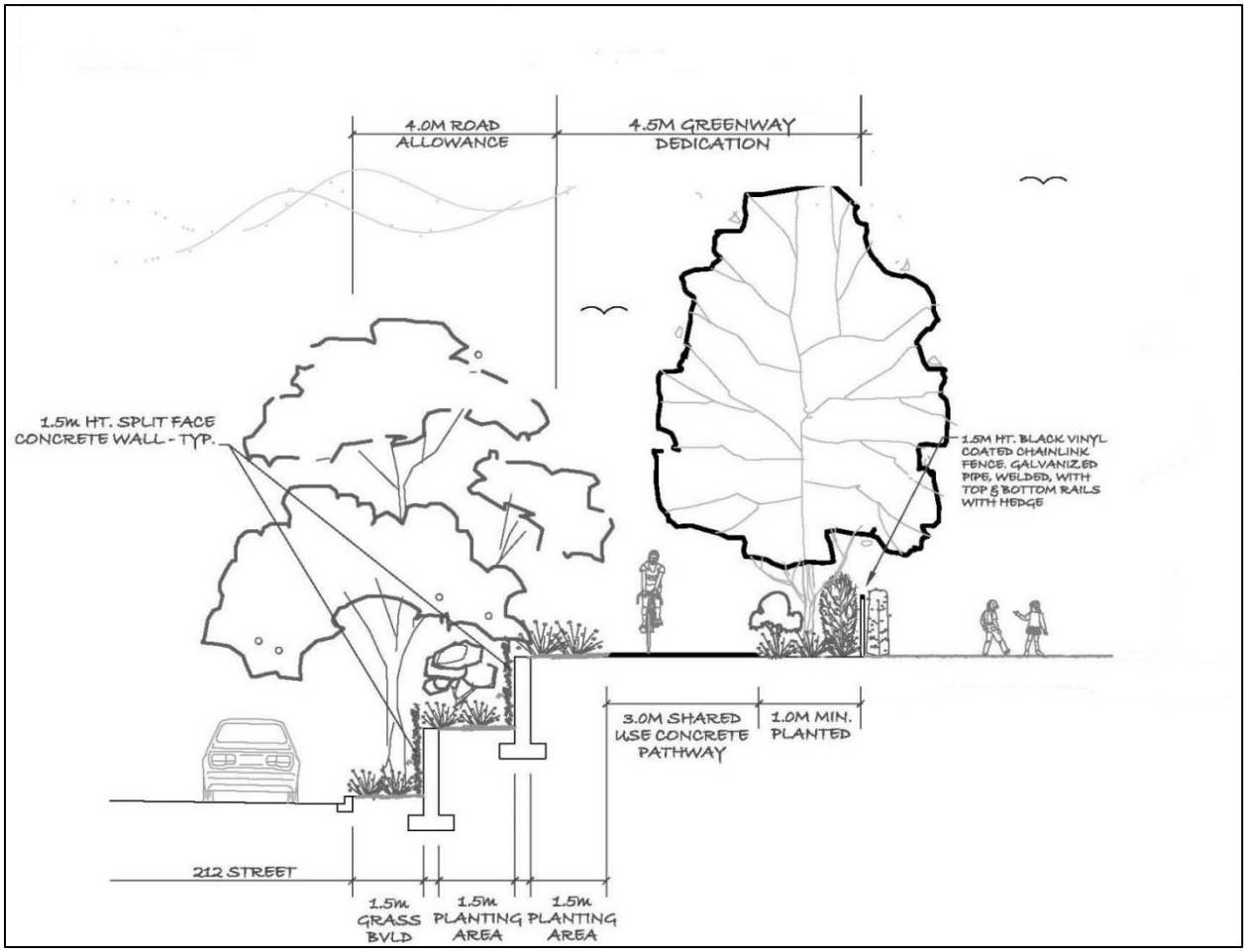


Figure 6.8 | Street Greenway with Wall

6.2.5 Enhanced Sidewalks

Enhanced sidewalks are suitable in situations where short on-street pedestrian and cyclist connections are required adjacent to the riparian areas or in order to connect greenways. Enhanced Sidewalks are designed to accommodate a 3 metre multi-use pathway. Policies for Enhanced Sidewalks are as follows:

- Enhanced Sidewalks shall be provided in the locations identified on Map 1.
- Enhanced Sidewalks shall be constructed in accordance with the standards provided in Table 6.1 and Figure 6.9.
- Enhanced Sidewalks are to be funded through the Willoughby Greenway Amenity Policy.

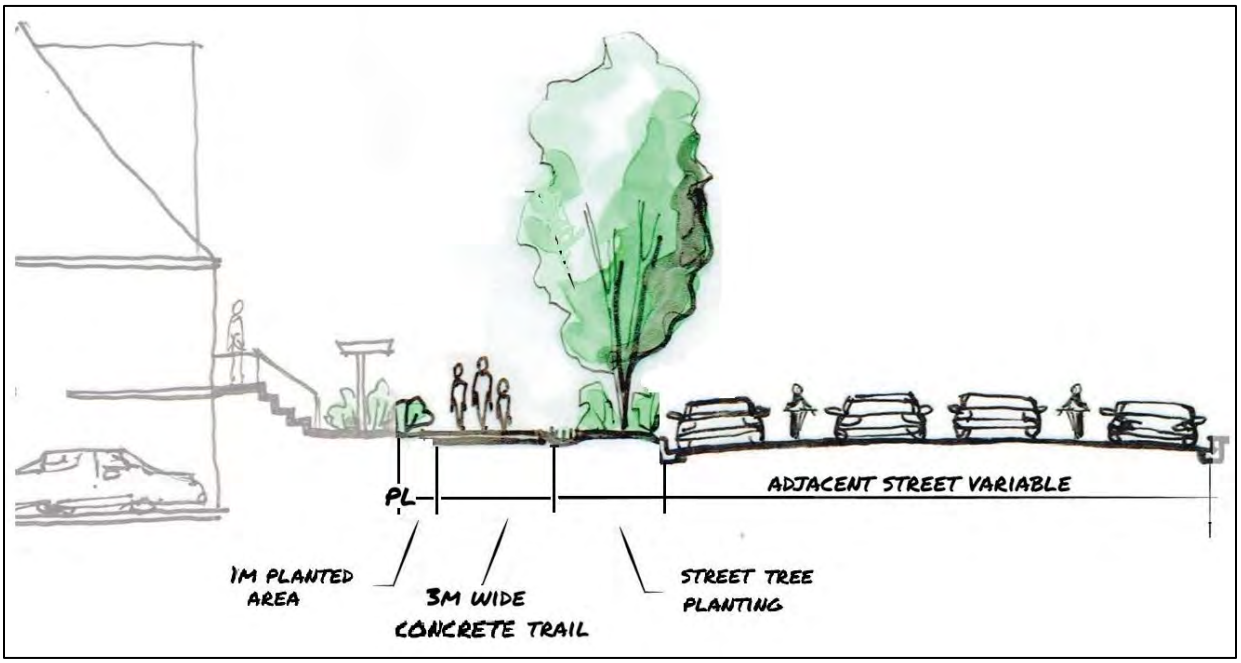


Figure 6.9 | Enhanced Sidewalk

6.2.6 Pedestrian Links

Pedestrian Links are to be provided to connect indirectly through developments to and from parks and trails within and outside the plan area. The linework shown on the land use plan is not intended to be interpretated literally. Internal connectivity in the area is to be found through a combination of laneways, sidewalks and other methods. Policies specific to Pedestrian Links are as follows:

- Entrances to Pedestrian Links should be flared to landscape elements.
- Pedestrian Links are not funded through the Willoughby Greenway Amenity Policy.
- Pedestrian Links are a minimum 3 metre wide concrete shared use trail or better.

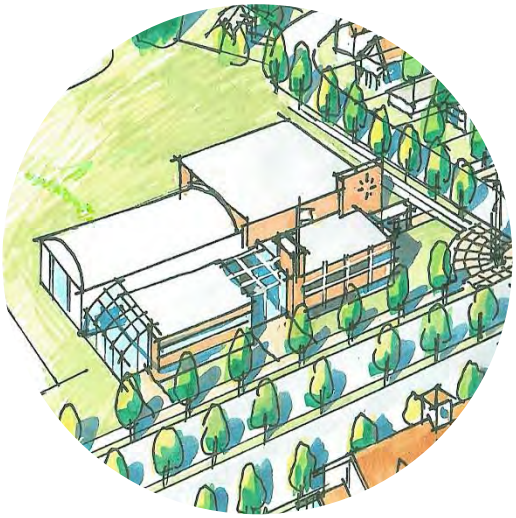
6.2.7 Greenway and Trail Standards

Table 6.1 provides a summary of the Greenways, and Enhanced Sidewalk Standards.

Table 6.1 | Greenway Standards

Greenway:	**Standard:**
Ecological	➢ 30.0m wide (20m within Smith within the 210 Street dedication) ➢ 3.0m wide shared use trail close to one side
Creek	➢ Width depends on watercourse protection requirement ➢ 4.5m wide ➢ 3.0m wide shared use trail
Street	➢ 4.5m wide ➢ 3.0m wide shared use trail
Street (with wall)	➢ 4.5m wide ➢ 3.0m wide shared use trail ➢ Split face concrete wall
Enhanced Sidewalks	➢ Within road dedication ➢ 2.0m wide buffer between curb and sidewalk ➢ 3.0m wide concrete sidewalk ➢ 1.0m wide buffer between the property line and the sidewalk

6.3 SCHOOLS



At present there are no elementary schools in the neighbourhood. At full build-out it is estimated that the Smith neighbourhood will contribute approximately 120 elementary school students (kindergarten to grade 5), 50 middle school students (grades 6-8) and 50 senior high school students (grades 9-12). In addition, future schools in the area will also accommodate students from adjacent neighbourhoods, including, but not limited to Latimer, Yorkson and Central and Northeast Gordon Estates neighbourhoods. To accommodate this growth in the number of students in the neighbourhood it is anticipated that lands for new school sites will be required. School District 35 will acquire these new school sites, with construction of school(s) on acquired land when population growth warrants the establishment of new schools. Rezoning of lands for development will require that school sites be secured as outlined in Section 11.2.1.

The number, location and grade configurations of schools referred to in this plan are projected based on information available at the time of plan preparation. The future actual number, location and grade configurations may differ from this plan. The School District has developed a Long Term Facilities Plan which has as one of its core principles the requirement to hold public consultation on grade configurations in particular areas of the Township. In addition, as the School District has limited ability to raise funding for capital projects, it relies heavily on funding from the Ministry of Education for the acquisition of land and the construction of schools. Funding requests are made annually though the submission of a five-year capital plan and Ministry decisions to support projects in that plan are dependent on many factors, including the needs of other school districts.

7.0 NEIGHBOURHOOD CHARACTER

7.1 NEIGHBOURHOOD IDENTITY

The Smith neighbourhood is envisioned to be a highly urbanized, compact community characterized by a vibrant and varied public realm. Within the streetscape, a variety of amenity features will help to animate public spaces, encourage pedestrian activity, and encourage community interaction. The neighbourhood is expected to include an elementary and high school, commercial node and park space. Access to all of these should be possible via sidewalks or greenways with appropriate crosswalks provided at controlled intersections.

7.1.1 Walkable Centres

The pedestrian connectivity and walkability is important to a neighbourhood in creating desirable places to go to enhance social interaction and physical activity. The neighbourhood mixed use areas will incorporate unique high street designs helping create a walkable centre. This high street environment is intended to function as a walkable centre within the Smith neighbourhood, with a pedestrian-oriented environment that includes high quality landscaping, unique paving treatments, and generous provision of street furniture. Additionally, on-street parking will be available on Collector streets, and traffic circles will be located at the intersection of collector streets.

7.1.2 Lighting

Throughout the Smith Neighbourhood Plan area, policies related to on-site lighting are as follows:

- All on-site lighting shall conform to the Township's Exterior Lighting Impact Policy as amended from time to time.
- The design of parking areas, streets, and trails shall be guided by CPTED principles through the use of adequate lighting, resident overview, and other safety measures.
- All on-site lighting shall be consistent with the Township of Langley Subdivision and Development Servicing Bylaw as amended from time to time.
- Pedestrian scale lighting shall be provided along all streets, street greenways, and trails within greenways.
- Developments are encouraged to have lighting fixtures complementary to the off-site lighting designs.

7.1.3 Stormwater Facilities as Amenities

Stormwater facilities (including detention ponds) are intended to serve a dual purpose. The primary use is functional with recreation and aesthetics serving as a secondary function. In their role as an amenity, efforts shall be made to design ponds with these goals in mind. Policies include:

- Provide pedestrian access around all or part of the rim of stormwater facilities.
- Provide safe access and seating along the inner slope of detention ponds. It is understood that pedestrians do not have access for all areas of the facilities.

- The detention pond at or near the corner of 208 Street and 72 Avenue is expected to include a platform that extends out over the pond (see Blue Link/Art Walk Concept) in addition to stepped slope seating.
- Exposed walls and slopes visible by the public shall have aesthetics considered as part of the design. This shall include hard and soft landscape design solutions where appropriate.
- All fencing shall be aesthetically pleasing with aesthetic acoustic barriers considered where traffic noise or adjoining uses (i.e. gas stations, car washes etc.) negatively impact the enjoyment of the amenity space and views to and from the facility.

7.1.4 Heritage Amenity Structures

Heritage amenity structures are intended to provide residents with an opportunity to reflect on the Township's rural past. The design concept, illustrated in Figure 7.3, is based on the Tara Farms barn and is reminiscent of the farming history of the area, which continues nearby. There are various opportunities to provide these structures in Smith's open spaces, including parks and greenways.

Design specifications for heritage amenity structure are as follows:

- Structural support material and design are standard.
- Multiple segments may be combined to create a longer structure.
- Steel cables for structural support are to represent barn siding.
- Plantings are to be provided to either side for shade and aesthetic effect.
- Greenways or trails may pass through the structure.
- Additional required design elements (wire, cedar shakes, timbers, safety glass, colour, distressed treatments, etc.) are chosen by the developer, but require approval by the Township.
- Additional optional design elements may be required. Examples include:
  - Box light fixture to represent upper window of a barn.
  - Signage to indicate open space name.
  - Opening on the side to include a bench(es).
  - Flowering vines on structure.

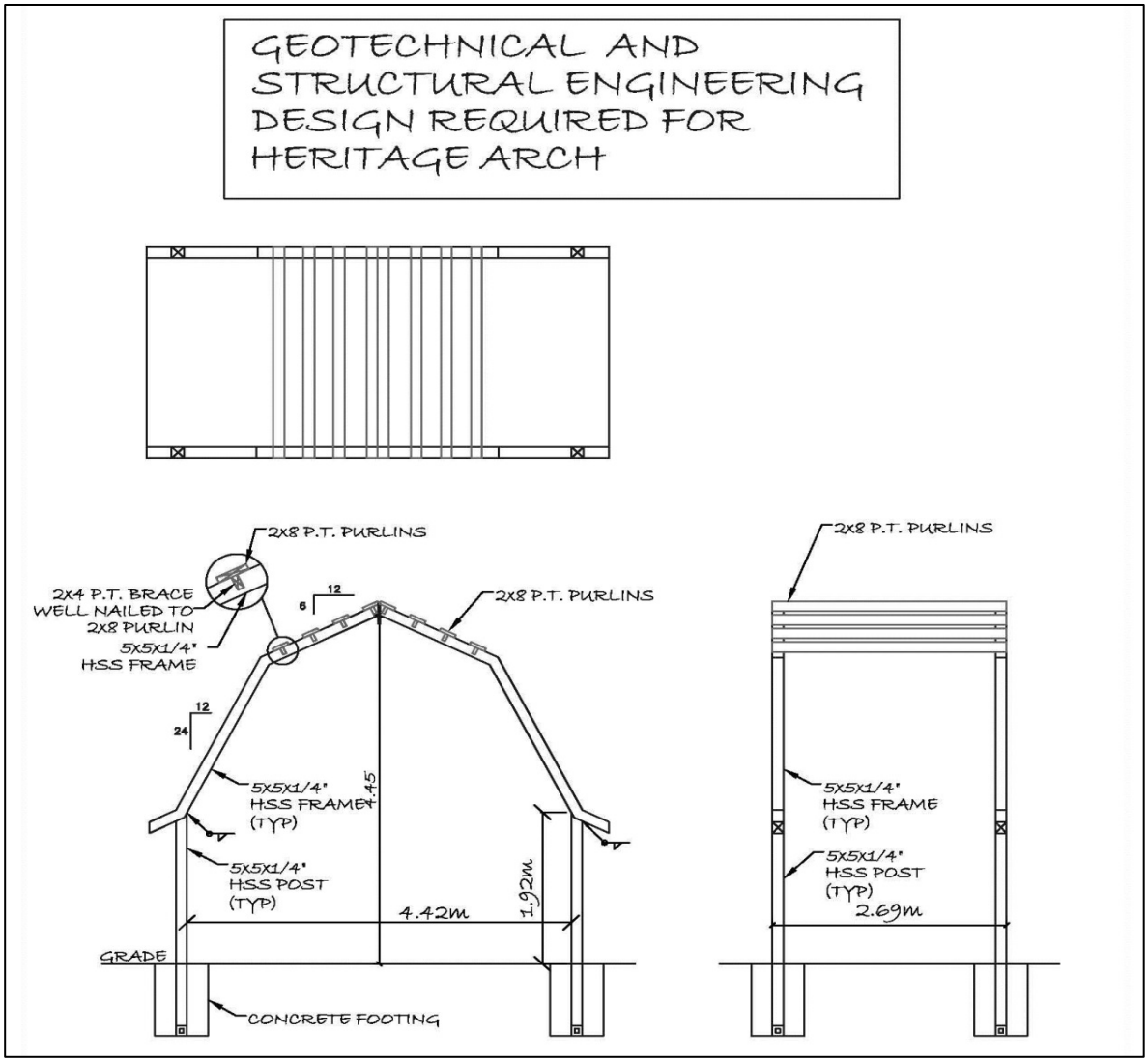


Figure 7.3 | Heritage Amenity Structure Concept

7.1.5 Utility Boxes





In support of the objective of fostering distinctive, attractive communities with a strong sense of place, all utilities and similar infrastructure at and near commercial areas must be placed underground. If undergrounding is not possible, the utility boxes shall be wrapped with the appropriate material in order to reduce graffiti and improve the visual aesthetic of the neighbourhood.

Appropriate imagery will need to be investigated with heritage (built or natural), cultural events or topics, and art being possible options.

Implementation and all costs associated will be the responsibility of the developer.

7.2 HERITAGE VALUES

In 2012, Township Council endorsed a Heritage Strategy that outlines the strategic goals and actions for heritage to 2022 and beyond. The Strategy recognizes the importance of Langley's historic and archaeological resources, its rural lands, and its natural landscapes in developing complete sustainable communities, and identifies nine goals and a number of actions to be implemented over ten years. The following actions would apply to resources identified in the Smith Neighbourhood:

- Identify built, natural and cultural landscape heritage sites, and policies for conserving them during the neighbourhood plan process.
- Preserve, protect and celebrate significant historical resources that illustrate Langley's range of heritage values.
- Encourage retention of existing building stock where feasible by demonstrating flexibility in the assessment of adaptive re-use projects.
- Encourage and support salvage efforts in the deconstruction of existing buildings.
- Provide grants for the restoration of heritage buildings through the Heritage Building Incentive Program.
- Investigate extending conservation incentives for heritage building owners, including permissive tax exemptions and extending property tax incentives.

Archaeological Resources

Although there are no previously recorded archaeological sites within the plan boundaries, some lithic materials have been found within the Yorkson Creek area in the past, and the possibility of archaeological potential within the area cannot be ruled out. The provincial Archeology Branch maintains and oversees the legislative processes for the management of archaeological sites and owners are required to conform to provincial requirements with respect to both known and unknown sites.

Built Resources
The historic resources in Willoughby that remain today reflect the community's rural history and community life near the turn of the twentieth century. As part of the Willoughby Heritage Study undertaken in 2005, historic assessments were completed for a number of residences within the plan boundaries. Few of these sites were subsequently added to the Township's Heritage Inventory, and only one, the Bullock/Blaine Residence at 7447 - 208 Street, was subsequently recommended for addition in 2006 based on its historic character.

Natural and Cultural Landscapes
The Willoughby escarpment is a prominent geographical feature of the neighbourhood located on the northeastern corner of the Smith neighbourhood. This natural feature includes large areas of second growth trees that form a natural division between the Milner Valley and upland areas, and provides for scenic views out to the location of the historic 1830s Hudson Bay Company Farm in Milner.

Recommendations that apply to this plan area include the following:

7.2.1 Protect the Character of the Milner Valley as a Cultural Landscape

The Willoughby escarpment on the northeastern corner of the Smith neighbourhood includes large areas of second growth trees that afford historic viewscapes up and down the valley from the Milner area, and provides a natural division between the valley and upland vegetation. The flat lands surrounding Milner are the location of the original 1830s Hudson's Bay Company commercial farm, a unique cultural landscape that has retained its historic configuration and tradition of agricultural use since the early 1800s.

Protection of the escarpment's visual and historical significance as viewed from the Milner area can be achieved through tree protection and replacement strategies. Implementation of these strategies shall be emphasized for the larger forested areas and along the Agricultural Land Reserve boundary. It should be recognized that the urbanization process will occur over a number of years, and the escarpment's image and character will evolve and regenerate as new trees grow and mature with the neighbourhood.

When locating and designing new developments, buildings, roads, parks, or trails, within sightlines from the Milner area, consideration should be given to the various view levels, with the objective of enhancing and preserving views. Additional considerations may include the use of compatible exterior materials and colours that blend with the natural, treed environment.

7.2.2 Preserve Sites Deemed to be of Historic Value through Conservation Options Available under the Local Government Act

Variations in density, use, siting and other regulations will be considered for buildings that are planned for retention and incorporated into new developments based on their historic merit, through heritage revitalization agreements or other tools provided in the Local Government Act.

7.2.3 Documentation of Buildings

Many of the modest houses that remain in the area will disappear within the context of much higher density development; however, some may be of interest to the history of Willoughby from an archival perspective. If a building has been deemed to be of heritage interest based on previous documentation, such as the Willoughby Heritage Study, photo documentation for archival purposes may be requested by Township staff prior to demolition. In the case of historic buildings documented for the Township's Inventory that are not planned for retention (see Built Heritage above), an As-found Report will be required to the satisfaction of the Township prior to removal.

7.2.4 Commemoration of Early Places through Historic Place Names

When appropriate, commemorating early places with historic place names shall be considered. This includes the use of interpretive projects that recognize or celebrate aspects of Willoughby's history.

7.3 VIEW CONSIDERATIONS

Within the Smith neighbourhood there are some areas with distant views, specifically those toward the Milner valley bottom and beyond. When designing and/or locating new subdivisions, roads, buildings, parks, or trails, consideration should be given to the various view levels, with the objective of enhancing and preserving views from the neighbourhood.

7.4 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

The safety and security of residents is an important component of any liveable community. Safety and security are considered not only in terms of personal physical safety (i.e. crime and threats to personal property), but also in terms of safety for pedestrians, vehicles, transit users and cyclists. Traffic safety is addressed further in Section 8.

The way in which we design our communities and public spaces, allows for new development and encourages interaction amongst the public can impact personal safety and the ability of law enforcement to reduce crime within a community. This approach to development planning, which seeks to reduce opportunities for crime, is called "Crime Prevention through Environmental Design" (CPTED), the principles of which include the following:

- Territoriality - fostering residents' interaction, vigilance, and control over their neighbourhood
- Surveillance - maximizing the ability to spot suspicious people and activities
- Activity support - encouraging the intended use of public space by residents
- Hierarchy of space - identifying ownership by delineating private space from public space through real or symbolic boundaries
- Access control/target hardening - using physical barriers, security devices and tamper-resistant materials to restrict entrance

- Environment - a design or location decision that takes into account the surrounding environment and minimizes the use of space by conflicting groups
- Image/Maintenance - ensuring that a building or area is clean, well-maintained, and graffiti-free

The Smith Neighbourhood Plan has been developed to align with the spirit of the CPTED principles. As development within Smith occurs over time, planning staff should verify that land development proposals comply with CPTED principles prior to approval.

Key design strategies for safety and security are outlined below:

- New developments should be designed to provide “eyes on the street” through the placement of windows, porches, balconies, and street-level uses. Blank walls should be avoided. Design should allow for casual surveillance of all streets, parks, children’s play areas and other public spaces.
- Adequate lighting should be provided for all streets, lanes, parking areas, parks, trails, and building entrances to enhance the sense of safety and personal security. In places with high pedestrian traffic, pedestrian scale lighting should be provided.
- Landscaping and fencing should be designed to avoid the creation of blind spots or hiding places.
- Site design should allow for clear sightlines between parking areas, public sidewalks, and building entrances.

8.0 MOBILITY

8.1 TRANSPORTATION NETWORK

As the Smith neighbourhood develops, better connectivity will be achieved as arterial and collector roads are built or improved. The completion of a modified grid network will facilitate travel within the neighbourhood by providing alternatives to motorists and thus distributing vehicular traffic across several routes.

The Township's transportation network is classified according to a hierarchy based on function, traffic service, land access, and traffic volumes. The following road types are included within Smith:

- **Arterial Roads** have the primary function of accommodating longer-distance, regional travel, with limited access to individual parcels. The Smith neighbourhood has 72 Avenue, and 208 Street and the future 212 Street as arterial roads.
- **Collector Roads** are intended to connect traffic from local roads to arterial roads and place equal importance on traffic movement and access to properties. The collector roads within Smith form a grid network that will help distribute traffic throughout the area. The collector roads for Smith are 204 Street, 206 Street, 206A Street, 73A Avenue, 74B Avenue, and 76 Avenue.
- **Local Roads** are intended to provide access to individual properties and are not intended for through travel.
- **Lanes** are intended to provide access to individual properties from the rear. They are included in the Circulation Concept Plan at a conceptual level only.

The Circulation Concept Plan (Map 3) outlines the planned roadway network. Substantial compliance with the transportation network established in the Concept Plan is required; however, there is some flexibility.

The Circulation Concept Plan illustrates a local road network based on a modified grid with an east-west orientation as discussed in Section 2.1 Development applications should attempt to be in substantial compliance with the concept. Flexibility will be considered without amendment to this Land Use Plan where local roads cannot conform to the concept due to site constraints.

Rear lane or internal strata road access is required for all residential development parcels fronting on arterial roads, collector roads, and greenways. The "H"-shaped configuration for rear lanes is intended to provide an opportunity for short end blocks to feature fronting units.

Rights-of-way will have to be secured for all roads illustrated in the Circulation Concept Plan. Right-of-way includes sidewalks, travel and parking lanes, boulevards and utility allowances. The details are included within the Engineering Services Plan for transportation.

8.2 PEDESTRIAN AND CYCLIST FACILITIES

The transportation network established for the Smith neighbourhood conforms to Township standards for pedestrian infrastructure; all local and collector streets feature sidewalks on both sides that are at least 1.5 metres wide. In addition, enhanced pedestrian facilities are a key component of the Smith Neighbourhood Plan. As described in Section 6.2, the Neighbourhood Plan includes a network of greenways and trails along certain roads and as part of the overall open space network.

In keeping with the Township's natural surroundings, all three Arterial Roads (208 Street, 212 Street and 72 Avenue) incorporate the Street Greenway design into both sides of their right-of-way. The Smith Neighbourhood Plan area also includes on-street bicycle lanes and greenways on the 212 Street connection to the future 216 Street interchange. A community cycling route is shown on 76 Avenue up to the Smith Plan boundary and through development of the Smith area could extend east of 208 Street. An update to the Cycling Network should be considered for 74B Avenue. Cycling routes include on-street bicycles lanes, off street shared use trails or share the road facilities on local streets.

The Township of Langley's Ultimate Cycling Network was established in 2012 and is intended to meet the needs of as many different cyclists as possible. Three networks are defined as follows:

- **Commuter routes** provide direct links between residential communities and workplaces and are typically located on Arterial Roads with higher volumes of traffic.
- **Recreational routes** provide alternative links between residential areas and other destinations using lower volume roads, often in rural areas.
- **Community routes** provide circular routes within different communities and are designed to link with parks, schools, community facilities and local commercial areas and are located on quiet residential streets or off-street pathways.

Within the Smith Neighbourhood Plan, the following roadways are part of the cycling network:

- **Commuter Routes (On-Street)**
  - 208 Street – bike lane
  - 212 Connector – bike lane
  - 72 Avenue – bike lane
- **Recreational Routes**
  - 206 Street
  - 208 Street
  - 212 Connector
  - 72 Avenue
- **Community Routes**
  - 206 Street
  - 209A Street north of 72 Avenue
  - 72 Avenue between 206 Street and 209A Street
  - 76 Avenue west of 206 Street

8.3 TRANSIT SERVICE

The 2007 South of Fraser Area Transit Plan provides a long-term vision for transit in 2031. This vision includes 208 Street as a Frequent Transit Network (FTN) route candidate.

The Township of Langley has a low transit mode share, which is fairly typical of the land use and demographics. In future, transit ridership is expected to grow to reflect better options provided for residents, including higher order transit along 208 Street.

An objective for the Smith neighbourhood is to enable active transportation in the neighbourhood by implementing a convenient pedestrian and cycle network. The goal is that, among other things, these pedestrian and cycling facilities will connect residents' homes or jobs to transit stops.

Basic bus stops should include a transit stop and appropriately sized landing pad to accommodate passenger disembarkment from rear doors. In locations where high transit patronage is expected, passenger amenities should also include shelters, benches and potentially, integration with adjacent buildings. Secure bicycle parking could also be contemplated to extend the transit commuter-shed beyond the 5-minute walk circle.

8.4 TRAFFIC CONTROL AND TRAFFIC CALMING

The Township has an approach to intersection control that shall be applied to the Smith neighbourhood as growth occurs. In general, the following traffic control should be pursued:

Intersection Type	Traffic Control Type
Arterial/ Arterial	Traffic signals
Arterial/ Collector	Traffic signals
Collector/ Collector	Roundabout

The development approval process requires that detailed transportation assessments be carried out for individual sites and the intersection control type identified above should be used as a starting point.

8.5 PARKING AND TRANSPORTATION DEMAND MANAGEMENT

On-street parking is permitted on both sides of collector roads and local roads and should be incorporated into the design of the transportation network.

Front-loaded residential development must have double driveways and enough space for one vehicle to park on-street in front of each unit. Rear-loaded residential development must have

space for on-street parking and within the garage at rear of lot, accessed from the lane. The latter provides the opportunity for continuous sidewalk facilities along frontages, enhancing the pedestrian experience.

In order to promote a vibrant, transit-oriented development, opportunities to reduce parking requirements should be pursued for developments within a 400-metre walking distance to transit stops along 208 Street.

In order to promote a vibrant, transit-oriented development, opportunities to reduce parking requirements should be pursued for developments within a 400-metre walking distance to transit stops along 208 Street, including consideration of car-sharing programs and opportunities in a secure and appropriate location within all multi-family developments.

9.0 INFRASTRUCTURE

9.1 WATER

9.1.1 Existing Context

The entire Smith Neighbourhood Plan lies within the 131 metre Willoughby pressure zone, which is fed by the Greater Vancouver Water District (GVWD) reservoir through Willoughby Pump Station and Pressure Reducing Value at 73A Avenue and 204 Street. The existing Jericho Reservoir does not contribute to the 131m pressure zone in Smith. The Engineering Service Plan completed as part of the Smith Neighbourhood Plan process provides an updated water distribution strategy to support the neighbourhood.

The East Langley main water supply runs along 73B Avenue and 72 Avenue connecting GVWD main water to East Langley, but is not available to service the Smith NP. Other water supply lines network in this area are limited due to the rural nature of the existing area.

9.1.2 Future Conditions

The Smith neighbourhood will require expanding and upgrading of the existing system to meet peak water and fire peak demands for the projected growth in the area.

Water main lines will need upgrades or replacement. Fire hydrants may be required on both sides of wide arterial roadways.

Applicants are required to prove buildout servicing capacity for all affected lands.

9.2 SANITARY SEWER

9.2.1 Existing Context

There is currently no existing sanity sewer infrastructure within the Smith neighbourhood with only limited existing infrastructure on the edges of the plan boundary. The rural properties are served by individual septic systems.

All proposed sewers in the Smith neighbourhood will flow into the Central Gordon Estates neighbourhood and Northeast Gordon Estates neighbourhood existing and proposed sanitary sewer systems.

9.2.2 Future Conditions

The sanitary sewer in Smith should follow the road layout and phasing of the overall development of the neighbourhood.

Applicants are required to prove buildout servicing capacity for all affected lands.

9.3 STORMWATER

9.3.1 Existing Context

Most of the Smith neighbourhood lies within the Worrell Creek and Crush Creek Watershed. The major catchment area extends beyond the boundary of the Smith Plan into the Northeast Gordon Estate neighbourhood south of 72 Avenue. The existing drainage system consists of open ditches and driveway culverts located along existing roadways and includes storm sewers along 72 Avenue and 208 Street servicing the neighbourhood. The two sewers join at a junction and continues south along 208 Street to discharge into the existing detention pond located at 69 Avenue and 210 Street.

The area is characterized by low-density single-family lots and generally consists of a mixture of grass and tree cover. Similar to the surrounding neighbourhoods, a progressive rainwater management system has been developed due to little infiltration capacity of the surface conditions. As development occurs the urban land uses increase impervious surfaces, the extra runoff must be managed to minimize the effects of higher discharge and run–off volumes.

In 2012, the Gordon Estates Engineering Services Plan provided a drainage and management plan considering the completed development of the Smith neighbourhood peak flows. The Smith Engineering Services Plan is consistent with the Gordon Estates Engineering Services Plan.

9.3.2 Future Conditions

Components of a Smith Engineering Services Plan is expected to propose compensatory actions to mitigate the effects of higher discharge rates and run–off volumes therefore

decreasing risk to erosion and flooding. The Smith neighbourhood conveyance system will generate runoff into three communal detention ponds.

At least two detention ponds are planned for this neighbourhood. The stormwater pond located at 72 Avenue and 210 Street will drain into the storm sewers along 210 Street. A second stormwater pond is required at 74B Avenue and 210 Street. Ponds within the Smith neighbourhood will limit discharge to pre-development rates to the 208 and 210 Streets sewer systems and discharge flows to Worrell Creek.

Stormwater management will also include best practices such as infiltration trenches and absorbent landscaping to retain rainwater on site and recharge it to ground. Routing and sizing of trunk storm sewers have been identified in the Engineering Services Plan. Aging sewer lines will need to be replaced with larger diameter sewers. Construction of any infrastructure will not be allowed along the Ecological Corridor on 210 Street. The stormwater system for serving 209 and 210 Streets will have to flow west and will have to be deep enough against the land gradient.

Applicants are required to prove buildout servicing capacity for all affected lands.

9.4 ENGINEERING SERVICES PLAN

A future Smith Engineering Services Plan (ESP) is expected to establish conceptual water, sanitary sewer, road and drainage servicing strategies for the Smith neighbourhood to support future land uses specified in the Neighbourhood Plan. The ESP is not an adopted document and is provided to serve as a framework for preparing servicing plans for individual developments.

The servicing strategies aim for efficiency, cost effectiveness and the equitable distribution of costs. There may be alternative servicing strategies to those presented in the ESP resulting from the ability to secure land or rights-of-way for infrastructure, the timing of development of specific properties, or simply, a different engineering approach.

Alternative servicing strategies may be considered and implemented by the Township if a new scheme meets the spirit and intent of the Smith Engineering Services Plan and in the opinion of the Township, does not adversely impact servicing requirements for property owners.

Until a Smith ESP is complete applicants are required to prove out their proposal for servicing capacity.

9.5 HYDRO, TELEPHONE, STREET LIGHTING AND OTHER UTILITIES

As stipulated in the Township's Subdivision and Development Servicing Bylaw, new hydro and telecommunications lines are to be provided underground. Street lighting shall be provided on all streets in accordance with the Subdivision and Development Servicing Bylaw.

10.0 FINANCIAL STRATEGY

The Smith Neighbourhood Plan financial strategy is intended to assist in the orderly, cost effective, and equitable development of the neighbourhood. It is based on principles that the Township will not finance, nor assume a financial risk, in the provision of engineering services required for development. As such, water, sanitary sewer, drainage, highway services, and parks are to be solely funded through the collection of Development Cost Charges (DCCs) or other appropriate cost recovery mechanisms. Finally, it is the responsibility of property owners and/or the proponents of development to frontend the construction of engineering services and parks. To assist in this regard, the Township may consent to enter into cost recovery agreements.

DCCs are levied against new development to assist in the financing of new servicing infrastructure and amenities required by, and benefiting, new development. The Township's Development Cost Charges Bylaw sets DCC rates for each engineering service and for parks and describes when and how they are to be paid. Rates are uniform across the Township so that similar developments are levied the same rate regardless of their location. In principle, DCCs collected must balance with required expenditures. However, in the Township's context, they may exceed or be in deficit within an individual neighbourhood.

Infrastructure which is eligible to be funded with DCC revenue is identified in the Township of Langley's 20 year DCC program.

The Township has infrastructure financing policies in place and has previously negotiated specific agreements to permit property owners to receive DCC credits to assist in the cost recovery of DCC works that they have constructed. Given the high cost of the sanitary sewer, drainage, highway, and municipal water facilities required to permit development, the Township may provide opportunities to the property owners to achieve cost recovery.

Several cost recovery mechanisms are available for consideration, including Latecomer Agreements, Development Works Agreements (DWA), DCC rebates/credits and Development Cost Charges Frontender Agreements (DCCFA).

Each of these offers the ability for frontending property owners to potentially recover their infrastructure investments. However, it is critical that all agreements are structured to provide sufficient time for property owners to potentially fully recover the costs of providing infrastructure. It is therefore recommended that the Township approve agreements with 10 – 15 year horizons. The Township gains from these agreements by acquiring municipal infrastructure which benefits the broader community without the financial risks typically associated with development.

As indicated earlier, the Smith Neighbourhood Plan also includes several amenities to be funded through an Amenity Zoning Bylaw. These amenities include:

- Pocket Parks,
- Greenways of various types,
- Enhanced Sidewalks, and
- Heritage Amenity Structures.

To provide funding for the construction of these amenities, the Township will require that new developments contribute an Amenity Cost at time of rezoning. The Township strives to have relative equality in amenity costs between neighbourhoods. The funding approach to Amenity Costs is identified in the Willoughby Amenity Zoning Policy.

11.0 IMPLEMENTATION

11.1 PHASING

Development of the Smith neighbourhood shall proceed in phases based on drainage catchment areas, and the need for elementary school and neighbourhood park.

11.2 GENERAL PREREQUISITES

Prior to the adoption of a zoning bylaw amendment in the Smith Neighbourhood Plan, the following general prerequisites must be satisfied.

1. With the exception of non-residential developments, a joint elementary school and neighbourhood park site must be secured to the acceptance of the Township of Langley and the Langley School District, subject to other provisions of this Plan, before any development may occur in the neighbourhood.
2. Prior to each phase opening up for development the required community stormwater detention site to serve that area must be secured and must be located to serve the entire storm catchment area to the acceptance of the General Manager of Engineering. Interim on-site detention will not be allowed.
3. Major roads and engineering services, including drainage, water, and sanitary sewer, storm detention ponds, and road dedications, widenings and rights-of-way must be provided and extended (at no cost to the Township) to accommodate the proposed development. Various means of recovering servicing costs, such as Latecomer Agreements, Development Works Agreements (DWA), DCC rebates/credits and Development Cost Charges Frontender Agreements (DCCFA) may be considered, where applicable, to the acceptance of the Township.

11.3 SPECIFIC DEVELOPMENT PREREQUISITES

The following development prerequisites must be resolved to the satisfaction of the Township prior to adoption of a zoning bylaw amendment. This list is not deemed to be exhaustive, as other requirements may be added based on site specific conditions and changes to Township bylaws, policies and procedures.

1. Enter into a servicing agreement with the Township to secure required road and utility upgrades/extensions, and a stormwater management plan in accordance with the servicing provision of this Neighbourhood Plan together with existing servicing standards as set out in the Township's Subdivision and Development Servicing Bylaw as amended from time to time.
2. Compliance with the Erosion and Sediment Control Bylaw as amended from time to time, including provision of an erosion and sediment control plan, to the acceptance of the Township.
3. Secure road dedications and widening in accordance with the Subdivision and Development Servicing Bylaw, road typologies (Section 8.0) and the Master Transportation Plan as amended from time to time, to the acceptance of the Township.
4. Compliance with Schedule I (Tree Protection) of the Subdivision and Development Servicing Bylaw as amended from time to time, including provision of a final tree management plan incorporating tree retention, replacement and protection details, to the acceptance of the Township.
5. Transfer any designated greenway, trail, or any other greenspace as shown on the Land Use Plan to the Township, or as determined by the Township.
6. Where green space or public amenity is designated on the subject lands, security must be provided within the Servicing Agreement for all approved Greenway/Trail, Pocket Parks, Blue Link/Art Walk, Wildlife Habitat Patches, or Public Art construction.
7. Implementation of environmental protection as outlined in the plan and/or by DFO including transfer of environmental non-disturbance areas to the Township for environmental protection purposes.
8. Provide a Stage 1 Preliminary Site Investigation (Environmental), to the acceptance of the Township, where land is proposed to be transferred or provided by right-of-way to the Township for conservation, park, greenway and/or trail use. If any indicators of site contamination are found during this initial assessment, further investigation will be required to confirm the existence, type and extent of contamination, and provide recommendations regarding remedial work. A Certificate of Compliance (or equivalent) will be required to be submitted to and accepted by the Township. All remedial work will be at the sole cost of the proponent.
9. Secure (through the Servicing Agreement) fencing for all developments that abut the greenways, parks, ecological buffers, and environmental area to municipal standard and to the acceptance of the Township.
10. Secure a age friendly amenity area in accordance with the Township's Zoning Bylaw as amended from time to time and to the acceptance of the Township.
11. Restoration/relocation, or other means of treatment of heritage resources listed within the plan to the satisfaction of the Township.
12. Secure public access right-of-way through detached condominium strata developments for green links, roads, and sidewalks only. Public access shall not extend to on-street

parking. No public access is to be granted for private entrances onto the green links.

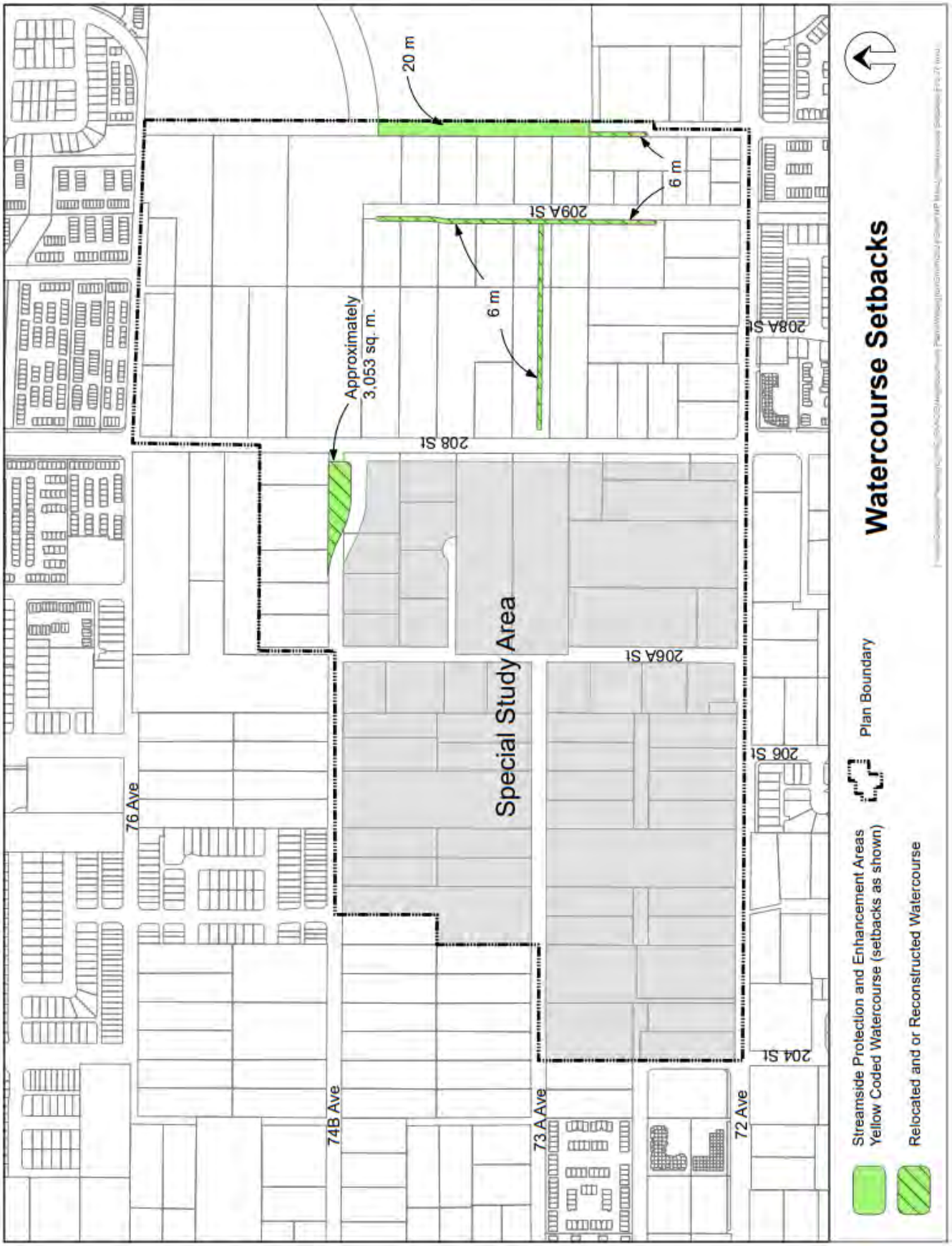
13. Register a restrictive covenant on title preventing detached condominium strata developments from constructing or placing any barriers – physical or psychological (i.e. fences, gates, signage, etc.);
14. Registration of restrictive covenants that may include, but are not limited to
    a. Non-disturbance setbacks;
    b. Driveway access/ location;
    c. Building setback restrictions;
    d. Restriction of on-street parking; and
    e. Exterior Design Control Agreement for single family developments.
15. Register a restrictive covenant on title for the maintenance and upkeep of the green links and ecological buffers. The covenant shall address preventing developments construction or placement of any barriers – physical or psychological (i.e. fences, gates, signage, etc.) that would prevent or discourage public access through the green links; and
16. Payment of rezoning, development permit and neighbourhood planning fees and amenity fees in accordance with the Willoughby Greenway Amenity Policy as amended from time to time.

Maps

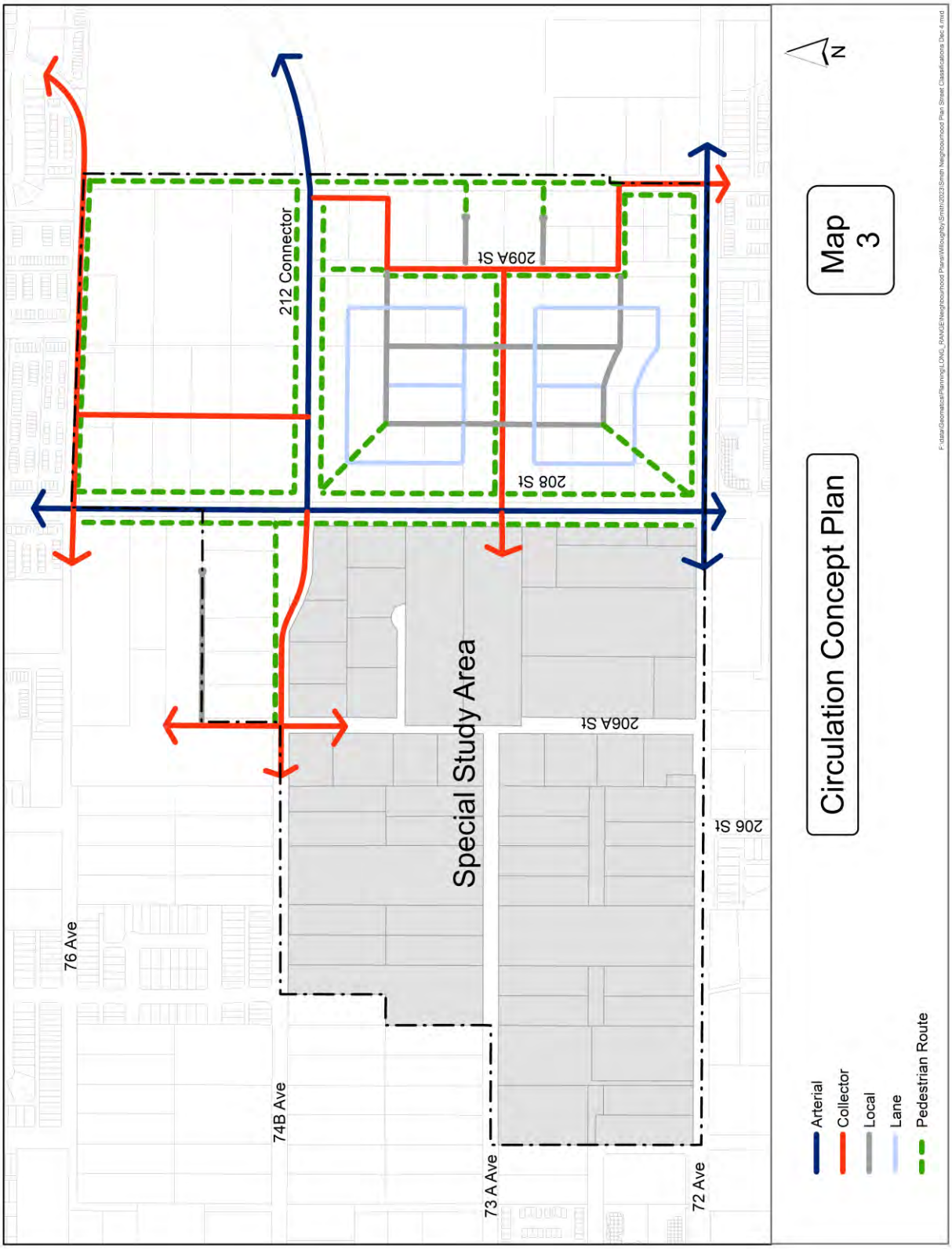
Map 1 | Smith Land Use Plan



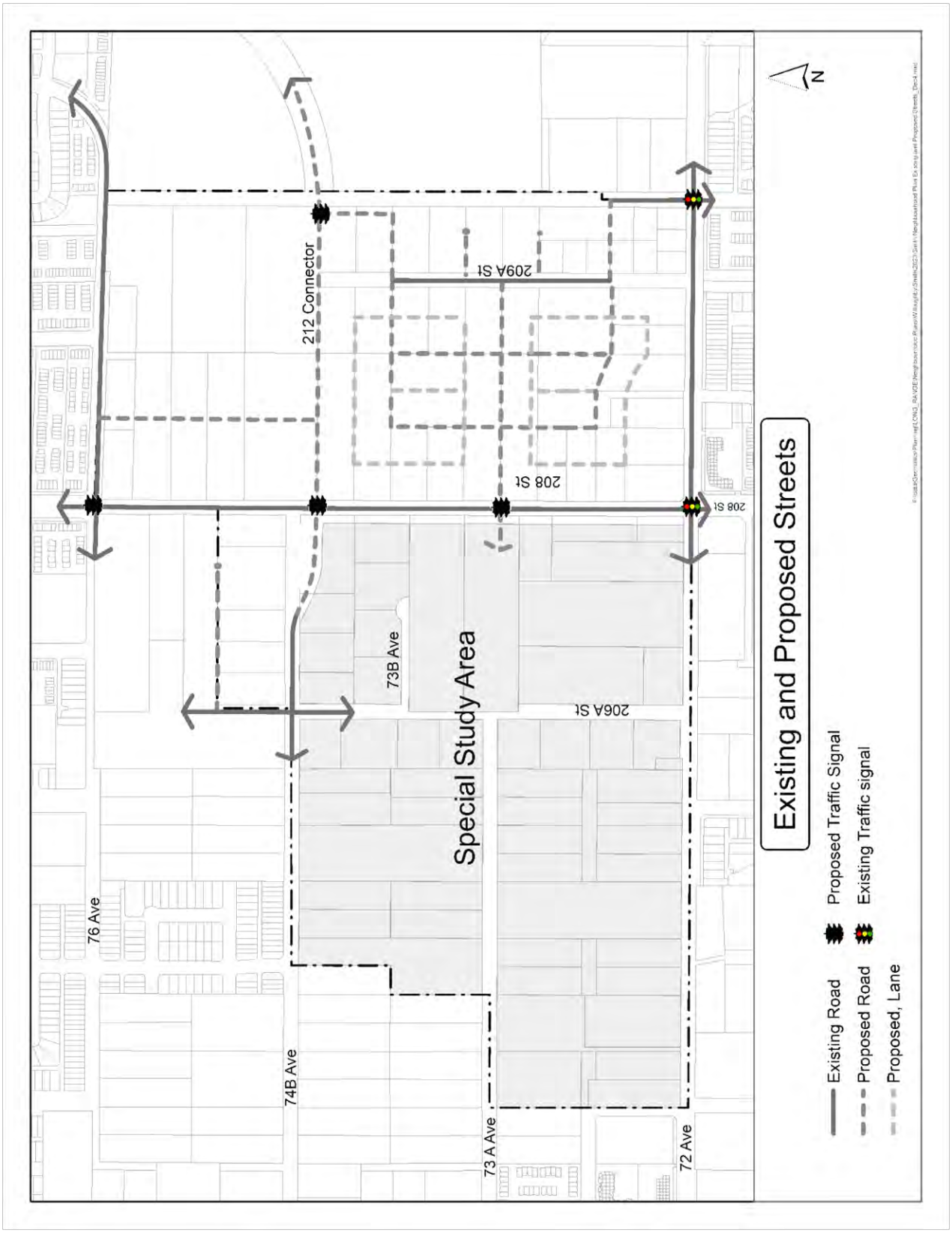
Map 2 | Watercourse Setbacks



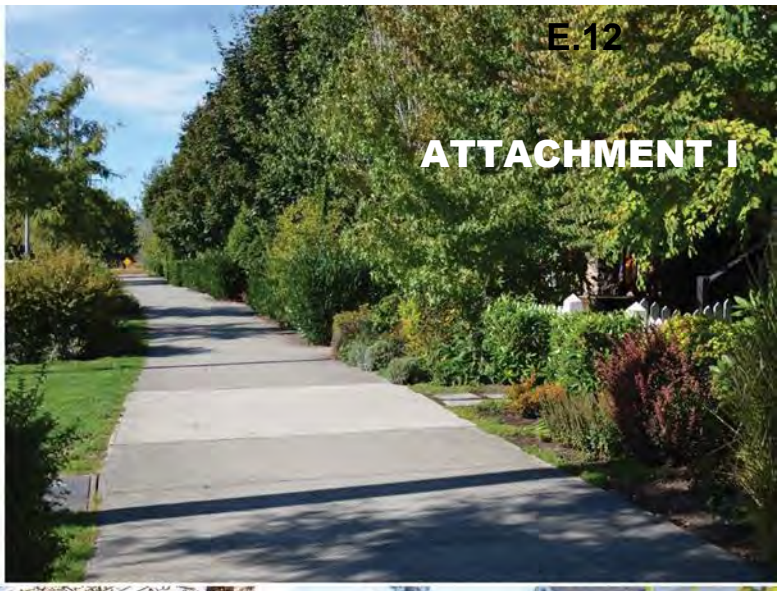
Map 3 | Circulation Concept Plan



Map 4 | Existing and Proposed Streets













Williams Neighbourhood Plan

Bylaw No. 5799

Township of Langley

Adopted December 4, 2023

THE CORPORATION OF
THE TOWNSHIP OF
LANGLEY

Schedule W-10
Willoughby Community Plan

Williams Neighbourhood Plan

Bylaw No. 5799



AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800
AMENDMENT (WILLIAMS NEIGHBOURHOOD PLAN) BYLAW NO. 5799

Adopted by Council December 4, 2023

CONSOLIDATED FOR CONVENIENCE ONLY

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AMENDMENTS

BYLAW NO. / NAME	MAP / TEXT CHANGE	DATE OF ADOPTION



WILLIAMS NEIGHBOURHOOD PLAN

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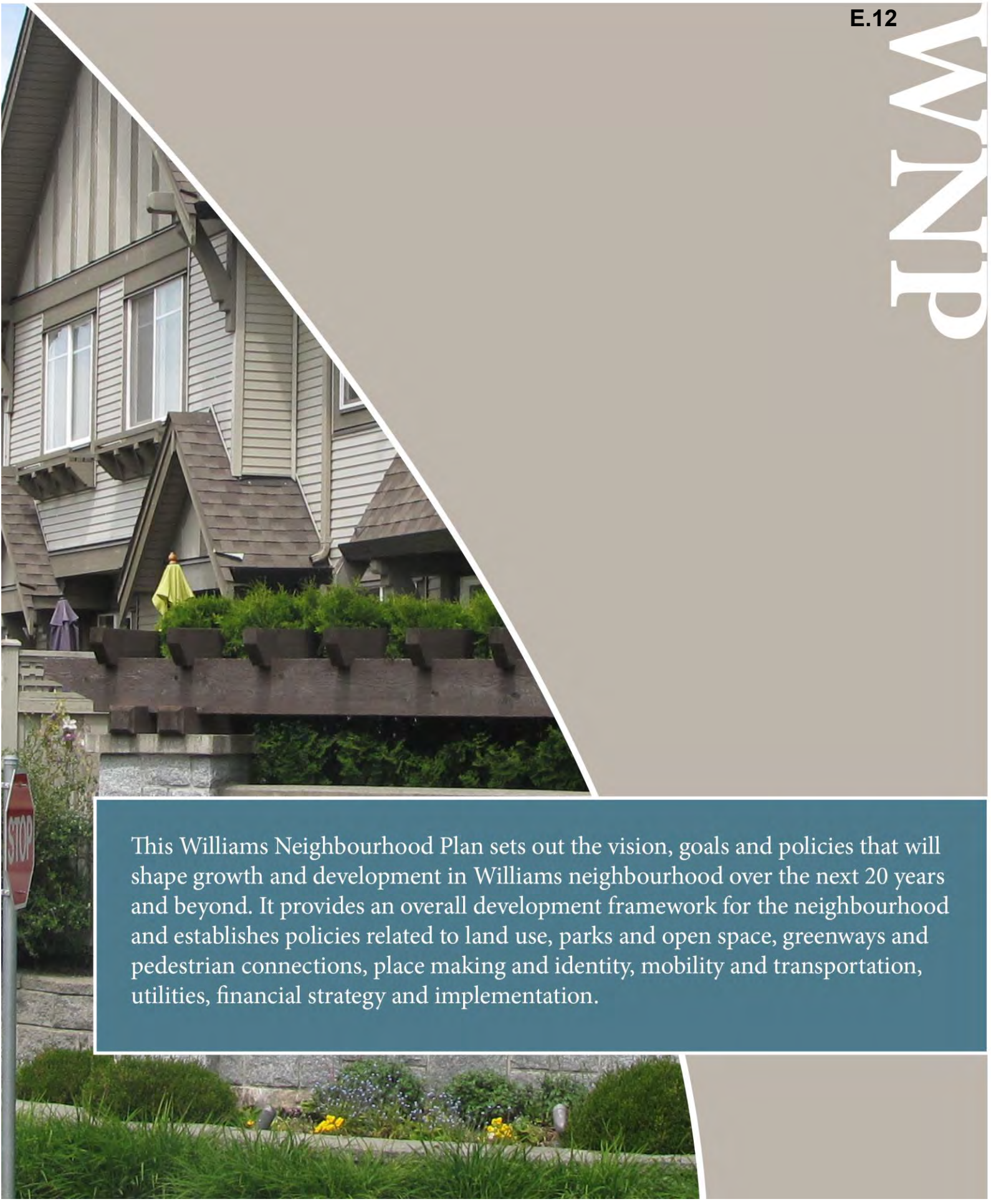
Map 4 – Williams Circulation Concept Plan 126

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1.0 introduction

WNP



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

Introduction

1.1 CONTEXT

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



1.2 PURPOSE

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

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



Figure 1.1 | *Township of Langley Planning Framework*

1.3 PLAN AREA

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



Figure 1.2 | *Williams Neighbourhood Plan Area*

1.4 PLAN PROCESS

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



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





STEP 1
ASSETS, OPPORTUNITIES & CHALLENGES

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

STEP 2
VISION, GOALS & PRINCIPLES

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



STEP 3
CONCEPT OPTIONS

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

STEP 4
PREFERRED LAND USE CONCEPT

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

STEP 5
COUNCIL CONSIDERATION OF PROPOSED PLAN

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



Figure 1.3 | *Williams Neighbourhood Plan Process*



2.0 background and planning context



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

2.1 SITE PLANNING CONTEXT

2.1.1 LAND USE CONTEXT

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

2.1.2 ENVIRONMENTAL CONTEXT

Geotechnical and Hydrogeological Conditions:

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

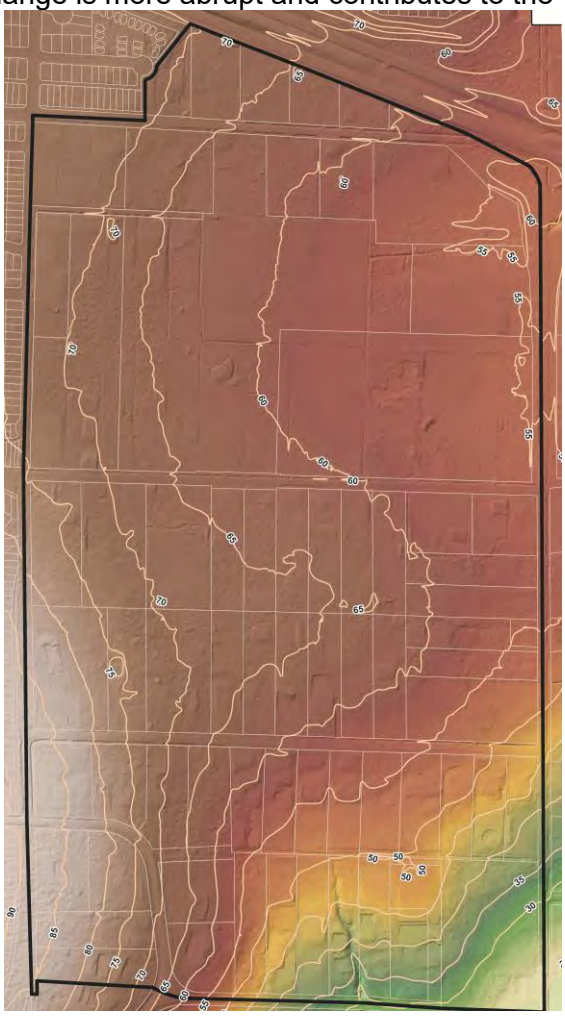


Figure 2.1 | *Elevation in Williams*

Aquatic Resources:

As part of the planning process for the Williams neighbourhood, the Township updated its information pertaining to watercourse locations and watercourse classifications, in accordance with the provisions for the Streamside Protection Development Permit Areas in the Township of Langley Official Community Plan. This information is used to identify and incorporate watercourse setbacks into the development of the Neighbourhood Plan. There are a number of Class 'B' (yellow coded) watercourses and other wetted features in the Williams area, which provide a significant source of food, nutrient, and cool water supplies to downstream fish populations and discharge into the two Guy Creeks; one that drains northward and the other that drains southward.

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

2.1.3 HERITAGE CONTEXT

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

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

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

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

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

2.1.4 MOBILITY CONTEXT

Network Overview:
The objective of the Township's transportation network is to support mobility for all modes of travel, including general purpose traffic, goods movement, and transit, walking, and cycling. Within the Williams neighbourhood, the transportation network consists of one north-south corridor along 216 Street and a partial along 212 Street, and three east-west corridors along 76 (Morrison Crescent), 78 and 80 Avenues not being a complete through road.





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

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

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

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

2.1.5 INFRASTRUCTURE CONTEXT

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

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

Water:
The existing water distribution network is adequate in the rural setting of Williams Neighbourhood Plan area and currently includes connection to the Greater Vancouver Water District main with the associated Jericho Reservoir and Willoughby Pump Station located at 73A Avenue and 204 Street and mains associated with conveyance to properties in the Plan area. A few residents retain private wells as a water source. As the neighbourhood transitions into an urban area, water services will require extensions to meet urban standards.

Sanitary Sewer:

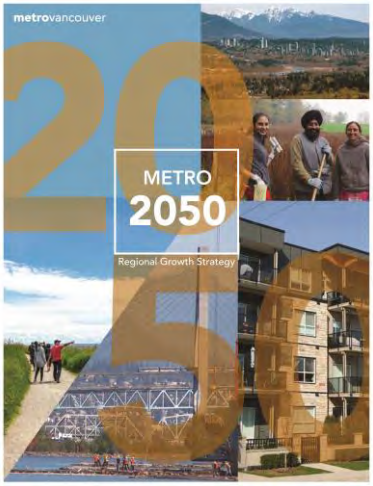
Given its rural character, the Williams Neighbourhood Plan area does not include any existing sanitary sewer infrastructure. Existing lots are serviced by individual septic systems. Any development will require infrastructure improvements, including upsizing or other upgrades, in order to accommodate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



2.2 POLICY FRAMEWORK

2.2.1 METRO VANCOUVER REGIONAL GROWTH STRATEGY

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



2.2.2 OFFICIAL COMMUNITY PLAN

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

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



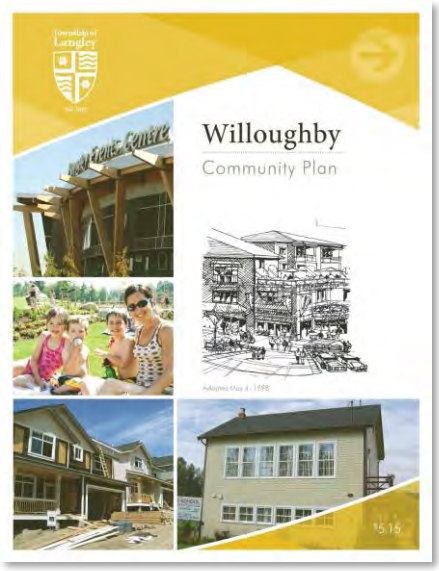
As further stipulated in the OCP, centres provide the foundation for developing the spatial pattern for communities and neighbourhoods and serve as the policy manifestation of a complete community.

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

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

2.2.3 WILLOUGHBY COMMUNITY PLAN

The Willoughby Community Plan is part of the OCP. It contributes to the overarching land use policy framework for the Williams Neighbourhood Plan and surrounding areas. Adopted in 1998, the Plan identifies Willoughby as one of the Township's primary growth areas. The Plan establishes a framework for future residential, commercial, industrial, and business park development, protection of sensitive environmental features, and the overall future character of the area. This policy framework provides a guide for the preparation of more detailed neighbourhood plans such as the Williams Neighbourhood Plan.



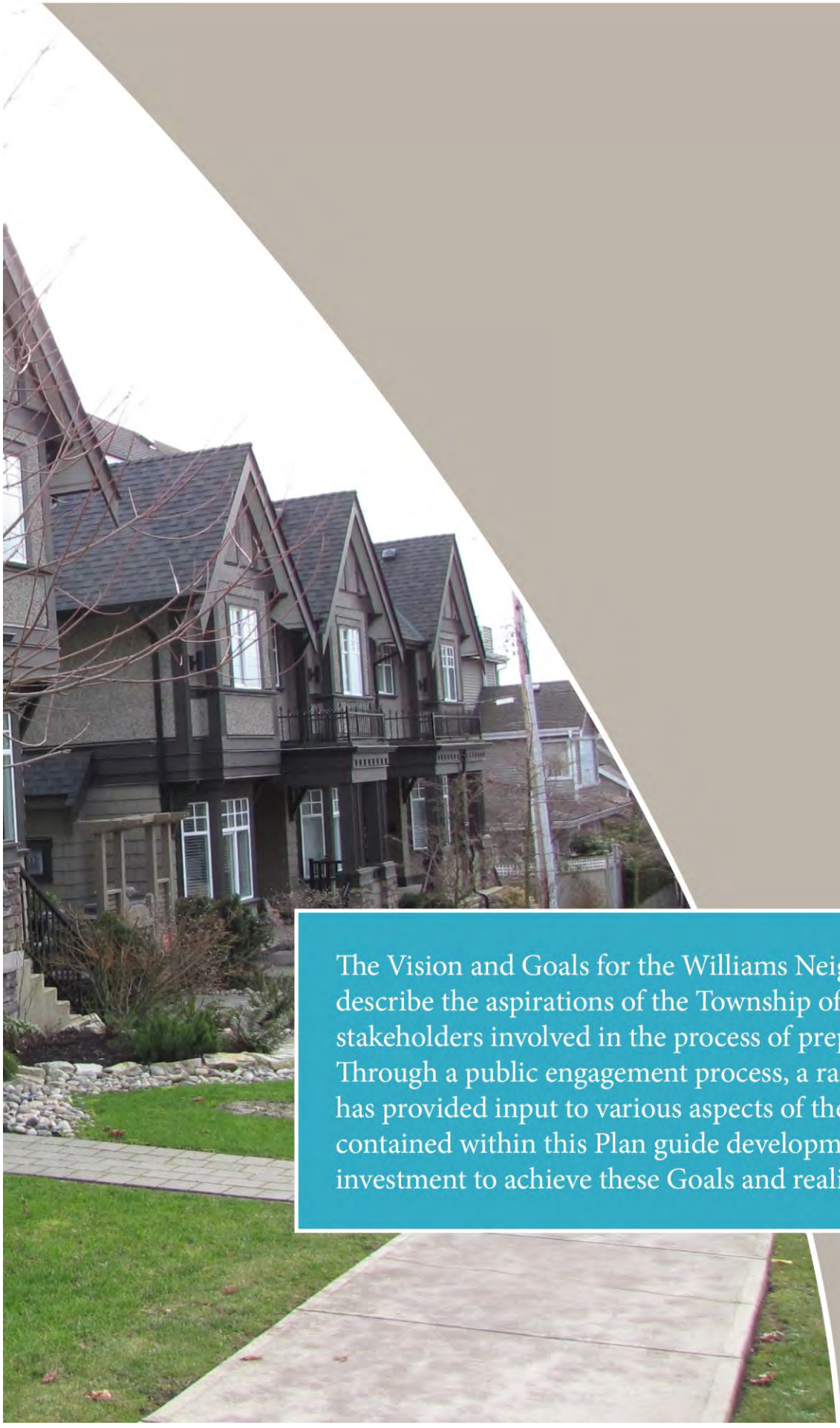
The Willoughby Community Plan outlines a number of key goals that are relevant to more detailed neighbourhood plans, that complements the policies of the OCP. For example, the Plan promotes the evolution of distinct but interrelated neighbourhoods, each of which is marked by a clear focal point and is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

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

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



3.0 neighbourhood vision and goals



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

Neighbourhood Vision and Goals

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

3.1 VISION STATEMENT

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

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

3.2 GOALS

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

Goal 1:



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

Goal 2:



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

Goal 3:



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

Goal 4:



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

Goal 5:



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

Goal 6:



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

Goal 7:



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

Goal 8:



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

Goal 9:



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

Goal 10:



Remembering Our History
Incorporate history into neighbourhood design elements.

Goal 11:



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

Goal 12:



An Implementable Plan
Develop a plan that is readily implementable.


04
neighbourhood
urban design
concept



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

Neighbourhood Urban Design Concept

4.1 NEIGHBOURHOOD DESIGN CONCEPT

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

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

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

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

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

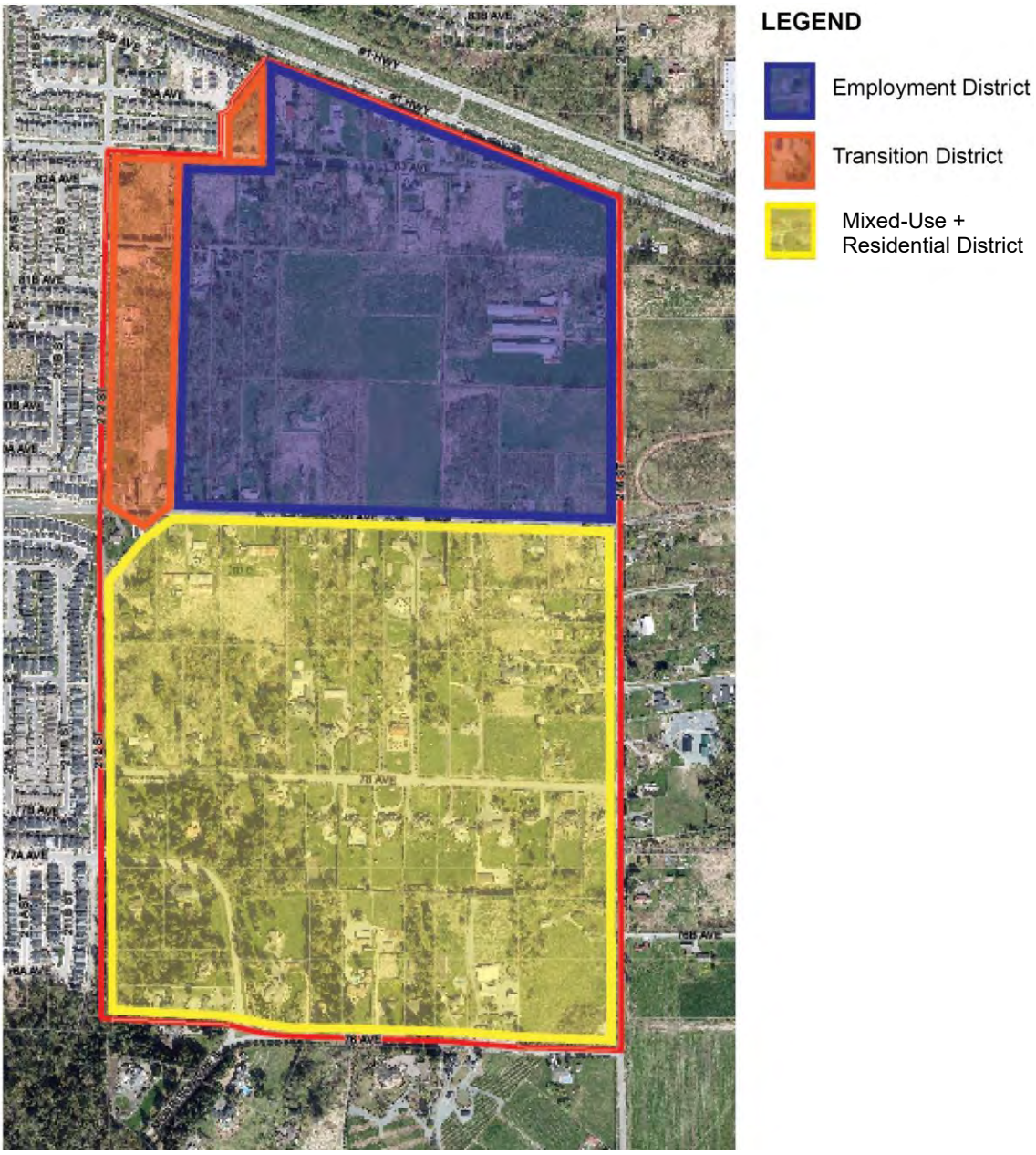


Figure 4.1 | *Neighbourhood Urban Design Concept*

4.1.1 EMPLOYMENT DISTRICT

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

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

Policies:

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

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

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

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

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

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

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

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

4.1.2 TRANSITION DISTRICT

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

Policies:

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

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

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

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

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

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

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

4.1.3 MIXED-USE + RESIDENTIAL DISTRICT

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

Policies:

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

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

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

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

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

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

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

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

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

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

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

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

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

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





5.0 land use



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

Land Use

5.1 OVERVIEW

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

5.2 LAND USE DESIGNATIONS AND POLICIES

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

5.3 GENERAL LAND USE POLICIES

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

Policies:

All Land Use Designations:

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

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

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

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

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

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

Residential Land Use Designations:

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

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

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

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

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

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

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

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

10. Include adaptable housing requirements for a minimum of 5 percent of Single Family Mixed Residential and Rowhouse/Townhouse units per development, in accordance with Section 3.1.9 of the OCP (see Table 5.1), as amended from time to time. Adaptable housing requirements are modest improvements to provide and enhance accessibility, making it easier for residents to remain in place as they age and/or experience illness or injury.

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

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

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

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

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

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

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



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

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

14. Secondary suites are exempted from unit counts for the purpose of calculating density as units per hectare or units per acre under this community plan.

5.4 SINGLE FAMILY MIXED RESIDENTIAL (10 UPA)

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

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

Policies:

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

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

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

4. Ensure that a diversity of housing is provided, as encouraged by the Township's Housing Action Plan, by limiting the quantity of any one type of the housing provided in the Single Family Mixed Residential Land Use Designation to no more than 50 percent of the total number of dwelling units for any development, and that at least 3 housing types, with each one comprising a minimum of 25 percent of the total number of dwelling units, are included for any and all development. An accessory residential use, in the form of a secondary suite or coach home, are not counted as a separate unit for these percentage calculations.

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

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

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

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

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



Notwithstanding the land use designations described below, eligible existing lots in the Single Family Mixed Residential designation may be entitled to Small-Scale Multi-Unit Housing development, pursuant to *Local Government Act* B.C. Reg. 262/2023. Entitlement to three or four ground-oriented dwelling units is conditional on lot size and other eligibility criteria outlined in Zoning Bylaw No. 2500. Refer to *Development Permit Area: Form and Character Guidelines for Small-Scale Multi-Unit Housing (SSMUH)* for design expectations on these sites.

Small-Scale Multi-Unit Housing is permitted on eligible lots within the single family and suburban land use designation(s), which may yield a higher total unit per acre density, as compared to single-unit development on the same lots.

5.5 TOWNHOUSE

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

5.5.1 ROWHOUSE / TOWNHOUSE (15 UPA)

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

Policies:

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

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

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

4. Design buildings and dwelling units, to include:

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

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



5.5.2 TOWNHOUSE (22 UPA)

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

Policies:

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

2. Limit the maximum height of townhomes to two (2) storeys for buildings fronting 212 Street, including the Mid-Block greenway links between 80 Avenue and the 212 Street cul-de-sac and 83

Avenue and the Highway #1 (in the Transition District) in neighbouring Yorkson. Three (3) storeys could be considered if the first storey is entirely below the finished grade of any greenways. The maximum height for buildings for the remainder of the development is three (3) storeys.

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

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

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

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

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





5.6 APARTMENT

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

5.6.1 MEDIUM DENSITY APARTMENT (1.9 FSR)

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

Policies

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

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

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

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

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

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

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

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

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

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

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

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

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

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

13. Incorporate active design features to make daily physical fitness more inviting and to encourage social interaction in apartment buildings. These building design features include primary stairs that provide the most visible and inviting means of vertical travel, transparency measures for secondary fire-exiting stairs, physical fitness spaces, and outdoor gardening places.

Research has identified that building design – not just neighbourhood design – has a significant influence on our physical health and well-being. This is not surprising as we spend the majority of our time indoors. Changes to building design can influence how we engage with our neighbours and the ease and availability of physical fitness. These opportunities can improve the health and well being of residents and create stronger community bonds.

14. Incorporate functional window overhangs, specifically for south and west facing windows, and other solar management building techniques to control seasonal solar gain and shading. Use openable windows designed to facilitate air flow and ventilation to apartment dwelling units.

15. Encourage the provision of non-market housing in the Medium Density Apartment Land Use Designation. Non-market housing can include any form of supportive or subsidized housing, including but not limited to rent-geared-to-income, below-market rental, affordable ownership, long-term housing with supports, and short-term housing with supports.

5.6.2 HIGH DENSITY APARTMENT (2.4 FSR)

The High Density Apartment Land Use Designation accommodates six-storey apartment developments. This land use designation is situated in the northwest and northeast corners of the Mixed Use + Residential District, adjacent and south of 80 Avenue. The High Density Apartment Land Use Designation areas serve as development 'bookends' to the mixed-use 'High Street' areas. These high density apartment lands provide ease of access to future public transit, commercial services, parks and schools, and other neighbourhood amenities. The maximum density is a gross floor area of 2.4 times the net developable lot area for all Williams Neighbourhood Plan areas designated as Medium Density Apartment. Policies specific to this designation are as follows:

Policies

1. Provide for apartment land uses where all buildings and structures together have a maximum gross floor area of 2.4 times the net developable lot area for all permitted uses, for all plan areas designated Medium Density Apartment as delineated on **Map 1**.

2. Conceal accessory off-street parking, both resident and visitor, and off-street bicycle parking/storage for residents. For an apartment use, concealed parking means an off-street parking use hidden from view and entirely below the finished grade of the development site. However, where grade/elevation changes exist on the development site that results in partial or full exposure of this structured parking feature on the downhill side, active uses (e.g., dwelling

units, indoor amenity spaces, group children's day care) will be applied to conceal and hide the off-street parking portion of the structure. For the purposes of this Section of the Plan, accessory off-street parking means a use providing for all the vehicle and bicycle parking needs generated by a permitted use.

3. Design, orient and site buildings such that the largest roof area is facing directly south, within plus or minus 30 degrees (determined as the maximum deviation) or less (5 to 15 degrees is determined as optimal) of the true east-west axis or parallels of latitude, to improve and provide for passive and active solar building design, including the application of solar (photovoltaic) panels. The ridge of pitched roofs should also orient east-west to position the largest portion of the roof directly south to maximize all-season solar sequestration. This design requirement shall take precedence over other site planning approaches such as the orientation of the front elevation of buildings to all public streets on corner lots.

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

5. Provide a minimum and consistent building separation distance of 12 metres between all buildings, in order to achieve walkable neighbourhoods through a fine-grained block, lot and building pattern and to communicate a pedestrian scale. This space will establish a common central courtyard space for the development and is to accommodate soft and hard landscaping incorporates pathways, trees and plantings, including in planters, a variety and plentiful seating, lighting, covered areas, water fountain features and other appropriate design elements to accommodate gathering space not to be used for. Additional separation distance maybe required to accommodate a Mid-Block Pedestrian Connection, as indicated on **Map 1** and **Map 3**, or a Mid-Block Lane Link, or hybrid version of the two Links that uses a portion of said Link to provide access to off-street parking and loading spaces. These building separation features are discrete and distinct from every other development requirement such as, among others, landscaping area and screening requirements as defined by the Township's Zoning Bylaw, development permit area landscaping guidelines, relevant portions of zoning schedules and typically landscaped areas defined by required building setbacks and building separation distances.

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

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

rainwater infrastructure. Incorporate raised planters over the extent of the corresponding below grade structure beyond the building footprint that provides sufficient surface area and depth, to accommodate required soil volumes and root depth for medium and large trees and their long-term stability.

8. Contribute to a high-quality pedestrian realm along all building frontages, including those adjacent to the Mid-Block Pedestrian Connections, Greenways, and to other publicly accessible spaces (e.g., public roads and lanes, parks, trails and pathways), with individual unit entries for ground floor apartment uses and associated private, elevated and landscaped terrace spaces. The entrance of a common lobby for an apartment use building shall be clearly visible from and facing toward public space(s) and connected to and from public street(s).

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

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

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

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

13. Incorporate active design features to make daily physical fitness more inviting and to encourage social interaction in apartment buildings. These building design features include primary stairs that provide the most visible and inviting means of vertical travel, transparency measures for secondary fire-exiting stairs, physical fitness spaces, and outdoor gardening places.

Research has identified that building design – not just neighbourhood design – has a significant influence on our physical health and well-being. This is not surprising as we spend the majority of our time indoors. Changes to building design can influence how we engage with our neighbours and the ease and availability of physical fitness. These opportunities can improve the health and well being of residents and create stronger community bonds.

14. Incorporate functional window overhangs, specifically for south and west facing windows, and other solar management building techniques to control seasonal solar gain and shading. Use openable windows designed to facilitate air flow and ventilation to apartment dwelling units.

5.7 HIGH DENSITY MIXED USE (2.5 FSR)

The High Density Mixed Use Land Use Designation provides opportunities for the integration of street-facing, ground-floor, pedestrian friendly retail shops, offices, restaurants, public houses, civic facilities and personal services, along with apartment residential uses – including seniors' housing. Mixed-use buildings in this designation are required to have residential apartment units on the upper floors above the commercial-oriented ground-floor to ensure 'eyes on the street' and provide residents with opportunities to live and meet their daily needs within the same area. The High Density Mixed Use Land Use Designation also accommodates for predominantly residential-only buildings that are in immediate proximity and surround the mixed-use buildings that front the new 'High Street'. Policies specific for the High Density Mixed Use Land Use Designation are as follows:

Policies:

1. Create an off-arterial, contiguous, 'High Street' oriented, mixed-use commercial, residential, and recreational space on lands with a High Density Mixed Use Land Use Designation as delineated on **Map 1**. All buildings and structures together must not exceed a gross floor area of 2.5 times the net developable lot area for all permitted uses.

2. Incorporate mixed-use buildings in this designation to have residential apartment units on the upper floors above the commercial-oriented ground-floor to ensure 'eyes on the street' and provide residents with opportunities to live and meet their daily needs within the same area.

3. Require locally-serving commercial uses, such as financial institutions, retail stores, convenience stores, an 'anchor' grocery store, an 'anchor' pharmacy, delicatessens, bakeries, hardware, barber shops, beauty salons, business, medical and professional offices, restaurants and cafés with space for outdoor/patio dining, child-care, liquor store, and fitness centre, and employment

living uses – means unit/space within a building or structure that can accommodate a permitted commercial use within an at-grade ground-oriented unit, or a combination of both a permitted commercial use and a permitted residential use within an at-grade ground-oriented unit. Service stations, gas bars, vehicle servicing, and drive-throughs are not permitted. Encourage the provision child-care facilities within the High Density Mixed Use Land Use Designation. Accommodate outdoor display spaces (e.g., Christmas Trees, flower, fruit and vegetable stands), outdoor patio dining, and public gathering/seating areas that serve as a key destination for the neighbourhood.

4. Locate retail and service commercial uses at ground floor spaces (first storey) in mixed-use buildings. Each retail and service commercial use occupy a maximum floor-space size of 1,000 m^2 (~10,764 ft^2) or less. This maximum floor-space size does not apply to the one [1] anchor grocery store use, as well as pharmacies, fitness centres, and childcare.

5. Incorporate frequent entrances into commercial frontages with a maximum spacing of 15 metres. Where tenants require somewhat larger frontages, design considerations will be required to maintain the character and appearance of frequent entrances.

6. Permit business, medical and professional offices on the second storey above retail and service commercial uses located on the first storey and/or in separate, stand-alone buildings specifically for office uses only.

7. Accommodate and incorporate one (1) grocery use/establishment, with a maximum size of 4,500 m2 (~48,440 ft2) that serves residents of the neighbourhood and community, subject to other provisions of this Plan, on lands in the High Density Mixed Use Land Use Designation. Prior to final reading of any rezoning application within this designation, the required grocery use/establishment must be confirmed to be provided within any phase of development.

8. Design a combination of mixed-use commercial/residential buildings, and commercial/ institutional/residential buildings in the High Density Mixed Use Land Use Designation, that provide:

    a. a minimum of four storeys in height and a maximum of six storeys in height. ‘Step back’ along the length of the upper fifth and sixth storeys of buildings by a minimum of 2.5 metres in order to reduce visual and overshadowing impacts related to building height.

    b. rectangular, generally, and trapezoidal shaped buildings, or one side of an ‘L’ shaped building, that have maximum length of 65 metres and on average between 50 and 60 metres where there is more than one building on a lot.

    c. the longest wall length of a building (s) that is oriented south and the largest, unencumbered roof area of a building(s) that is south facing and oriented within plus or minus 30 degrees (determined as the maximum deviation) or less (5 to 15 degrees is determined as optimal for solar sequestration) of the true east-west latitudinal axis, in order to provide optimal passive and active solar design performance of all buildings. Incorporate sloped roof surfaces that orient to the south to provide optimal and potential use of photovoltaic and other solar energy sequestration technologies.

d. a maximum lot coverage of sixty percent (60%) where a minimum of seventy-five percent (75%) of the off-street vehicle parking use associated with retail and service commercial and recreational uses is concealed parking. Maximum lot coverage can be increased to eighty percent (80%) where one hundred precent (100%) of the off-street vehicle parking use, including visitor, is concealed parking. For this specific policy provision, concealed parking means an off-street parking use hidden from view and below the finished grade of the development site, and/or off-street parking use that is also obscured and located within a principal building (at or above finished grade). Locate most of the surface parking, when provided, adjacent to retail anchors (e.g., grocery, pharmacy) and recreation spaces. Off-street parking means a use providing for the vehicle and bicycle parking needs generated by a permitted use. For an apartment or office use, one hundred percent (100%) of the off-street vehicle parking use, including visitor, is concealed parking that is hidden from view and below the finished grade of the development site.

e. concealed parking access, as well as off-street loading spaces, will be provided via a lane network. No off-street vehicle parking, loading spaces or manoeuvring drive aisles shall be permitted in the areas between the street travel lanes and/or on-street diagonal parking where provided on the 'High Street' (portions of 214 Street and 79 Avenue) and the front building face of buildings. For clarity 'front building face' refers to that part of the exterior wall of a building along the front building elevation that orients one direction.

'Front building face' refers to that part of the exterior wall of a building along the front elevation that orients one direction and is the location of the main entrance.

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

g. individual exterior entrances for buildings with ground floor apartment dwelling units that are visible from and with pedestrian paths to public streets, greenways, trails, or Mid-Block Pedestrian Connections. To ensure a degree of privacy while maintaining visual surveillance, most ground floor apartment units should be defined through grade separation (a minimum 0.6 metres from finished grad), with half being universally accessible. Exterior entrances will be accompanied with minimum 9 m^2 covered terraces, at least 2 metres deep, that are partially recessed into the building massing. Covered terraces are permitted to project up to 1.7 metres into setback or separation distances, provided they are: open on at least two sides and protected by guard rails the height of which shall not exceed the minimum specified in the BC Building Code; limited to a single storey, not exceeding 4.0

metres measured from the terrace floor to the underside of the terrace ceiling; and provided with a hose bib faucet. A hard surface pathway, sufficiently sized to accommodate access for emergency services and separate from a driveway space, should be provided from the terrace steps or accessible ramp to the public sidewalk. Separation of private terrace space from quasi-public and public space shall be clearly delineated by multi-level planter boxes constructed with cast-in-place concrete and masonry materials/finishes.

h. below grade structures, that are confined to the footprint of the building(s) to provide open, unbuilt space for new and existing trees, excluding safety, vehicle and non-vehicle access, ventilation, mechanical, and other building requirements. These underground setbacks and separations will provide required soil volumes and growing space for medium to large trees and other plantings. Underground setbacks and separations also provide bioretention and other drainage/recharge facilities. In site-specific circumstances, where additional below grade structures beyond the building footprint are required, they shall not intrude into the front yard, rear yard and side yard setbacks. Incorporate raised planters over the extent of the corresponding below grade structures beyond the building footprint, in areas not otherwise occupied by drive aisles, lanes, loading, parking, and pedestrian/bicycling facilities; such spaces shall have sufficient surface area and depth to accommodate required soil volumes and root depth for medium and large trees to support long-term tree stability.

i. a common lobby for each building with office uses and apartment units above the first storey, whose entrance shall be clearly visible and directly connected to and from a fronting or public street and not secluded in the interior of the development.

j. building amenities, such as secure storage space for oversize sports equipment and seasonal supplies, and secure parking for bicycles and scooters with buildings with apartment units.

k. active design features to make daily physical fitness more inviting and encourage social interaction in buildings with apartments. Active design features include primary stairs that provide the most visible and inviting means of vertical travel, transparency measures for secondary fire-exiting stairs, outdoor, rooftop gardening places, and indoor amenity areas for the exclusive use of building residents and guests. Indoor amenity areas can provide recreational, social and shared home-office space spaces, and should comprise a minimum of three (3.0 m^2) square metres per dwelling unit.

l. vertical oriented windows, appropriate window-to-wall ratios (WWR) and associated exterior shading devices and other solar management building techniques to control seasonal overheating and shade. Use operable windows designed to facilitate air flow and ventilation to apartment dwelling units. Apply common industry best practice targets – an overall WWR of forty percent (40%) – for the building overall to reduce heat gain and loss through the building envelope by increasing the area of insulated wall. As determined appropriate (e.g., commercial at-grade) distribute the overall WWR of the building such that the at-grade WWR target is higher (e.g., seventy-five percent [75%]) and deemed a priority for

transparency purposes, and remainder of the building would be lower to meet the overall best practice target.

m. continuous weather protection for pedestrians on all building frontages that include ground floor commercial uses.

n. a high-quality pedestrian realm along all building faces, including those buildings not adjacent to public streets, and those that are adjacent to publically-accessible spaces – (e.g., public roads and lanes, trails and pathways). Commercial and residential storeys should be clearly delineated by glazing patterns (e.g., lower window-wall ratios for residential), materials (e.g., commercial facades predominantly masonry and heavy timber), and horizontal architectural breaks (e.g., cornice, belt course).

9. Incorporate appropriate site design with sufficient front yard lot line, side yard lot line, and rear yard lot line setbacks and building separation distances on a lot. Setbacks and separations will establish generous spaces for medium and large trees (including coniferous) and other plantings, a pedestrian-oriented street presence, and functional outdoor space. Treed setbacks and separations can include tree retention and/or new tree plantings, but are distinct from street trees in public boulevards, greenways, thoroughfares and other public spaces.

10. Provide minimum and consistent building separation distances of 12 metres between all buildings to achieve walkable neighbourhoods with a fine-grained block and lot pattern, and communicate a pedestrian scale. Separation distances will serve as both Mid-Block Pedestrian Connections and abundantly landscaped garden spaces, except where a portion provides below-grade access (e.g., off-street parking) and loading (commercial and residential) spaces. These building separation features are discrete and distinct from every other development requirement such as, among others, landscaping areas and screening requirements as defined by the Township's Zoning Bylaw, development permit area landscaping guidelines, relevant portions of zoning schedules, and typically landscaped areas defined by required building setbacks and building separation distances.



5.8 BUSINESS PARK

The lands with a Business Park Land Use Designation are immediately adjacent to the 216 Street Interchange with primary access provided directly off 216 Street at approximately 81 Avenue as well as 80 Avenue at 214 Street. Given this strategic location, these business and employment lands are key generators for job growth that will provide significant contributions to the local economy. As such, the Business Park designation emphasizes high quality office and business uses, including a mix of light manufacturing, distribution warehousing, office, research and development and similar uses. The interface and transition between Business Park Land Use Designation and neighbouring residential areas consist of a variety of treatments, including a Creek Greenway, a Watercourse Compensation Area and landscaping requirements associated with business park development. Policies specific to this Business Park Land Use Designation are as follows:

Policies:

1. Encourage and provide for a range of employment and business activities in the Business Park Land Use Designation as delineated on **Map 1**. Uses can include warehousing, wholesaling and distribution, technical and educational, instructional and recreational, research and development, film studio and post-studio production, information technology, business and professional offices, mini-storage, micro-breweries, distillery and private utilities. Allow for light-impact manufacturing uses provided that the business activities have no emissions (e.g., emissions from furnaces, boilers or process heaters, and automotive or similar refinishing facilities or other activity regulated by the Air Quality Regulatory Program of Metro Vancouver). Bulk storage of hazardous or flammable materials or substances, salvage, ready-mix concrete plants, and processing, manufacturing or repair of heavy machinery, equipment, and heavy transportation products are not permitted.

2. Design distinctive buildings to emphasize the gateway functionality of the area, along the 216 Street and 80 Avenue corridors that signifies the entry into the Williams Neighbourhood and the broader Willoughby Community. High quality building design and landscaping will be required to assist in the creation of this gateway character. Distinct roof lines and roof features should be considered, including active and planted/landscaped spaces.

3. Accommodate both multi-tenant complexes and freestanding, single-tenant buildings. High standards of building and site design, incorporating quality architectural building expression, superior landscaping, and appropriate vehicular and pedestrian circulation are required.





4. Contain all business and employment activities wholly enclosed within buildings with no open storage.

5. Provide small outdoor open spaces for employee seating and recreation, with appropriate, all-season weather protection, that take advantage of south-facing exposure, and are part of site planning and building design.

6. Provide the business population with sidewalks, pathways and other facilities, as part of site design of development and road and subdivision patterns, vehicular access, parking and circulation design, that bisect the Business Park lands and link key area destinations, such as the commercial node, the area Greenway network, neighbouring park spaces and other recreational areas, in order to improve accessibility and provide amenities for employees. On-site pedestrian facilities and walkways should be linked to the public sidewalks by well-defined paths to minimize and manage conflict with vehicular traffic.

7. Locate business and professional offices, mini-storage – including multi-storey formats – micro-breweries, technical and educational, and instructional and recreational (e.g., first aid training, martial arts and dance studios, trampoline, climbing, go-karts, skate, ice rinks) types of uses along 80 Avenue given the active nature of the business that can provide ease-of-access to neighbouring residential areas and also serve as a transition to the residential uses along the south side of 80 Avenue.

8. The primary entrance(s), for both employees and visitors, and office uses shall be located and oriented to the street, with no surface parking between the face of building and the greenway for all developments along 80 Avenue and 216 Street as well as adjacent to adjoining intersections of 214 Street and 81 Avenue.

9. Allow restaurants as a permitted use in the Business Park designation, provided that it is incorporated into a building containing one or more of the principal uses. Drive-through features are not permitted.

10. Restrict parking, loading, access and circulation adjacent to Watercourse Compensation Areas.

11. Design buildings to be street-fronting and pedestrian-focused. Avoid generic, ‘big box’ building designs that exhibit little façade interest and transparency to the street. Variations in massing and changes in height and horizontal planes are encouraged; long and non-articulated buildings should be avoided. All exterior mechanical units or equipment, including roof top units that may be visible from a public street and adjacent residential areas, should be enclosed or sufficiently screened.

12. Landscape surface parking lots and locate them to the rear of buildings that front 80 Avenue or 216 Street. Surface parking at the side of buildings is permitted elsewhere in the Business Park lands. If side parking is provided, design elements shall be applied to ensure it is partially screened from view from the adjacent public road and sidewalk to create a separation between public/private space along roads and sidewalks.

13. Include secure, weather-protected bicycle parking for employees.

14. Incorporate a 6 metre wide Interface Buffer, in addition to landscaping and setback requirements as stipulated in other municipal bylaws, that includes plantings, a berm and a sound attenuation fence in between lands designated for Townhouse Strata (north of 83 Avenue) and Business Park.

5.9 CIVIC INSTITUTIONAL

The Civic Institutional designation is intended to accommodate civic uses such as, but not limited to, municipal operations centre, public works yard, detention pond, and associated ancillary uses. Sites and buildings should respond to the gateway location with high quality materials and exemplary design, particularly along the north and east sides of the designation.

Policies:

1. Prioritize office space with high window-to-wall ratios along the north and east edges of the designation at or above the grade of adjacent roads, greenways, and highway infrastructure.
2. Screen outside storage uses by locating buildings on permitters of sites where feasible, or large trees with dense understory landscaping where buildings do not frame the edges of sites.
3. Permit a detention pond to be located below the grade of the site, with other permitted uses located at and/or above grade.

5.10 CONSERVATION AREAS

The Conservation Areas designation seeks to protect important fish and wildlife habitat in the Williams area through the Streamside Protection and Enhancement Development Permit Area policies and guidelines, as stipulated in the Township of Langley Official Community Plan. Such spaces include sensitive environmental areas that protect not only fish and wildlife habitat, but other environmental benefits such as rainwater conveyance, open space for existing and new native plants, including native evergreen, coniferous trees, and passive recreation opportunities. The intent of the Conservation Areas designation is habitat protection and enhancement, and restoration works that improve instream and riparian habitats for fish and wildlife species, as well as rainwater management and area hydraulics.

As shown on **Map 1** of this Plan, one Conservation Area has been identified that accommodates and includes a Class B watercourse. However, this should only be considered as a guide. Other watercourses could be identified in the Williams area that are deemed to be a Conservation Area by a qualified environmental professional. Therefore, further environmental assessment may be required to verify the accuracy of the classification, the location of watercourses or the presence of watercourses that may not be shown. Policies specific to this designation are as follows

Policies:

1. Protect, enhance and apply restoration works that improve the quality of instream and riparian habitats for fish and wildlife species in the Conservation Areas through the development and subdivision approval processes based on the Township's Streamside Protection and Enhancement Areas (SPEAs), as described in the Township of Langley Official Community Plan (OCP).
2. Redirect flows, as determined from a Qualified Environmental Professional, from constructed stream channels in Watercourse Compensation Areas to Conservation Areas, or other watercourses or drainage channels within and outside the Plan area, to contribute to the provision of high habitat values for fish and wildlife.

3. Include a fish passable culvert crossing with the redesign and upgrade of 76 Avenue, as part of off-site works and services associated with adjacent development.

4. Manage watercourses and associated riparian areas in accordance with the requirements of Section 3.13.19 of the Township of Langley Official Community Plan.

5.11 WATERCOURSE COMPENSATION AREAS

The intent of the Watercourse Compensation Areas designation is to accommodate the relocation of Class B (yellow-coded) watercourses in the Williams area and re-establish higher-value habitat areas for fish and wildlife, that would be subsequently protected under the Township's Streamside Protection and Enhancement Areas (SPEAs), as delineated in the Langley Official Community Plan. This will involve the relocation of Class B watercourses for both the north and south tributaries of Guy Creek through redevelopment. The objectives achieved from this approach include:

- Improved fish and wildlife habitat that is currently comprised of fairly degraded stream channels that are fragmented and consist of barriers that restrict fish and wildlife movement;
- Retention and enhancement of trees and native vegetative plantings along the Watercourse Compensation Areas of the southern Guy Creek tributaries that will retain and enhance the 'treed' character of the Willoughby Escarpment;
- Reduce and eliminate the need for culverts and other vehicular crossings of the watercourses associated with the riparian compensation areas;
- Contribute to a buffer between residential and employment uses for the northern Guy Creek
- promote groundwater recharge and reduce flood risk;
- benefit air quality and contribute to the absorption of greenhouse gases; and
- provide passive recreation opportunities.



The Class B watercourses identified in the Williams neighbourhood and accommodated through relocation and compensation in the Watercourse Compensation Areas should only be used as a guide for determining fisheries habitat values and siting areas for relocation and compensation for a given watercourse. Further environmental assessment may be required to verify the accuracy of the classification, the location of watercourses or the presence of watercourses that may not be shown.

Policies specific to this designation are as follows:

Policies:

1. Manage all Class B (yellow-coded) watercourses in accordance with requirements of Section 3.13.19 of the Township of Langley Official Community Plan.

2. Relocate and reconstruct Class B watercourses and establish associated riparian habitats, to the Watercourse Compensation Areas as depicted in **Map 1** and prescribed in policies below, based on best and required practices, as part of development and subject to municipal, provincial and federal government regulatory approval processes.

3. Design the Watercourse Compensation Area in the Employment District area of Williams (refer to Figure 4.1), as depicted in **Map 1**, to include a reconstructed stream channel, a 15 metre wide planted buffer on either side of the ordinary high water mark, approximately 500 metres in length, for a total compensation area of approximately 15,871 m^2 (not including channel areas within culverts). The reconstructed stream channel within this Watercourse Compensation Area shall be surface-connected to Guy Creek (at 216 Street, immediately south of the Highway #1 interchange) through another reconstructed stream channel, as depicted in **Map 3**, resulting in an additional Watercourse Compensation Area, with a minimum total area of approximately 25,497 m^2 (not including the channel itself and areas within culverts), a minimum length of approximately 782 metres and a 15 metre wide planted buffer on either side of the ordinary high water mark, shall be identified and designed as part of the development of lands in the Employment District between 80 and 83 Avenues. Also, compensation of existing pond[s] will require additional watercourse channel and result in an extension of this minimum length. The number of culverts for the reconstructed stream channels in the north portion of the Williams area, to accommodate road crossings (not including separate, clear-span pedestrian crossings), shall be kept to a maximum of three.

4. Design the Watercourse Compensation Area in the Residential District area of Williams (refer to Figure 4.1), as depicted in **Map 1**, to include a reconstructed stream channel, a 15 metre wide planted buffer on either side of the ordinary high water mark, approximately 433 metres in length, for a total area of 12,081 m^2 (not including channel areas within culverts). The reconstructed stream channel within this Watercourse Compensation Area should be connected to the water channel retained within the Conservation Areas designation and other surface drainage along 216 Street, as determined by Qualified Environmental Professionals.

   An additional Watercourse Compensation Area, with a total of approximately 5,849 m^2 (required compensation for existing ponds) and a 15 metre wide planted buffer on either side of a stream channel (not including the channel itself and areas within culverts), shall be added to or located south of this Watercourse Compensation Area, between 216 Street and lands designated as Conservation Areas in this Plan, as determined by Qualified Environmental Professionals, arborists and BC Land Survey professional. Modifications to the exact location of any or all of the Watercourse Compensation Areas in the Residential District can be considered and will not ultimately require a Plan amendment, provided that they remain in the general area south of 78 Avenue and that the combined goals of providing fish and wildlife habitat and contributions toward the retention and enhancement of the 'treed' character of the Willoughby Escarpment are to be upheld and not compromised with this additional Watercourse Compensation Area. The total number of culverts for the reconstructed stream

channels in the south portion of the Williams area, to accommodate road crossings (not including separate, clear-span pedestrian crossings), shall be kept to a maximum of three.

5. Identify and confirm the exact location and the extent of the SPEA through a survey undertaken by a BC Land Survey professional, per the requirements of the SPEA provisions of the Township of Langley Official Community Plan. Changes to the Watercourse Compensation Areas as depicted in **Map 1** and delineated in policy above may be considered in accordance with the SPEA requirements, provided other policy provisions of this Plan, such as the retention and enhancement of the 'treed' character of the Willoughby Escarpment, are upheld and not compromised.

6. Complete at the time of development the watercourse relocations and compensations as depicted in **Map 1** and delineated in policy above. Additional municipal, provincial and federal government regulatory approval processes may apply. The depiction of watercourse locations in the Neighbourhood Plan area should not be interpreted as final approval / endorsement by municipal or senior government regulatory agencies. Additional considerations include:

   a. A minimum habitat balance applies to each relocated Watercourse Compensation Area as depicted in **Map 1** and delineated in policy above, with an overall minimum habitat balance threshold (59,298 m²; in addition to the retained watercourse immediately north of 76 Avenue) to be met for the entire plan area. Any additional watercourses found on-site will increase the habitat totals accordingly and if relocated, they shall be integrated into the watercourse concept depicted in **Map 1** and delineated in policy above.

   b. Lands containing a watercourse being located off-site will be required to provide funds for the equivalent land and reconstruction costs of their portion of the relocated watercourse as well as temporarily pipe the watercourse(s) if they are unable to provide the equivalent reconstructed watercourse as depicted in **Map 1** and delineated in policy above.

   c. Where a watercourse is relocated to lands not currently containing a watercourse or SPEA, the owner of said lands will not be responsible for the cost of watercourse construction. Land with these relocated watercourses shall be compensated for the land and construction costs of the watercourse relocation as funds become available.

   d. Where watercourse relocations cannot be completed at time of development, interim solutions may be considered until such time that watercourse relocations, as depicted in **Map 1** and delineated in policy above, can be fully completed. Interim solutions will be subject to municipal, provincial and federal government regulatory approval processes and, upon completion of watercourse relocations, interim solutions will be removed at the developer's expense.

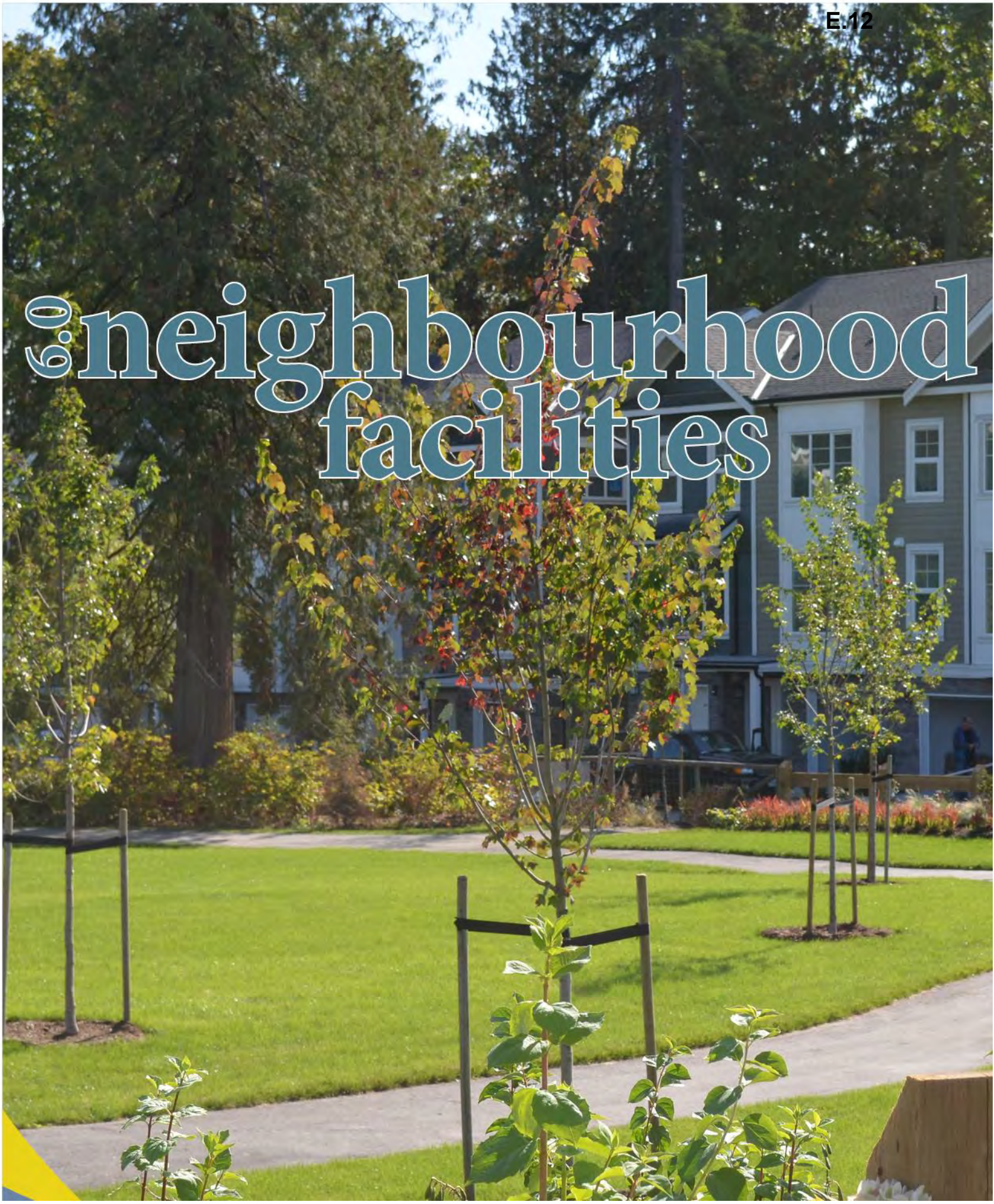
7. Align Creek Greenways adjacent to and within the outer six (6) metres of the Watercourse Compensation Areas, or SPEA, in consideration of connectivity to other Greenways, Enhanced Sidewalks, Wildlife Habitat Patch and public park spaces. The design of the Creek Greenways must conform to the requirements of the Streamside Protection and Enhancement Development Permit Area. Access from new development to Greenways or environmental areas may be restricted if the access is deemed detrimental to the overall biological integrity and viability of the compensation or other environmental sensitive areas. Tree removal shall be avoided and

additional native plants may be needed to enhance Creek Greenways. The locations of future Creek Greenways are shown in **Map 1**.

5.12 HOUSING AND POPULATION ESTIMATES

At full build-out, it is estimated that the Williams neighbourhood will accommodate approximately 9,500 people in 4,930 dwelling units.





6.0 neighbourhood facilities

WNP



This section of the Neighbourhood Plan details the components that will contribute to making the Williams area liveable and support the physical, mental, environmental, social and cultural health of the neighbourhood and the broader community.

Neighbourhood Facilities

6.1 PARKS AND OPEN SPACES



This Plan establishes a network of parks and open spaces that contributes to a complete and livable neighbourhood in the Williams area. These parks and open spaces provide the neighbourhood with active and passive outdoor recreational opportunities to meet the needs of residents, employees and visitors alike.

6.1.1 NEIGHBOURHOOD PARK

A Neighbourhood Park is to be accommodated in the initial phase of implementing and developing the Williams neighbourhood. This Neighbourhood Park will provide a variety of recreational opportunities, including sports fields, playgrounds and access to natural areas, along with an Elementary and Middle Schools. The intent of these policies is to provide direction to ensure that the Neighbourhood Park site, along with the Elementary and Middle Schools, are appropriately located, sized and configured, and that necessary access and connectivity to and from the park-elementary-middle schools site is sufficient and appropriate for the needs of the users. Policies specific to a Neighbourhood Park are as follows:

Policies:

1. Provide a Neighbourhood Park (minimum 4 hectares [10 acres] in size), which will form part of a joint neighbourhood park-elementary school site with a minimum size of 6.9 hectares (17 acres), within the vicinity of 214 Street and 78 Avenue, as indicated on **Map 1**.

2. Identify and secure the Neighbourhood Park site along with the rezoning of all lands designated for residential development, as outlined in Policy 1, Subsection 11.2, General Prerequisites.

3. Ensure that the Neighbourhood Park and the adjoining Elementary and Middle Schools that comprise the joint park-elementary-middle schools site, are appropriately located to serve the intended purpose and to the acceptance of the Township of Langley and the Langley School District.

6.1.2 WILLIAMS VIEW PARK

The Williams View Park is at least 2 hectares (5 acres) in size and takes advantage of one of the highest points of the Willoughby Escarpment in the Williams area and one of the most visible from the Milner Valley. It is located in the vicinity of Morrison Crescent and 76 Avenue and provides public open space for the neighbourhood and community, within an urban forest space that is established through retention, restoration and enhancement.

The Williams View Park will be a combined passive and active open space with recreational activities carefully woven into the urban forest context. The View Park will help maintain and enhance the forest character of the Willoughby Escarpment from the Milner Valley and view opportunities to the valley below. The intent of these policies is to establish an important place-making feature that contributes to the character and identity of the Williams neighbourhood. Policies specific to the Williams View Park are as follows:

Policies:

1. Provide and develop the Williams View Park that is approximately 2 hectares (5 acres) in size and is in the vicinity of Morrison Crescent and 76 Avenue, as indicated on **Map 1**.

2. Prepare a Williams View Park design as conceptually illustrated in **Figure 6.1**, that has approximate dimensions of 100 metres by 200 metres, and includes extensive tree plantings, strategic view opportunities to the Milner Valley and Mount Baker, connections to the Arbour Ribbon, integration of informal adventure play grounds that provide a space for children to engage in unstructured play and exploration of their surroundings, outdoor exercise circuits and other compatible recreational activities.

3. Fund the Williams View Park through the Willoughby Greenway Amenity Policy.



Figure 6.1 | *Williams View Park*
Illustrative Design

6.1.3 URBAN PARKS

The two (2) Urban Parks in Williams will be 0.6 hectare (1.5 acres) in size and provide a gathering and active play area, with a combination of programmed and informal, accessible, and soft and hard surface spaces, for children, youth and adults of all ages. The Urban Parks are intended to be small but inviting areas of public space incorporated into urban areas. This park space, along with the Neighbourhood Park and Williams View Park, will help to serve the needs of the local population by providing a space for people to have a picnic, for children to play, and for friends to meet and gather. The Urban Parks can also be designed so that the space is adaptable and able to accommodate different programming opportunities. Policies specific to Urban Parks are as follows:

Policies:

1. Develop a minimum of two (2) Urban Parks located generally in the area indicated on **Map 1**, that is a minimum of 0.6 hectares (1.5 acres) in size.

2. Locate one of the Urban Parks within the High Street area, in the north section of the Mixed-Use + Residential District (see **Figure 6.2**). The High Street Urban Park shall:
   - be bordered by a minimum of three public streets and immediately adjacent to the High Street Greenway. The fourth side must be bordered by storefronts, at finished grade, preferably occupied by restaurants and cafes with outdoor patios;
   - incorporate seamless connections between the streetscape and the park area;
   - maximize building entrances, dwelling unit terraces and balconies, windows facing directly toward the park; and
   - provide on-street vehicle and food truck parking.

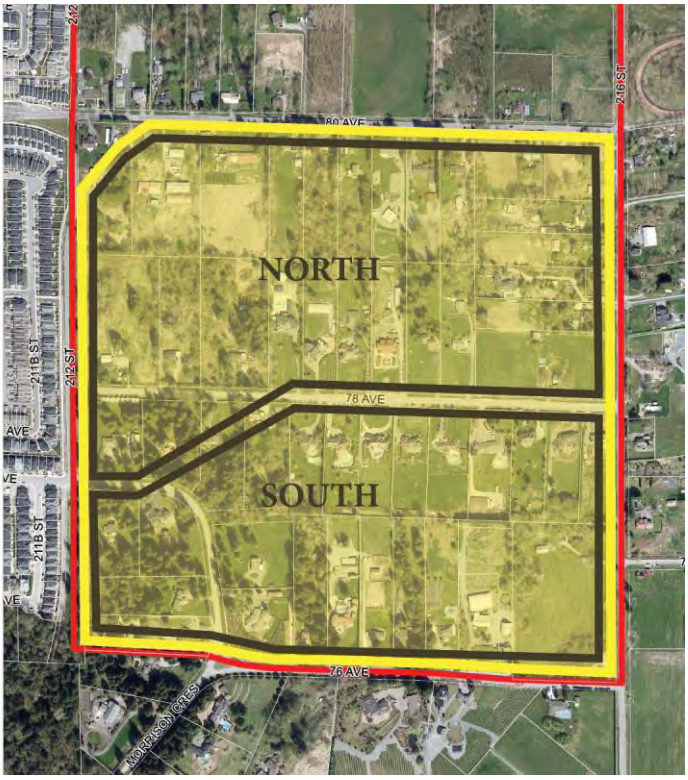


Figure 6.2 | *'North' and 'South' Sections within the Mixed-Use + Residential District*

3. Locate one of the Urban Parks within the Townhouse development area, in the South section of the Mixed-Use + Residential District (see **Figure 6.2**). This Urban Park shall:
   - be bordered by a minimum of three public streets, one of which can be a lane, and immediately adjacent to a Street Greenway;
   - incorporate seamless connections between the streetscape / lanescapes, and the park area;
   - maximize building and dwelling unit entrances, dwelling unit terraces, balconies and porches facing directly toward the park; and
   - provide on-street vehicle and food truck parking.

4. Design the Urban Parks from both a large-scale perspective (e.g., part of the parks and open space network of the neighbourhood and community) and a micro-perspective that provides everyday ‘episodic’ activities (e.g., a walking through enroute to another destination).

5. Incorporate a creative framework of an inclusive urban park (accessible + offered to all), a green urban park (integration of nature, natural materiality, and a significant tree canopy), a blue urban park (maximizing access to water settings, interactive waterplay, and visible management of rainwater), a sensory urban park (immersing all five senses), a neighbourly urban park (all-season weather protection, abundant seating and lounging opportunities that support socializing), an active urban park (supporting exercise and mobility), and a playable urban park (offering opportunities for all-age creativity and play) in the park design process.

6. Consider design features and elements for Urban Parks such as a central lawn with a possible focus point in the middle; pedestrian walkways and paths [natural steppingstone, wooden boardwalk]; various water elements [ponds, falls, fountains, play table, corridors, visible rainwater management spaces]; significant quantity of trees, specifically, but not exclusively, around the perimeter, native plantings, and other green design measures; abundant and variety of seating and lounging areas including some with a variety heights and sizes of tables; variations in grade; natural and programmed child play areas; youth spaces [hammocks, maze, labyrinth]; combination of high, mid and low level, whimsical and colourful, and safety lighting; canopies, open pavilions and other garden structures; grassed mounds and other climbing / jumping features; massive boulder for informal seating and play; and other features that enhance and support social interaction, relaxation, informal gathering, quiet contemplation, and unstructured recreation.

6.1.4 WILDLIFE HABITAT PATCH

In accordance with the Township Wildlife Habitat Conservation Strategy, an approximate 1,563 m² (0.4 acre) Wildlife Habitat Patch shall be secured, enhanced and maintained for education and recreation opportunities near the vicinity of Morrison Crescent and 77A Avenue. The Wildlife Habitat Patch is intended to provide food and foraging opportunities for wildlife and serve as a small node in a network of greenways and watercourse riparian areas within the Williams area, that connect and extend throughout Willoughby.

The intent of these policies is to facilitate the establishment of a Wildlife Habitat Patch for the provision of nature space, the preservation, restoration and enhancement of trees, the contribution to biodiversity, and for the purposes of ensuring ecological integrity and the strengthening of connections between natural areas and public connections and spaces. Policies specific to Wildlife Habitat Patch are as follows:

Policies:

1. Provide a Wildlife Habitat Patch, along with associated Off Street Greenway and Enhanced Sidewalks with connections to neighbouring Creek Greenway and Enhanced Sidewalks, within the vicinity of the intersection at Morrison Crescent and 77A Avenue, as illustrated on **Map 4** of this Plan and **Map 7** of the Willoughby Greenway Amenity Policy (WGAP).

2. Prioritize the location, configuration and vegetation enhancement of the Wildlife Habitat Patch that is deemed most capable of supporting wildlife in an urban setting.

3. Protect intrusion into the Wildlife Habitat Patch to preserve ecological integrity, as warranted.

4. Include interpretive signage and additional amenities, as and where appropriate, while keeping the overall protection of the area the priority.

5. Fund the Wildlife Habitat Patch and the connecting Off-Street Greenway and Enhanced Sidewalks through the Willoughby Greenway Amenity Policy.



6.1.5 NEIGHBOURHOOD FORESTED MEWS

The Neighbourhood Forested Mews is a former and decommissioned municipally-owned street and/or road right-of-way that is currently not used for vehicular traffic, has had unnecessary utility infrastructure removed and all asphalt, concrete and other surface material removed, as relevant. The area has been reassigned and replaced with pedestrian-accessible, forested open spaces. The Neighbourhood Forested Mews will contribute unique 'place making' feature for neighbourhood design in the low-density residential areas in Williams. This concept provides an opportunity to meet one of the planning principles and design features in Williams that supports integrating natural features and systems into new neighbourhoods to create a sense of place and to preserve and enhance the 'treed' character of the Willoughby Escarpment, while at the same time, creating a pedestrian-oriented, public amenity-rich neighbourhood. Policies specific to the Neighbourhood Forested Mews are as follows:

Policies:

1. Provide and develop the Neighbourhood Forested Mews at the locations as indicated on **Map 4** of this Plan and **Map 7** of the WGAP. The Neighbourhood Forested Mews will encompass the entire width – approximately 20 metres – of the existing dedicated public right of way.

2. Incorporate appropriate soils along the Forested Mews to support long-term, stable rooting for trees as well as rainwater detention and nutrient holding capacity.

3. Retain and include new trees, with a focus on coniferous, evergreens, and integrate a 3.0m wide shared-use, asphalt trail.

4. Consider relocation of the Neighbourhood Forested Mews provided that the area is the same or greater and there is a clear net benefit (e.g., retention of mature trees).

5. Consider the orientation of adjacent residences to front the Neighbourhood Forested Mews, if deemed appropriate and feasible. Provide these residences with pedestrian access to the Mews, yet include measures to differentiate public and private space, and provide a minimum of four (4) off-street parking spaces for each dwelling unit that fronts the Mews. No tandem parking within a building shall be permitted.

6. Require development to fund the removal and/or relocation of infrastructure, and any soil remediation, as part of Works and Services requirements of the Township's Subdivision and Development Servicing Bylaw.

7. Fund the reforestation of the Neighbourhood Forested Mews from existing and appropriate Township of Langley sources.

8. Fund the 3.0 metre wide shared-use trail through the Willoughby Greenway Amenity Policy.

6.2 GREENWAYS AND PEDESTRIAN CONNECTIONS

The network of greenway and pedestrian connections in Williams is an important component of the mobility network for both pedestrians and cyclists and a key recreational amenity. Along with the sidewalk and cycle lane network described in Section 8, street greenways, creek greenways (trails), enhanced sidewalks, and pedestrian connections provide continuous Pedestrian Connections between destinations within and beyond the plan area, and a range of easily accessible, recreational experiences. Some greenways also provide opportunities to integrate unique landscape and stormwater management features such as raingardens into the public realm. The specific locations of planned greenways and pedestrian connections are illustrated on **Map 4** of this Plan and **Map 7** of the WGAP.

6.2.1 STREET GREENWAYS

Street Greenways are wide landscaped boulevards along major roads which provide attractive and safe pedestrian and cyclist connections throughout the community. Street Greenways connect pedestrians and cyclists with parks, natural areas, commercial nodes, neighbourhood amenities and services, as well as the integration with greenways in adjacent neighbourhoods, and connections to destinations beyond. Policies specific to street greenways are as follows:

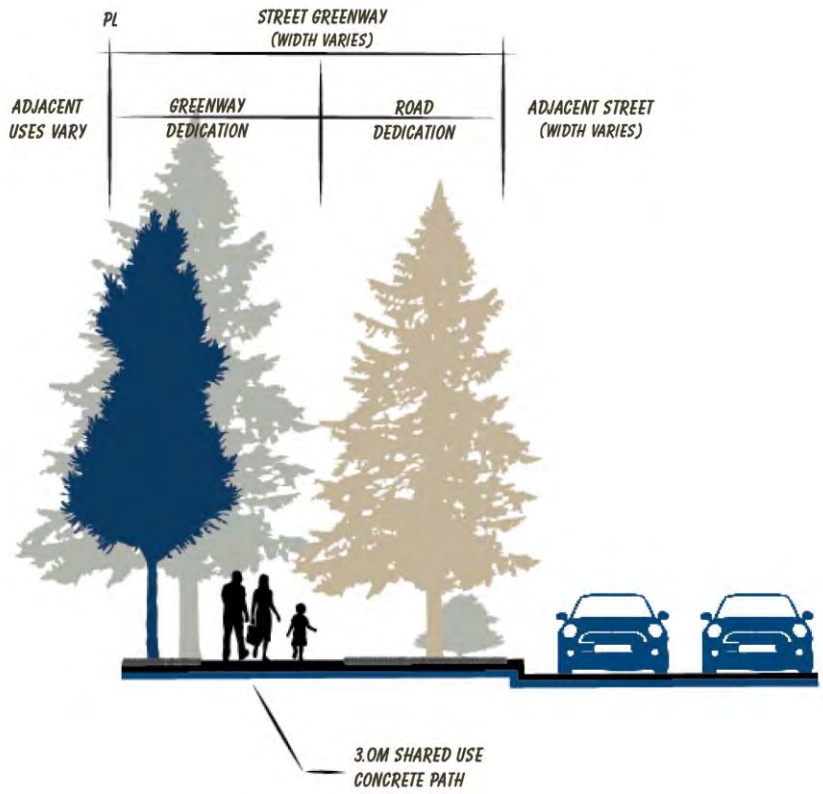


Figure 6.4 | *Street Greenway Illustrative Design*

Policies:

1. Provide contiguous Street Greenways in the locations identified on **Map 4** of this Plan and **Map 7** of the WGAP.

2. Construct Street Greenways in accordance with the standards provided in **Table 6.1** and illustrated in **Figure 6.4**.

3. Incorporate tree species, such as cedar and other evergreen, coniferous varieties, that complement the usual deciduous street trees;

4. Discourage the crossings of Street Greenways by driveways. Where no alternative exists, driveways should be consolidated and intersections with greenways shall be designed for the safety of greenway users;

5. Provide safe street crossings for pedestrians and cyclists at key intersections; and

6. Fund Street Greenways through the Willoughby Greenway Amenity Policy.

6.2.2 OFF-STREET RECREATIONAL GREENWAYS

Off-Street Recreational Greenways are trails that provide pathway connections between other pedestrian and cycling facilities. These multi-use pathways accommodate both pedestrians and cyclists and can be used for both recreation and commuting purposes. Policies specific to off-street greenways is as follows:

Policies:

1. Provide Off-Street Greenways in the locations identified on **Map 4** of this Plan and **Map 7** of the WGAP.

2. Construct Off-Street Greenways in accordance with the standards provided in **Table 6.1** and illustrated in **Figure 6.5**.

3. Fund Off-Street Greenways through the Willoughby Greenway Amenity Policy.

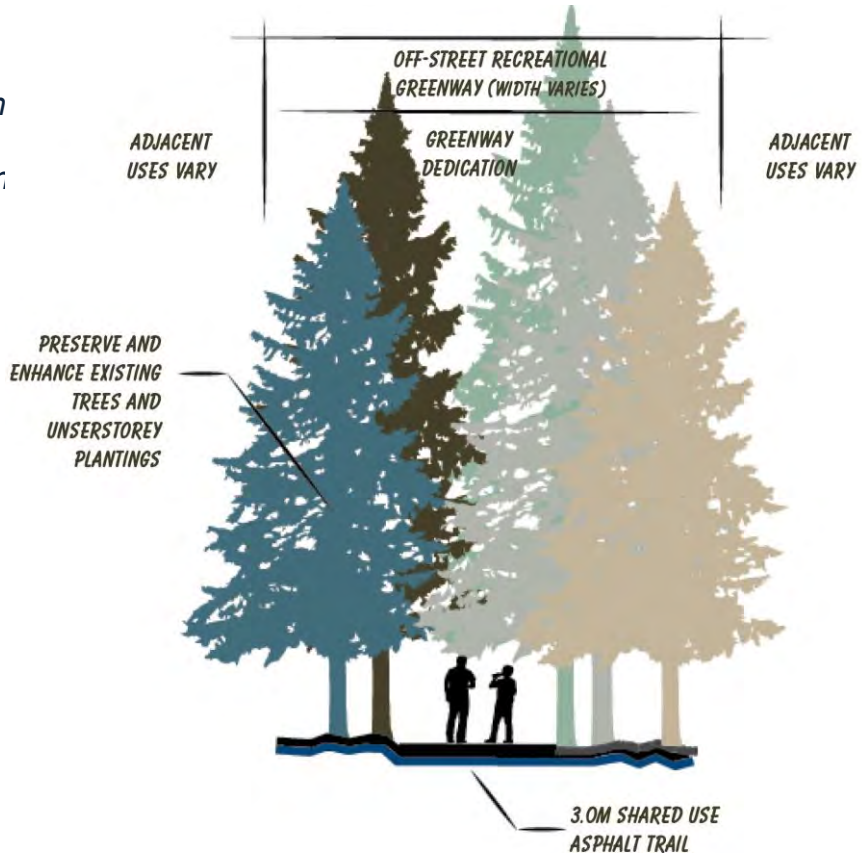


Figure 6.5 | *Off-Street Recreation Greenway Illustrative Desigr*

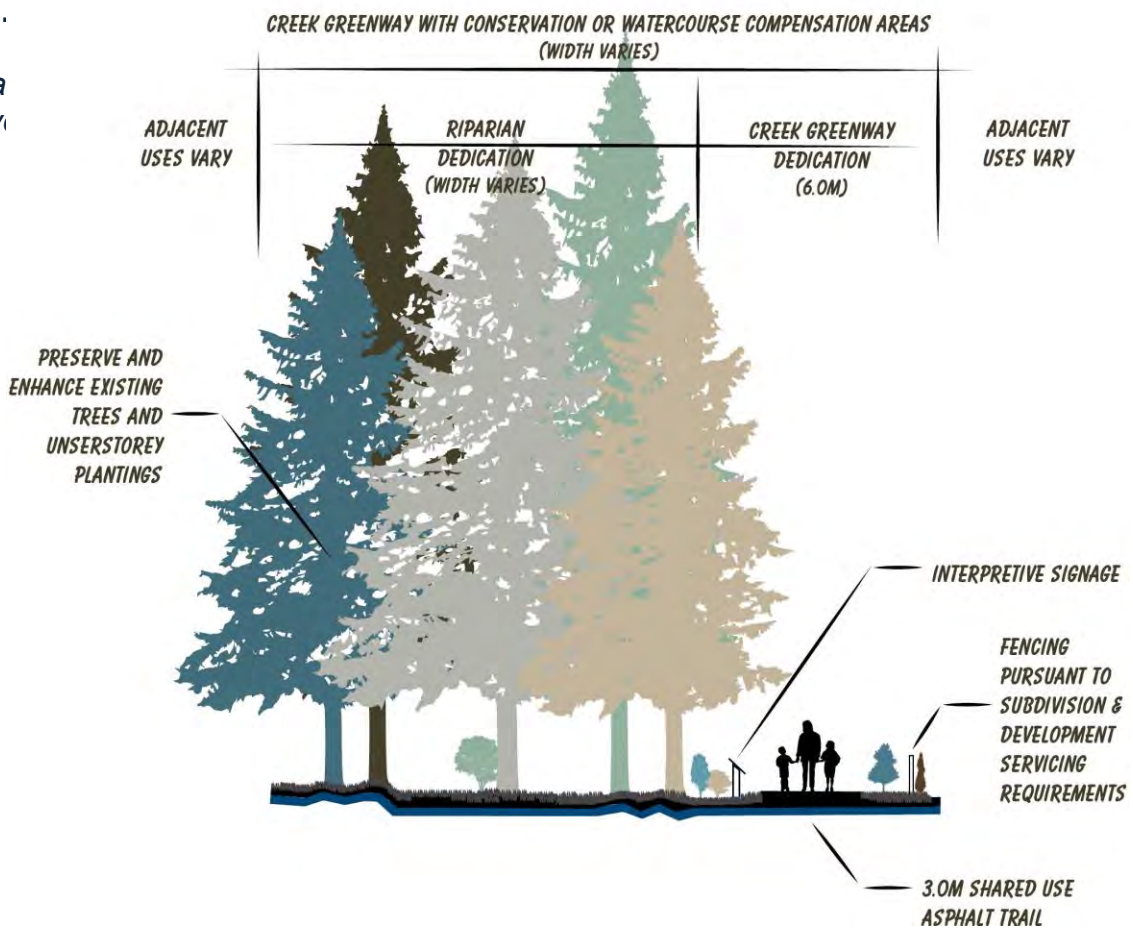
6.2.3 CREEK GREENWAYS

Creek Greenways are off-street trails that run adjacent to existing watercourses, Conservation and Watercourse Compensation Areas. These multi-use pathways accommodate both pedestrians and cyclists and can be used for both recreation and commuting purposes. Policies specific to creek greenways are as follows:

Policies:

1. Provide Creek Greenways in the locations identified on **Map 4** of this Plan and **Map 7** of the WGAP.
2. Construct Creek Greenways in accordance with the standards provided in **Table 6.1** and illustrated in **Figure 6.6**.
3. Locate Creek Greenways generally adjacent to the Conservation Areas and Watercourse Compensation Areas. Consideration will be given to locating the Creek Greenways within the outer edges of the Conservation Areas and Watercourse Compensation Areas provided that they do not negatively impact the habitat value or biological integrity of said areas.
4. Build appropriate 'connections' where the Creek Greenways intersect with other pedestrian and cycling facilities and other types of Greenways.
5. Fund Creek Greenways through the Willoughby Greenway Amenity Policy.

Figure 6. *Creek Greenwa Illustrativ Design*



6.2.4 ENHANCED SIDEWALKS

Enhanced sidewalks are suitable in areas where short on-street pedestrian and cyclist connections are required adjacent to the riparian areas or in order to connect greenways. Enhanced Sidewalks are designed to accommodate a 3-metre wide multi-use pathway. Policies specific for Enhanced Sidewalks are as follows:

Policies:

1. Provide Enhanced Sidewalks in the locations identified on **Map 4** of this Plan and **Map 7** of the WGAP.
2. Construct Enhanced Sidewalks in accordance with the standards provided in **Table 6.1**.
3. Fund Enhanced Sidewalks through the Willoughby Greenway Amenity Policy.

6.2.5 PEDESTRIAN CONNECTIONS

Pedestrian Connections are to be provided to connect through developments and subdivisions, to and from greenways and trails, schools and bike routes within and outside the plan area as well as through areas where public access along a road is widely spaced. The location for the Pedestrian Connections, as shown on **Map 4**, is not intended to be interpreted literally but approximately. The intent of these policies is to secure, through development, additional connection points through development to increase the walkability and permeability of the neighbourhood and to improve connections with adjacent neighbourhoods and destinations. Policies specific for the Pedestrian Connections are as follows:

Policies:

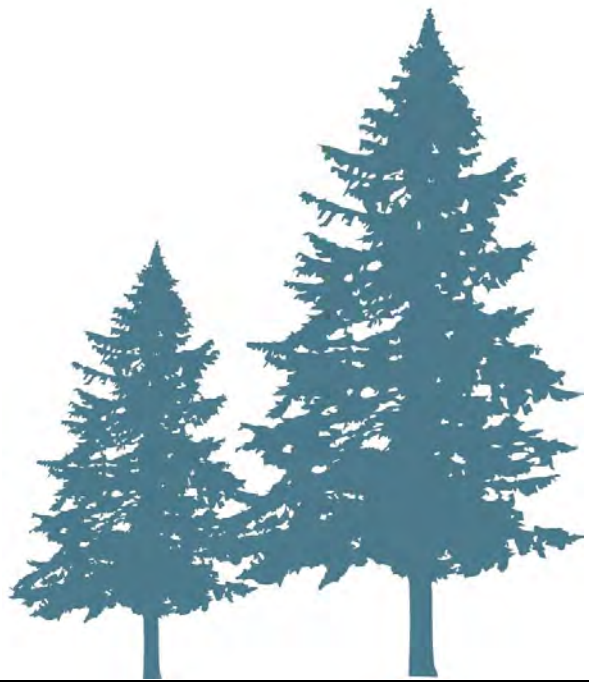
1. Provide Pedestrian Connections, which are a minimum three (3) metre wide concrete shared use, hard-surface (e.g., concrete, asphalt) pathway, in the locations identified on **Map 4**.
2. Design entrances to Pedestrian Connections, adjacent to Greenways, Enhanced Sidewalks, and other public rights-of-way, so that they are visible and will be interpreted as a ‘public’ pathway.
3. Pedestrian Connections are not funded through the Willoughby Greenway Amenity Policy.

6.2.6 GREENWAYS, PEDESTRIAN CONNECTIONS & ENHANCED SIDEWALK STANDARDS

Table 6.1 provides a summary of the Greenways, Pedestrian Connections and Enhanced Sidewalk Standards.

Table 6.1 | *Greenways, Pedestrian Connections, and Enhanced Sidewalk Standards*

TYPE	STANDARDS
Street Greenways	• 4.5m wide dedication (8m wide dedication along 216 Street, between 76 and 80 Avenues) • 3.0m wide shared use, concrete pathway
Off-Street Recreational Greenways	• 6.0m to 10.0m wide dedication, depending on location • 3.0m wide shared use, concrete pathway
Creek Greenways	• 3.0m wide shared use, asphalt trail located in the outer 6.0m of the required riparian area
Pedestrian Connections	• 3.0m wide shared use concrete pathway
Enhanced Sidewalks	• Within the road dedication • 2.0m wide buffer between the curb and sidewalk • 3.0m wide concrete sidewalk • 1.0m wide buffer between



6.3 SCHOOLS

At present there are no public schools in the Williams neighbourhood. At full buildout it is estimate that the Williams neighbourhood will contribute approximately 530 elementary school students (i.e., kindergarten to grade 5), 220 middle school students (i.e., grades 6 to 8), and 251 senior high school students (i.e., grades 9 to 12). In consultation with the Langley School District, it has been determined that Williams neighbourhood will need to accommodate an elementary school and a middle school.

A future elementary school site in Williams is anticipated to accommodate this growth in the number of students in the neighbourhood. It is anticipated that approximately 2 hectares (5 acres) of land for a new school site will be required. School District 35 will acquire the new school site, which would be developed at such time that the population growth warrants the establishment of the new school. Rezoning of lands for development will require that school sites be secured as outlined in Section 11.2.1.

The number, location and grade configurations of schools referred to in this plan are projected based on information available at the time of plan preparation. The future actual number, location and grade configurations may differ from those of this plan. The School District has developed a Long Term Facilities Plan which has a requirement to hold public consultation on grade configurations in particular areas of the Township. In addition, as the School District has limited ability to raise funding for capital projects, it relies heavily on funding from the Ministry of Education for the acquisition of land and the construction of schools. Funding requests are made annually though the submission of a five-year capital plan. Ministry decisions to support projects in that plan are dependent on many factors, including the needs of other school districts.

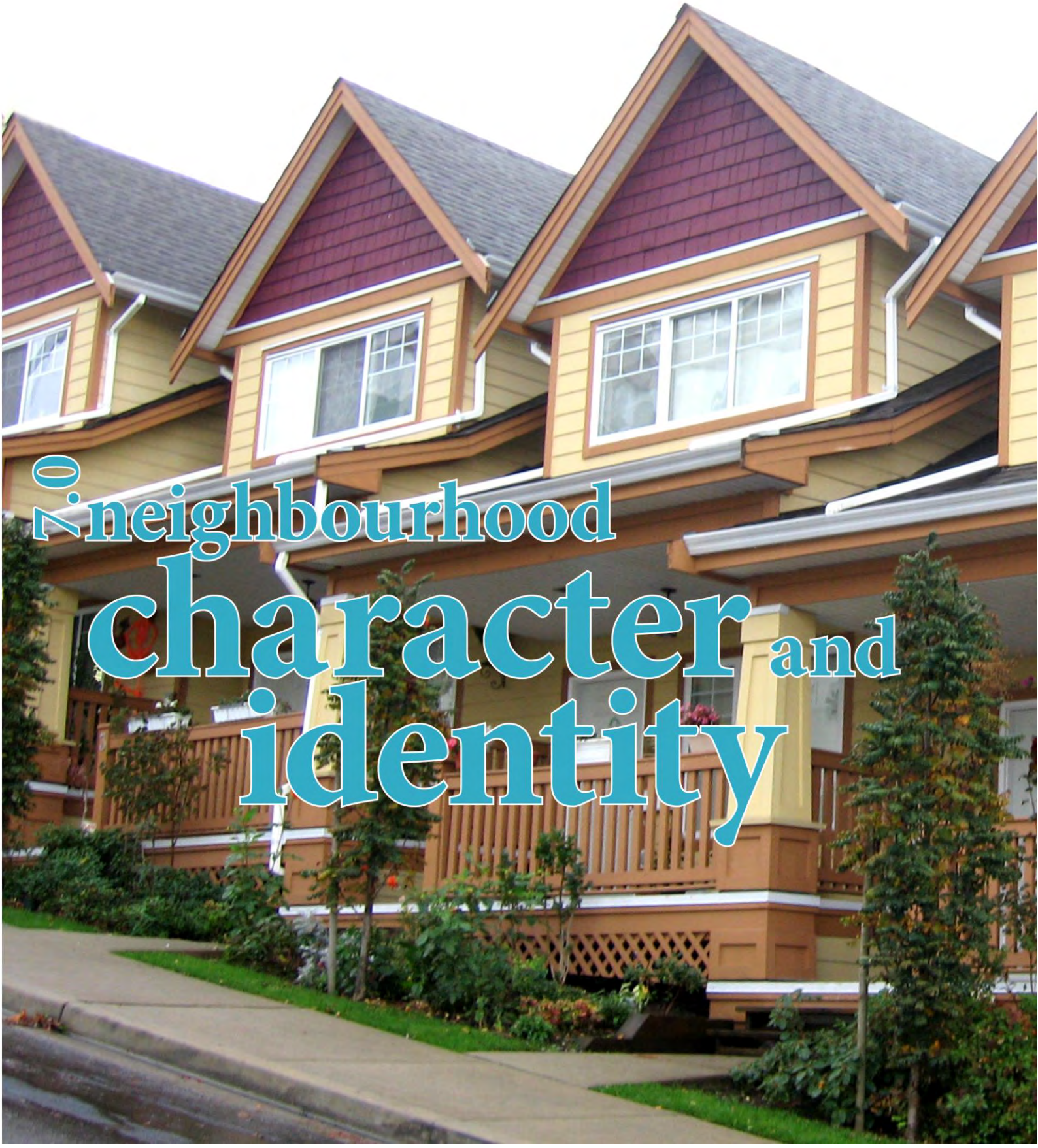
The intent of these policies is to provide guidance, in terms of the size and approximate location for a future joint use park-elementary school site:

Policies:

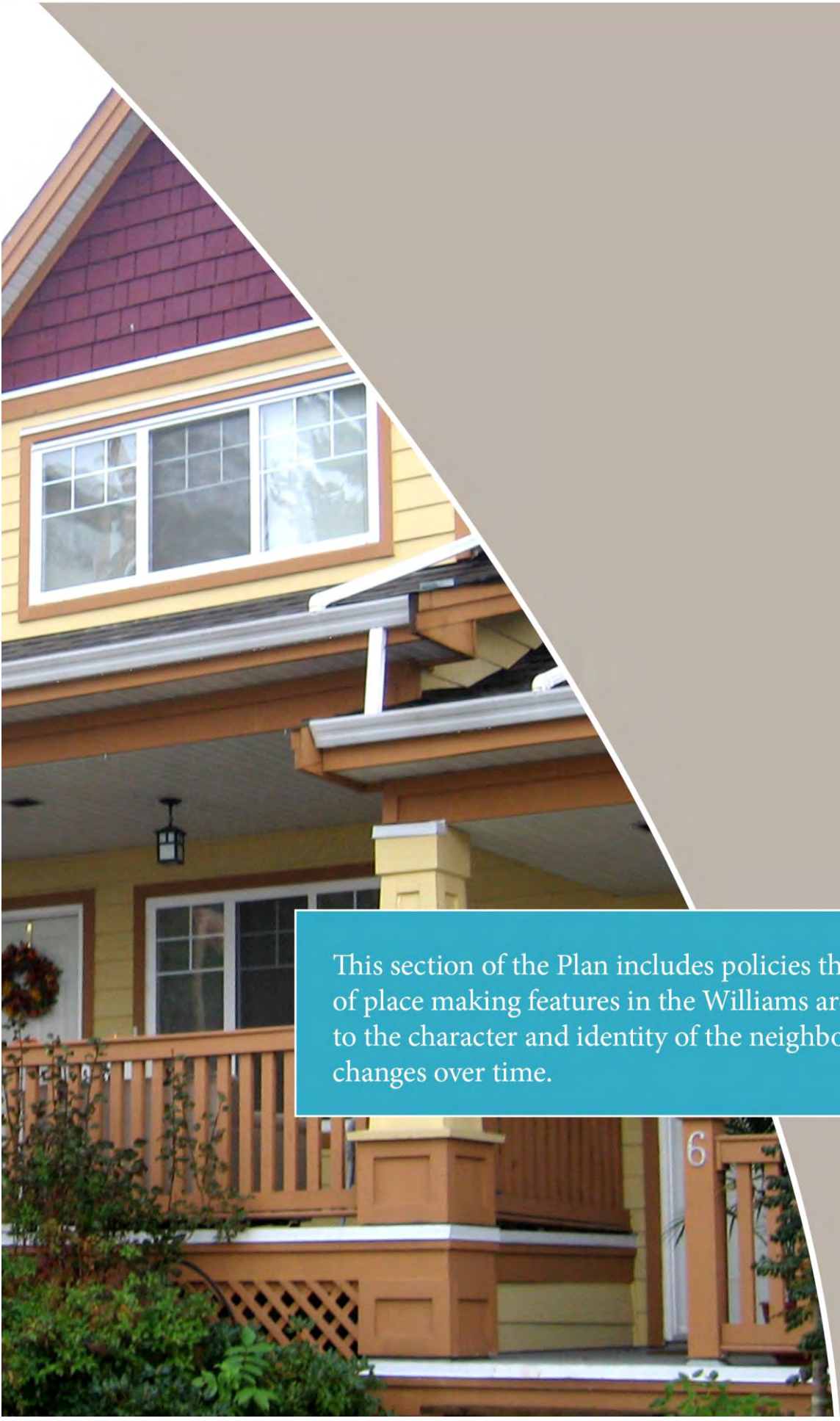
1. Accommodate a combined Middle and Elementary Schools, which will form part of a joint neighbourhood park-elementary-middle schools site with a minimum total size of 4 hectares (17 acres; 9 acres neighbourhood park, 4 acres for both the elementary and middle school), within the vicinity of 214 Street and 78 Avenue, as indicated on Map 1.

2. Identify and secure the Elementary School site along with the rezoning of all lands designated for residential development, as outlined in Policy 1, Subsection 11.2 General Prerequisites.

3. Ensure that the Elementary School and the adjoining Neighbourhood Park that comprise the joint park-school site are appropriately located to serve the intended purpose and to the acceptance of the Township of Langley and the Langley School District.



10. neighbourhood character and identity



This section of the Plan includes policies that guide the development of place making features in the Williams area that will contribute to the character and identity of the neighbourhood as it grows and changes over time.

Neighbourhood Character and Identity

7.1 NEIGHBOURHOOD PLACE MAKING

The Williams neighbourhood is envisioned to be an urban, compact neighbourhood characterized by an active public realm. Within the streetscape, a variety of amenity features will help to further animate public spaces, promote walking, encourage community interaction and contribute to a the identity of the neighbourhood and the making of place.

The neighbourhood is expected to include an elementary school, employment lands in the form of a business park, a local-serving commercial node, a variety of park and open spaces, as well as pedestrian and cycling connections. Access to all of these should be possible via sidewalks, greenways and trails with appropriate crosswalks provided at controlled intersections.

View corridors from the neighbourhood to the south and southeast to the Milner Valley and vistas beyond (Mount Baker), are also provided in strategic locations. Neighbourhood, subdivision and building designs will also contribute to the retention and enhancement of the treed character of the Willoughby Escarpment, as seen and viewed from various points along the Milner Valley, specifically along Glover Road.

NEIGHBOURHOOD LANDMARKS

Within the Williams neighbourhood, there are two Neighbourhood Landmarks that serve as area gateway features that announce entrance into the Williams area, create civic focal points, and enhance the network of visual reference points throughout the Willoughby community. The locations, as denoted on **Map 1**, include:

- Intersection of 212 Street and 80 Avenue (see **Figure 7.1**)
- 216 Street and Highway #1 interchange (see **Figure 7.2**)

The Neighbourhood Landmark at 212 Street and 80 Avenue is approximately 3,802 m^2 (0.95 acre) in size and provides a predominantly hard landscaped urban public open space at the physical confluence of Street Greenway networks in Williams, connections with Smith and Yorkson neighbourhoods and areas beyond, and is located within former dedicated roads and will be maintained by the Township. The space for the Neighbourhood Landmark is on both the north and south corners at the west side of the re-aligned intersection at 80 Avenue and the 212 Connector. These spaces are highly visible to pedestrians, cyclists, transit riders and motorist along both directions of 80 Avenue and those heading north on the 212 Connector, as well as residents and workers within its vicinity.

The second Neighbourhood Landmark at 216 Street and Highway #1 interchange, on the west side, is an open space area that includes neighbourhood infrastructure – rainwater detention pond – at the confluence of a variety of Greenways and a gateway design and complementary features that thematically tie these elements together. The intent of these policies is to establish key place-making

features in these gateway areas and contribute to the identity of the Williams neighbourhood. Policies specific for Neighbourhood Landmarks are as follows:

Policies:

1. Provide and develop a Neighbourhood Landmark feature at the intersection at 80 Avenue and 212 Street, as indicated on **Map 1**.

2. Establish a coordinated Neighbourhood Landmark and community gateway feature at 216 Street and the Highway #1 interchange, on the west side, as indicated on **Map 1**, as part of the rainwater detention pond design. Additional land area may be required for the sizing of the rainwater detention pond to incorporate a viewing platform, a perimeter trail and public art.

3. Design the Neighbourhood Landmarks in accordance with the general concepts as shown in **Figure 7.1** and **Figure 7.2**, including the incorporation of public art.



Figure 7.1 | *Neighbourhood Landmark at 212 Street and 80 Avenue Illustrative Design*

4. Fund the Neighbourhood Landmark at 80 Avenue and 212 Street through the Willoughby Greenway Amenity Policy.

5. Fund the Neighbourhood Landmark at 216 Street and Highway #1 through the Willoughby Greenway Amenity Policy (not including the stormwater detention pond and associated plantings and landscaping).



Figure 7.2 | *Neighbourhood Landmark at 216 Street and Highway #1 Illustrative Design*

7.1.1 PUBLIC ART

In Williams, Public Art will form part of the two Neighbourhood Landmark locations. Public art is intended to improve the character and vibrancy of the public realm and to encourage community interaction amongst residents and visitors. The intent of these policies is to establish Public Art that will serve to create local identity and attractive neighbourhood spaces, and will enrich the everyday experience in the Williams area. Policies specific for Public Art are as follows:

Policies:

1. Include Public Art as part of Neighbourhood Landmarks at the locations identified on **Map 1**.
2. Require the Township of Langley to manage, maintain and insure all Public Art in accordance with Council's Public Art Policy (No. 06-024).
3. Ensure that an appropriate collection management system is in place and those documentation standards and inventory practices are implemented.
4. Encourage the incorporation of additional on-site Public Art in the design of buildings or landscape as part of development. Public Art should be located in publically accessible spaces or commercial spaces that members of the public often frequent.
5. Fund Public Art for the public locations identified on Map 1 through the Willoughby Greenway Amenity Policy.

7.2 STORMWATER FACILITIES AS AMENITIES

Stormwater facilities (including detention ponds) are intended to serve a dual purpose. The primary use is functional with recreation and aesthetics serving as a secondary function. In their role as an amenity efforts shall be made to design ponds with these goals in mind. Two (2) detention ponds shall be located in the vicinity of 216 Street in the Williams Neighbourhood Plan area: one at the northeast corner of the Plan area and another at the southeast corner. Policies specific for stormwater facilities as amenities are as follows:

Policies:

1. Incorporate pedestrian access around all or part of the edge/perimeter of stormwater facilities and link this pedestrian feature with nearby Greenways.

2. Provide safe access and seating along the inner slope of detention ponds. It is understood that pedestrians do not have access to all areas of the facilities.

3. Include aesthetic considerations as part of the design of stormwater detention pond, including but not limited to exposed walls and slopes visible by the public. This shall include hard and soft landscape design solutions, where appropriate. Incorporate evergreen, coniferous tree plantings around the perimeter of the detention pond to contribute to the treed character of the Willoughby Escarpment.

4. Design fencing to be aesthetically pleasing and thematically aligned with the design features of the Neighbourhood Landmark spaces. Acoustic barriers should be considered and included where traffic noise or adjoining uses negatively impacts the enjoyment of the amenity space and views to and from the facility.

7.3 GREEN ROOFS

Green roofs (also known as 'living roofs') can also promote effective stormwater management, reduce energy use, as well as provide communities with additional spaces for amenity and recreation uses. They consist of various roofing layers topped with a soil-like growing medium and specific plant species that have the ability to withstand dramatic swings in climatic conditions. The intent of these policies is to encourage the application of green roofs as part of development in the Employment District.

Policies:

1. Encourage new commercial and industrial buildings to incorporate green roofs to mitigate stormwater impacts and improve energy efficiency. Green roofs are to be utilized to the greatest extent possible for all non-residential development.

2. Consider the provision of employee accessible outdoor space on the green roof to accommodate both recreational and ecological needs.

3. Encourage the use of plant species that are native and non-invasive and appropriate to the climatic conditions of the Williams Neighbourhood Plan area.

4. Design green roofs in accordance with the BC Green Building Code.

5. Adhere to Township policy regarding, among other items, the management, maintenance and insurance/liability related to green roofs. Green roofs are to be kept in perpetuity. Irrigation and maintenance of the green roof are the responsibility of the building and/or property owner.

7.4 LANDSCAPE BUFFERS

A Landscape Buffer is a linear feature with plantings, earthen berms and hardscaping (e.g., fencing) that provides visual and noise attenuation between different land uses and transportation infrastructure. In the Williams area, a 'freeway' version of the Landscape Buffer will be applied between the Townhouse land use designation north of 83 Avenue and Highway #1. An 'interface' version of the Landscape Buffer will be applied between the Townhouse land use designation north of 83 Avenue and the areas east and south, designated as Business Park. Policies specific to Landscape Buffers is as follows:

Policies:

1. Provide a 'freeway' Landscape Buffer that is 15 metres wide, that includes retained and additional tree plantings, understorey plantings and ground cover, an earthen berm, and a 3 metre wide trail, and is located adjacent to Highway #1 as illustrated in **Figure 7.3**.

2. Provide an 'interface' Landscape Buffer at the location between the Townhouse land use designation north of 83 Avenue and the areas east and south, designated as Business Park, as illustrated in **Figure 7.3**, that is 6 metres deep and that extends the full length of the east property line. This buffer feature is in addition to landscaping requirements and setbacks treatments required in the Township of Langley Zoning Bylaw, Subdivision and Development Servicing Bylaw (as amended from time to time) and other relevant Township bylaws.

3. Fund the provision of the 'Freeway' Landscape Buffers through the Willoughby Greenway Amenity Policy.



Figure 7.3 | *Landscape Buffer Locations*

7.5 LOCAL ROAD GATEWAYS

Local Road Gateways provide a further place-making opportunity to indicate arrival to and departure from residential areas within the Williams area. These entrances help create an identifiable place and provide a significant entryway. The intent of these policies is to guide the inclusion of Local Road Gateways in appropriate locations in the Williams area.

Policies:

1. Construct Local Road Gateways where local roads meet collector roads consistent with the standards illustrated in **Figure 7.4**. Incorporate additional landscaping and signage as appropriate.

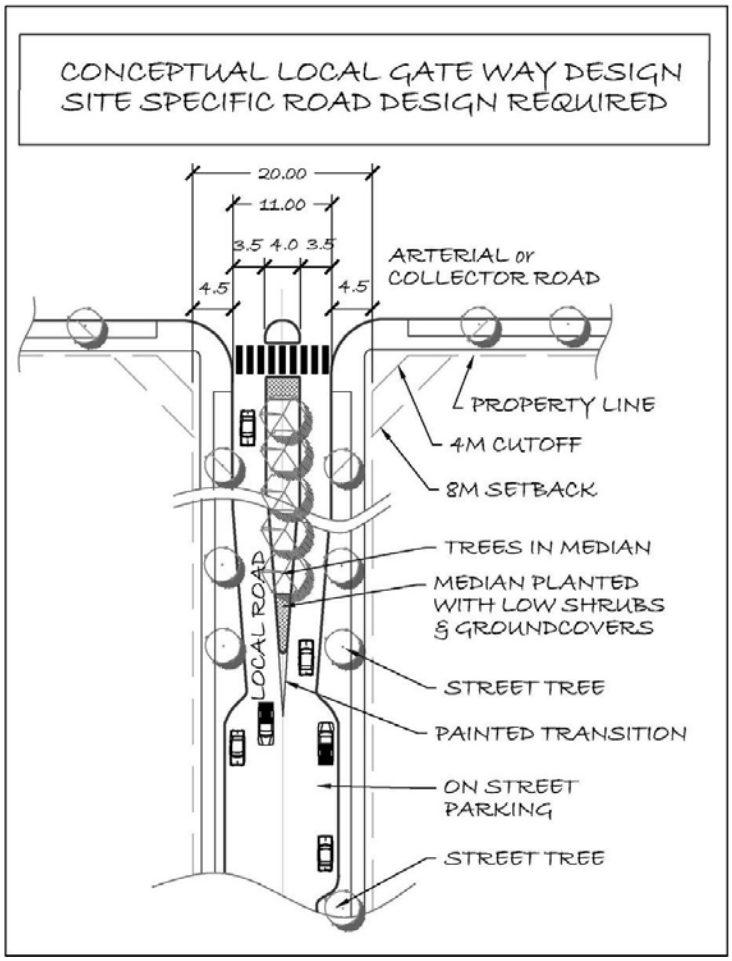


Figure 7.4 | *Conceptual Local Road Gateway Design*

7.6 UTILITY BOXES AND VAULTS

Urban communities include a variety of supporting infrastructure, some of which is visible and others are not. Siting and finishes of these at-grade or above-grade infrastructure are necessary and careful location and placement is warranted such that they do not interfere with mobility or the aesthetic qualities of the Williams area. The intent of these policies is to guide the location and appearance of at-grade utility boxes and vaults.





Policies:

1. Plan and coordinate the location of utility boxes (e.g., telephone hubs and electrical transformers), ventilation equipment or other at-grade mechanical equipment to minimize their impact on the public realm, including placing them underground or inside buildings wherever possible.

2. Place existing overhead utilities underground as part of new development and upgrades to infrastructure.

3. Apply appropriate 'wraps' on utility boxes and other at-grade mechanical equipment as part of off-site and on-site works and services associated with development in order to reduce graffiti and improve the visual aesthetic of the neighbourhood. Appropriate imagery will need to be investigated with heritage (built or natural), cultural events or topics, and art being possible options.

7.7 RETAINING WALLS

Developing a pedestrian friendly, visually attractive neighbourhood in a setting characterized by sloping sites is a key aim of the Plan. The southern portion of the Williams Plan has a sloping terrain that could result in significant grading and use of retaining walls to create suitable development sites. The intent of these policies is to encourage new development to work with the land to create viable high-quality developments.

Policies:

1. Ensure development and infrastructure projects build with the slope to help preserve the natural topography of hillside areas and minimize cut and fill excavations.

2. Integrate landscaping, apply texture treatments and use a 'stepped-approach' in the design of retaining walls where they are located along any public right-of-way, in a public space or area visible to the public, in order to provide visual interest and help integration with the surrounding area.

7.8 HERITAGE

In 2012, Township Council endorsed a Heritage Strategy that outlines the strategic goals and actions for heritage to 2022. The Strategy recognizes the importance of Langley's historic and archaeological resources, its rural lands, and its natural and cultural landscapes, in developing complete sustainable communities, and identifies nine goals and a number of actions to be implemented over ten years. The following actions would apply to resources identified in the Williams neighbourhood:

- Identify built, natural and cultural landscape heritage sites, and policies for conserving them during the neighbourhood plan process;
- Preserve, protect and celebrate significant historical resources that illustrate Langley's range of heritage values;
- Encourage retention of existing building stock, where feasible, by demonstrating flexibility in the assessment of adaptive re-use projects;
- Encourage and support salvage efforts in the deconstruction of existing buildings;
- Provide grants for the restoration of heritage buildings through the Heritage Building Incentive Program; and
- Investigate extending conservation incentives for heritage building owners in the form of permissive or property tax exemptions.

Archaeological Resources

Although there are no previously recorded archaeological sites within the plan boundaries, there are reports that some lithic materials have been found within the Yorkson Creek area, indicating that the possibility of archaeological potential within the area cannot be ruled out. The provincial Archeology Branch maintains and oversees the legislative processes for the management of archaeological sites, and landowners, occupants and service providers are required to conform to provincial process and permitting requirements with respect to both known and unknown sites.

Natural and Cultural Landscapes

The Willoughby Escarpment that runs along the eastern edge of the Williams neighbourhood is a prominent geographical feature. This natural feature, which forms a natural division between the Milner Valley and upland areas, includes some large stands of trees both within Williams and its adjacent rural areas to the south and southeast. The escarpment additionally provides for scenic views of the location of the historic 1830s Hudson Bay Company Farm in Milner, and in some locations longer views to Mount Baker, the Golden Ears and other peaks in the Coast Mountain Range.

Protection of the escarpment's visual and historical significance as viewed from the Milner area can be achieved through a combination of tree protection and tree replacement strategies. Implementation of these strategies will be emphasized for areas along the Agricultural Land Reserve boundaries, along the east and south boundaries of the plan. Given that the urbanization process will occur over a number of years and decades, the escarpment's image and character will evolve and regenerate as new trees grow and mature along the within the neighbourhood.

The low-lying, flat lands surround Milner comprise the original 1830s Hudson's Bay Company commercial farm, a unique cultural landscape that has retained its historic configuration, agricultural use, and valley viewscapes since the early 1800s.

Built Resources

The historic resources in Willoughby that remain today reflect the community's rural history and community life near the turn of the twentieth century. As part of the Willoughby Heritage Study undertaken in 2005, historic assessments were completed for several buildings within the plan boundaries, although none of the sites identified have been added to the Township's Heritage Inventory to date.

The intent of these policies is to guide the preservation, restoration and commemoration of built and archaeological resources and natural and cultural landscapes that have heritage values as they relate to the Williams area.

Policies:

Protect Archaeological Sites and Areas

1. Discourage unauthorized damage to archaeological sites by encouraging landowners and service providers to fulfill their obligations under the Heritage Conservation Act through the provincial Archaeology Branch.

Protect the Character of the Milner Valley as a Cultural Landscape

2. Retain the historic views up and down the Milner Valley as well as the natural topographical division between the valley's current agricultural/rural lands and the upland areas by preserving, enhancing and incorporating trees and stands of trees along, above and below the Willoughby Escarpment, with a particular focus on the south portion of the Williams area and the urban/rural edge along the Agricultural Land Reserve boundary.

3. Design and locate new development, buildings, roads, parks and pedestrian connections, within sightlines from the Milner area toward the Willoughby Escarpment, with consideration given to the various view levels, with the objective of enhancing and preserving a forested escarpment. Designs should include a view analysis.

4. Apply compatible exterior materials and colours that blend with the natural, treed environment that characterizes the escarpment.

5. Preserve specimen trees in the Williams area as part of development and infrastructure projects (e.g., row of 'cherry blossom' trees along 76 Avenue).



Preserve Sites Deemed to be of Historic Value

6. Retain buildings, including those identified within the Plan boundaries that were identified in the Willoughby Heritage Study (2005) and others deemed to be of historic value, through the use of heritage revitalization agreements and other tools provided by the *Local Government Act*, based on a future independent site assessment at the time of redevelopment.

7. Consider, on a case-by case basis, financial incentives such as density, use, siting and other regulations, as a means of retaining historic buildings.

8. Seek adaptive re-use of historic buildings and the incorporation of such resources into new developments. In such situations, the successful integration of historic buildings within new developments will be assessed based on form and character considerations.

9. Encourage the utilization of best practices in conservation planning by complying with the Standards and Guidelines for the Conservation of Historic Places in Canada for historic buildings earmarked for retention.

Document Buildings Approved for Removal

10. Provide photo documentation for archival purposes or alternatively prepare an 'As-Found Report' to the satisfaction of the Township prior to the removal of any building that has been deemed to be of heritage interest based on previous documentation, such as the Willoughby Heritage Study or other sources.

Commemorate Williams History

11. Commemorate early and historic places, where appropriate, with historic place names or interpretive signage and through complementary public realm design and signage projects that recognize and celebrate the tangible and intangible aspects of Williams's history.

7.9 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

The safety and security of residents are an important component of any liveable community. Safety and security are considered not only in terms of personal physical safety (i.e., crime and threats to personal property), but also in terms of safety for pedestrians, vehicles and cyclists. Traffic safety is addressed further in Section 8.

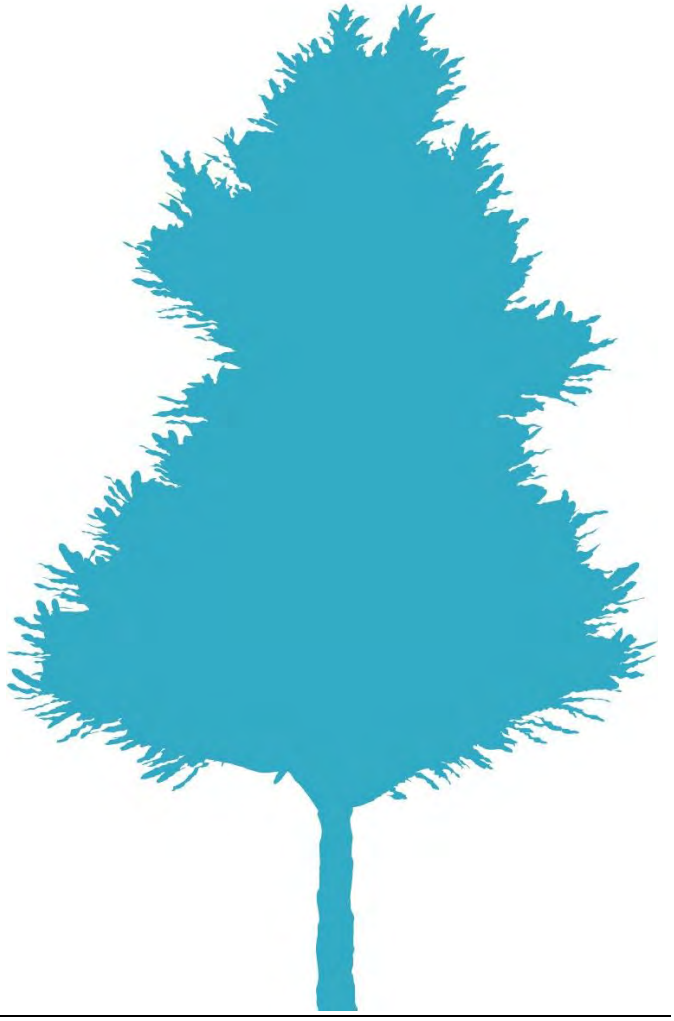
The way in which we design our communities and public spaces, allow for new development and encourage interaction amongst the public can impact personal safety and the ability of law enforcement to reduce crime within a community. This approach to development planning, which seeks to reduce opportunities for crime, is called 'Crime Prevention through Environmental Design' (CPTED), the principles of which include the following:

- Territoriality - fostering residents' interaction, vigilance, and control over their neighbourhood
- Surveillance - maximizing the ability to spot suspicious people and activities
- Activity support - encouraging the intended use of public space by residents
- Hierarchy of space - identifying ownership by delineating private space from public space through real or symbolic boundaries
- Access control/target hardening - using physical barriers, security devices and tamper- resistant materials to restrict entrance
- Environment - making a design or location decision that takes into account the surrounding environment and minimizing the use of space by conflicting groups
- Image/Maintenance - ensuring that a building or area is clean, well-maintained, and graffiti- free

The intent of the policies aligns with the spirit of the CPTED principles. As development within Williams occurs over time, planning staff should verify that land development proposals comply with CPTED principles prior to approval.

Policies:

1. New developments should be designed to provide ‘eyes on the street’ through the placement of windows, porches, balconies, and street-level uses. Blank walls should be avoided. Design should allow for casual surveillance of all streets, parks, children’s play areas and other public spaces.
2. Adequate lighting should be provided for all streets, lanes, parking areas, parks, trails, as appropriate, and building entrances to enhance the sense of safety and personal security. In places with high pedestrian traffic, pedestrian scale lighting should be provided.
3. Landscaping and fencing should be designed to avoid the creation of blind spots or hiding places.
4. Site design should allow for clear sightlines between parking areas, public sidewalks, and building entrances.



7.10 LIGHTING DESIGN

In Williams, neighbourhood-specific on-street and off-street lighting for vehicle travel lanes, parking and pedestrian areas will be provided at the commercial node, located at 80 Avenue and 216 Street. The integration of this lighting will help to create pedestrian-friendly character, and desirable and active streetscapes in key areas of Williams. The intent of these policies is to establish neighbourhood-specific lighting in Williams that will serve to create local identity and attractive neighbourhood spaces, and will enrich the everyday experience in the Williams area.

Policies:

1. Provide ornamental street lighting fixtures at the Williams commercial node, located at 80 Avenue and 216 Street, for both on-street and off-street areas.

2. Locate and space on-street and off-street lighting elements based on the industry standard modeling and requirements, CPTED principles, BC Building Code, Township of Langley's Subdivision and Development Servicing Bylaw specifications and standards and the Exterior Lighting Impact Policy, as amended from time to time.

3. Include pedestrian scale lighting along all streets, street greenways, creek greenways and other pedestrian areas and connections.


mobility
STOP



The mobility network supports and ties together the land use elements of the Williams neighbourhood. The transportation system for this Plan encourages sustainable modes of transportation and provides a highly-connected network of pathways, streets and transit routes. This section outlines policies for mobility in the Williams area, including those intended to facilitate the use of active transportation modes as well as those intended to ensure that future transit and street networks function efficiently.

8.1 STREET NETWORK

As the Williams area develops, the street network will link various parts of the neighbourhood together and will be functional, safe and efficient for all modes of travel. The Williams' street network is predicated on the Township's street network hierarchy, which classifies roads based on function, traffic service, land access, and traffic volumes. The following road types are included within Williams:

- **Arterial Roads** have the primary function of accommodating longer-distance, regional travel, with limited access to individual parcels. The Williams neighbourhood has 80 Avenue, 212 Street and 216 Street as arterial roads.
- **Collector Roads** are intended to connect traffic from local roads to arterial roads and place equal importance on traffic movement and access to properties. The collector roads within Williams form an alternative grid network that will help distribute traffic throughout the area. The collector roads for Williams are 76, 78, 79A and 81 Avenues and 212A (including Morrison Crescent), and 214 Street.
- **Local Roads** are intended to provide access to individual properties and are not intended for through travel.
- **Lanes** are intended to provide access to individual properties from the rear. They are included in the Circulation Concept Plan at a conceptual level only.

This section outlines the street network within the Williams area and harmonizes the need for motor vehicle movement and parking with the needs of pedestrian, cyclists and transit users. The street network is designed to support a modified grid pattern where possible, combined with a 'fine-grained' block and lot structure that reflects the topography and grades of the area and supports the development of energy efficient neighbourhoods. The street network is appropriately sized for the anticipated amount of traffic. It will distribute vehicular traffic through multiple routes provided within the Williams area, and is connected with the broader Willoughby area, and destinations beyond. The Circulation Concept Plan (Map 3) outlines the planned street network. Substantial compliance with the street network established in the Circulation Concept Plan is required; however, there is some flexibility.

Policies:

1. Develop the street network, including arterial, collector, local roads, as illustrated in the Circulation Concept Plan (**Map 4**). The alignment of the collector route of 77A Avenue to 78 Avenue is required to ensure connectivity. The local road alignment as illustrated in the Circulation Concept Plan that provides connection between 76 Avenue and 79A Avenue shall be incorporated as part of subdivision design. Flexibility will be considered without amendment to this Land Use Plan where the local road cannot conform entirely to the concept due to site constraints.
2. Design the layout of residential areas with a block-based network of walkable streets on a modified grid with an east-west orientation (see Section 4.0) and aligns with the arterial and collector network as illustrated in the Circulation Concept Plan (**Map 4**). The 'H'-shaped configuration for rear lanes is intended to provide an opportunity for short end blocks to feature fronting units. Single-access street patterns (cul-de-sacs) shall be avoided; where this is

impractical, safe and functional pathway connections that accommodate pedestrians and cyclists shall be provided to link with the mobility network in Williams and points beyond.

3. Relocate the centre line of 216 Street, between 76 and 80 Avenue, to accommodate a four-lane plus left turn lanes entirely on the west (urban) side with no encroachment on the east side into Agricultural Land Reserve (ALR) lands. The streetscape on the east side will incorporate a multi-use path and boulevard with street trees. The streetscape on the west side will provide an urban level of service including curb and gutter, boulevard with trees and understorey plantings, extra-wide urban street greenway and abundant coniferous trees. The greenway on the west side will be a total of 12 metres wide, with 4 metres in the road right of way, and an additional 8 metre land dedication funded through the Willoughby Greenway Amenity Policy.

4. Incorporate low impact design features for rainwater management into street designs within the Williams area, to facilitate the infiltration of stormwater.

5. Require all residential development fronting on arterial and collector streets, all Greenways, and areas with Enhanced Sidewalks to provide rear lane or internal strata road access. The 'H'-shaped configuration for rear lanes is intended to provide an opportunity for short end blocks to feature fronting units.

6. Secure statutory rights-of-way for all category of streets, including arterial, collector, local and lanes. A right-of-way includes sidewalks, travel and parking lanes, boulevards and utility allowances. The details are included within the Engineering Services Plan for transportation.

7. Locate multi-family amenity spaces away from arterial streets.

8. Apply modest grade-separation features that are appropriate and in keeping with the goal of walkable streets – such as an elevated main entrance of the dwelling unit from the finished grade, retaining walls along the property line – for all residential development along arterial streets to provide sound attenuation.

8.2 PEDESTRIAN AND BICYCLE CIRCULATION

This section outlines the pedestrian and bicycle routes within the Williams area, which form a critical part of the multi-modal, mobility network. In addition to sidewalks on the street network and on-street bike lanes along arterial streets, other facilities have been included in the network that pedestrians and cyclists can use to get around the area and connect with surrounding communities and destinations.

The Township of Langley's Ultimate Cycling Network was established in 2012 and is intended to meet the needs of as many different cyclists as possible. Three networks are defined as follows:

- **Commuter routes** provide direct links between residential communities and workplaces and are typically located on arterial roads with higher volumes of traffic.
- **Recreational routes** provide alternative links between residential areas and other destinations using lower volume roads, often in rural areas.
- **Community routes** provide circular routes within different communities and are designed to link with parks, schools, community facilities and local commercial areas and are located on quiet residential streets or off-street pathways.

The Williams cycling network will connect with cycling networks of adjacent neighbourhoods (Yorkson, Smith, NE Gordon Estates) as well as key destinations such within broader Willoughby such as the Carvolth Transit Exchange and Willoughby Town Centre, as well as connections to the frequent transit corridor along 200 Street, to Walnut Grove and Trinity Western University.



The intent of these policies is to outline the pedestrian and cycling network within Williams that contribute to the connectivity of the area and the community. The Circulation Concept Plan (Map 3) outlines the planned network for these active transportation modes. Substantial compliance with the network established in the Circulation Concept Plan is required; however, there is some flexibility.

Policies:

1. Incorporate pedestrian facilities and networks such as Street Greenways, Creek Greenways, Enhanced Sidewalks, and Pedestrian Connections in the Williams neighbourhood that conform to Township standards and in accordance with the Circulation Concept Plan (**Map 4**) as illustrated.

2. Design cycling facilities and networks, including commuter, recreational and community routes, in the Williams neighbourhood that conform to Township standards and in accordance with the Circulation Concept Plan (**Map 4**) as illustrated.



8.3 TRANSIT SERVICE

The 2007 South of Fraser Area Transit Plan provides a long-term vision for transit to 2031. This vision includes 200 Street in the Willoughby area as a Frequent Transit Network (FTN) route in the short and medium term and 208 Street as a Frequent Transit Network (FTN) route candidate. Over the long term, 200 Street is envisioned to be part of TransLink's Rapid Transit Network, with potential for the corridor to accommodate bus or light rail rapid transit service within a dedicated median.

TransLink's South Fraser Area Transit Plan does not currently indicate any specific new transit routes through the Williams neighbourhood. Williams is located 3km from the Carvolth Exchange, a major transit exchange that connects riders to Langley City, Maple Ridge, Abbotsford, and Millennium and Expo SkyTrain lines. In the future, transit ridership is expected to grow and it is reasonable to assume conventional transit services will likely operate on major arterial roads such as 216 Street, 212 Street and 80 Avenue. It is reasonable to assume that some transit services could operate on collector roads as well.

An objective for the Williams Neighbourhood Plan is to enable active transportation by implementing a convenient pedestrian and cycle network. The goal is that, among other things, these pedestrian and cycling facilities will connect residents' homes or jobs to transit stops; at least in the short and medium term until such time as bus transit is provided in the Williams area.

Policies:

1. Accommodate future bus transit routing and stops in the Williams area along arterial streets through appropriate street design standards.

2. Provide a street design standard along the 78 Avenue to integrate future community shuttle transit service.

3. Design transit stops to include suitably sized landing pads for passengers, as well as amenities such as shelters and benches, where appropriate.

8.4 TRAFFIC CONTROL AND TRAFFIC CALMING

The Township has a generalized approach to intersection control which is delineated as follows:

Intersection Type	Traffic Control Type
Arterial/ arterial	Traffic signals
Arterial/ collector	Traffic signals
Collector/ collector	Roundabouts

These intersection control types are used as a starting point in the development of the Circulation Concept Plan (Map 3) for Williams.

Policies:

1. Incorporate traffic control and traffic calming infrastructure in the Williams neighbourhood, in accordance with the Circulation Concept Plan (**Map 4**), as illustrated.

2. Require a detailed transportation assessment as part of development review process for individual sites, as deemed appropriate, to confirm intersection control types that are applied to any particular intersection.

3. Apply additional traffic calming elements, as outlined in Council Policy 05-110 Neighbourhood Traffic Calming, for collector and local roads, as determined through a transportation assessment as part of the development review process. Particular attention for additional traffic calming measures will be given to north/south collector and local streets on steeper terrain and intersections along 76 Avenue (e.g., at 214 Street).

4. Limit 'right-in / right-out' turning movements at the intersection of 76B Avenue at 216 Street. As part of development review process, consider as part of the detailed transportation assessment the need and technical appropriateness of pedestrian activated signal at 78B Avenue at 212 Street.

8.5 PARKING AND TRANSPORTATION DEMAND MANAGEMENT

Parking management in Williams is intended to ensure sufficient on- and off-street parking supply. On-street parking is permitted on both sides of collector roads and local roads and should be incorporated into the design of the transportation network. Off-street parking requirements differ by land use and is provided in accordance with Township of Langley Zoning Bylaw 1987 No. 2500, as amended.

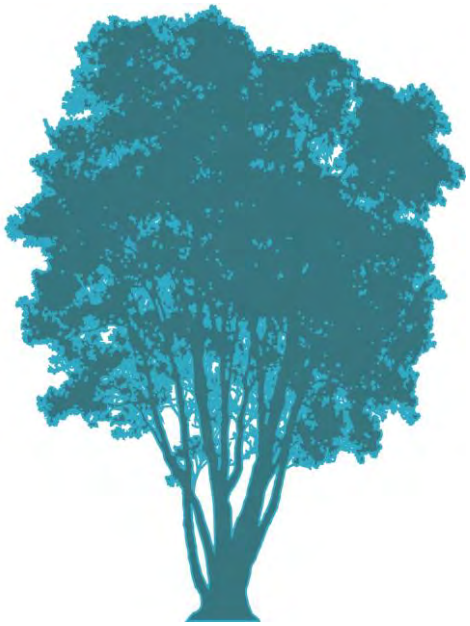
Policies:

1. Accommodate on-street parking on both sides of all local and collector streets.

2. Design front-loaded residential development to include double-wide driveways and enough space for one vehicle to park on-street in front of each dwelling unit in order to provide adequate parking, except for dwelling units that front arterial streets.

3. Design residential subdivisions with rear lanes and rear loaded lots for single family, semi-detached and rowhouse dwelling units, as defined in the Township of Langley Zoning Bylaw, in order to support a high-quality pedestrian environment. Rear-loaded residential development must have space for one vehicle to park on-street in front of each dwelling unit, except for dwelling units that front arterial streets.

4. Provide a minimum four (4) off-street parking spaces for each dwelling unit fronting an arterial road. No tandem parking within a building is permitted.




infrastructure
and energy



This section outlines policies intended to ensure the area is fully serviced by utilities, including water services, sanitary services and stormwater management facilities.

Infrastructure and Energy

9.1 ENGINEERING SERVICES PLAN

The Engineering Services Plan is not an adopted document and is provided to serve as a framework for preparing servicing plans for individual developments.

The servicing strategies aim for efficiency, cost effectiveness and the equitable distribution of costs. There may, however, be alternative servicing strategies to those presented in the ESP as a result of the ability to secure land or rights-of-way for infrastructure, the timing of development of specific properties, or simply, a different engineering approach.

Alternative servicing strategies may be considered and implemented by the Township provided that a new scheme meets the spirit and intent of the Williams Neighbourhood Engineering Services Plan and in the opinion of the Township, does not adversely impact servicing requirements for property owners.

9.2 WATER

9.2.1 EXISTING CONTEXT

The Williams Neighbourhood Plan area is supplied with water from a Greater Vancouver Water District (GVWD) main on 204 Street through a number of connections and Pressure Reducing Valve (PRV) Stations. Pressure is maintained through the Willoughby Pump Station. The plan area is currently serviced internally by a coarse network of watermains given the largely rural nature of the area. The existing system indicates that the plan area lies within two (2) separate pressure zones: Pressure Zone 110m and Pressure Zone 131m.



The GVWD supply main and the existing internal network are understood to have sufficient capacity to provide adequate flows to meet domestic demands and fire flows for the planned neighbourhood. The Engineering Services Plan completed as part of the Williams Neighbourhood Plan process provides an updated water distribution strategy to support the neighbourhood, and outlines pressure zone boundaries.

9.2.2 FUTURE CONDITIONS

A water system analysis has been completed to determine peak demands and fire flow requirements, and identify water infrastructure improvements required to support projected growth in the

neighbourhood. However, analysis is limited to the larger grid mains and did not include review or sizing of smaller local mains.

The analysis has identified the need for expanding and upgrading of the existing system to meet water and fire suppression flows for peak demands based on projected growth. Additional information can be found in the Williams Engineering Services Plan that accompanies this Neighbourhood Plan. All works will need to be confirmed through detailed design as part of the subdivision process.

9.3 SANITARY SEWER

9.3.1 EXISTING CONTEXT

There is currently no existing sanitary sewer infrastructure within the Williams Neighbourhood Plan area. Given its largely rural character, existing properties are serviced by individual septic systems. Land use changes will require sanitary sewer collection and conveyance system for the area. The Engineering Services Plan for the Williams neighbourhood will confirm details of sanitary requirements, including requirement and location of pump stations, forcemains and/or downstream infrastructure upgrades.

9.3.2 FUTURE CONDITIONS

Sewer system analysis has been completed to determine peak sewage flows and identify sewer infrastructure required to support projected growth for the Williams neighbourhood. Analysis is limited to trunk infrastructure only and does not include alignments or sizing of local sewer mains.

The analysis has identified the need for additional trunk sewer mains throughout the neighbourhood to accommodate the increase in sewer loading, which are proposed to generally align with major transportation corridors. Flows will gravity feed either to the northeast or southeast corners of the Williams due to topography variations across the neighbourhood. Two sanitary pump stations will be needed in the vicinity of the 216 Street corridor: one in the north and one in the south. Sanitary forcemains will then carry the flows to connect inlets at 83 and 77A Avenues respectively.

The Williams Engineering Services Plan has been completed to update the sanitary sewer strategy for the Williams neighbourhood. Servicing should follow the catchment areas shown and all works will need to be confirmed through detailed design as part of the subdivision process.

9.4 STORMWATER

9.4.1 EXISTING CONTEXT

The Williams neighbourhood is part of the Salmon River Watershed, adjacent to the Yorkson Creek and Upper Nicomekl Watersheds. Given its largely rural character, the current drainage system is dominated by the natural and augmented watercourses, branches, tributaries and drainage channels of the ‘two’ segments of Guy Creek, located in the northern and southern areas of Williams, as well as a coarse network of road-side ditches and culverts, and partially piped sections. This drainage network eventually drains into Salmon River.

9.4.2 FUTURE CONDITIONS

As part of the Williams Neighbourhood Plan process, the Williams Engineering Services Plan has been completed to update the stormwater management strategy for the Williams neighbourhood. All works will need to be confirmed through detailed design as part of the subdivision process.

The significant change in land use will affect the hydrology of the area, requiring compensatory actions to stave off increased risk to erosion and flooding. These actions include three primary components. The first component is the application of on-site best management practices (BMPs) such as infiltration trenches and absorbent landscaping to the greatest extent practical to retain rainwater on site and recharge it to ground. BMPs will be applied both on private sites as well as off-street public corridors, particularly the pedestrian greenways to help reduce the impervious area.

The second component is the conveyance systems, largely piped, to convey generated runoff to communal detention ponds. Preliminary routing and sizing of trunk storm sewers has been identified in the Engineering Services Plan. Detention ponds and associated outlets to the Salmon River system represent the final component of the management system. Within the Williams area, two (2) new detention ponds are proposed. The location of these ponds has been identified in general terms only on Map 1, as the specific siting will be subject to more comprehensive development planning and land agreements. The exact location and size of these ponds are to be verified at the time of a development application. The number and size of detention ponds may vary based on the ability to secure land or rights-of-way for infrastructure, the timing of development of specific properties, or a different engineering approach.

Integration of stormwater ponds and associated conveyance systems as an amenity feature incorporated into the neighbourhood is important. As an amenity, stormwater systems shall be considered for multiple purposes including, but not limited to ecological, recreational, education, and aesthetic value. Considerations will be given to hard and soft landscaping in urban and naturalized settings. Apply the policy guidance as outlined in Section 7.3 of this Plan in the design of detention ponds.

9.5 HYDRO, TELEPHONE, STREET LIGHTING AND OTHER UTILITIES

As stipulated in the Township of Langley Subdivision and Development Servicing Bylaw, new hydro and telecommunication lines are to be provided underground. Street lighting shall be provided on all streets and lanes in accordance with the Subdivision and Development Servicing Bylaw. As outlined in Section 7.11 of this Neighbourhood Plan, unique lighting standards apply to the commercial node, located in the vicinity of 80 Avenue and 216 Street.

In support of the objective of fostering distinctive, attractive communities with a strong sense of place, utility boxes throughout the neighbourhood shall be wrapped with appropriate material in order to reduce graffiti and to improve the visual aesthetic of the neighbourhood. Appropriate imagery will need to be investigated with heritage (built or natural), cultural events or topics, and art being possible options.

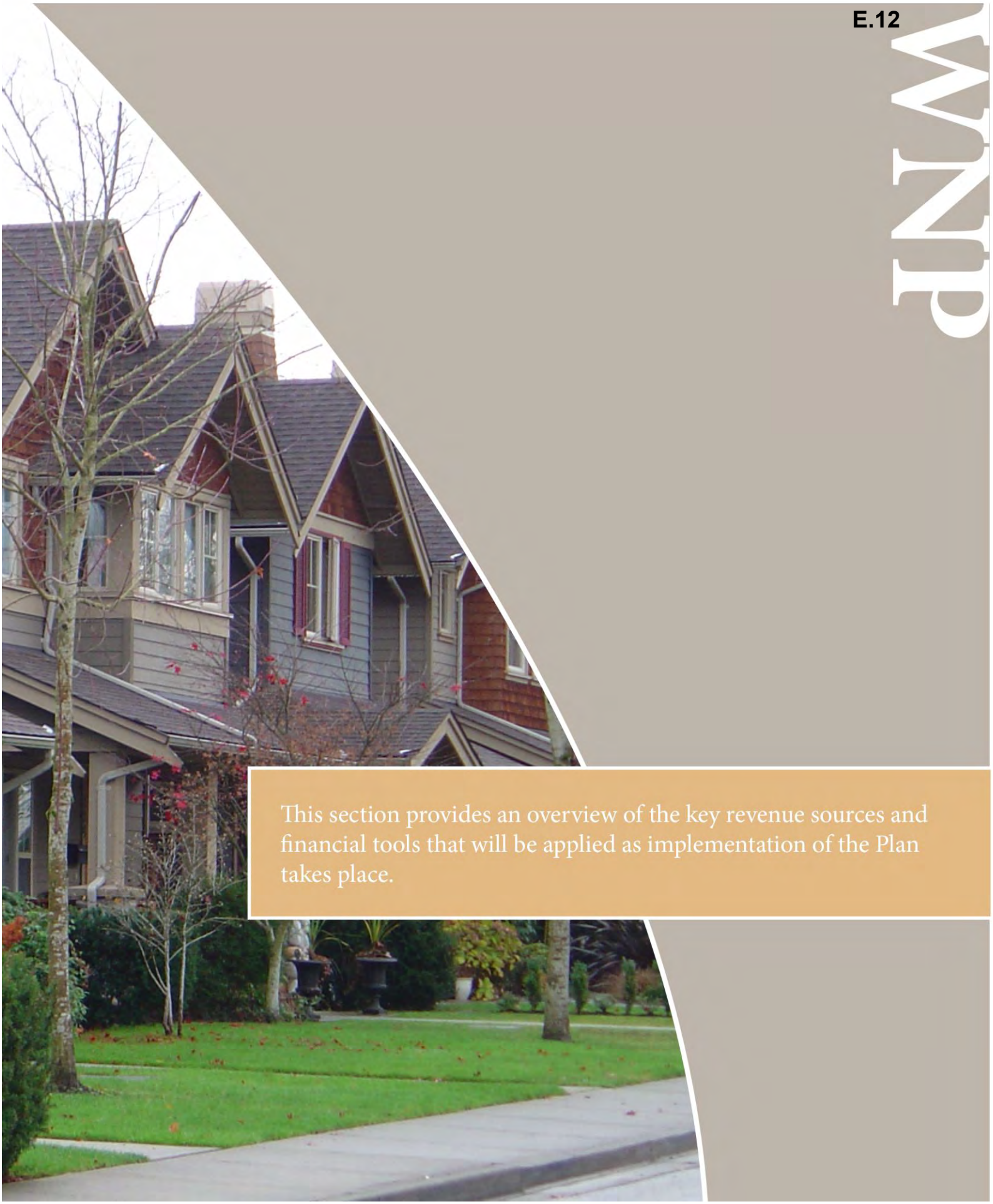
9.6 ENERGY

The Williams Neighbourhood Plan is an energy conscious neighbourhood. The Williams neighbourhood achieves this with a walkable structure, the construction of green, energy-efficient buildings, and democratized energy generation opportunities. All development will focus on building and roof orientation to accommodate solar sequestration technologies (e.g., photovoltaic/solar panels) and other renewables.





10.0 financial strategy



This section provides an overview of the key revenue sources and financial tools that will be applied as implementation of the Plan takes place.

Financial Strategy

The Williams Neighbourhood Plan financial strategy is intended to assist in the orderly, cost effective, and equitable development of the neighbourhood. It is based on principles that the Township will not finance, nor assume a financial risk, in the provision of engineering services required for development. As such, water, sanitary sewer, drainage, highway services, and parks are to be solely funded through the collection of Development Cost Charges (DCCs) or other appropriate cost recovery mechanisms. Finally, it is the responsibility of property owners and/or the proponents of development to frontend the construction of engineering services and parks. To assist in this regard, the Township may consent to enter into cost recovery agreements.

DCCs are levied against new development to assist in the financing of new servicing infrastructure and amenities required by, and benefiting, new development. The Township's Development Cost Charge Bylaw sets DCC rates for each engineering service and for parks and describes when and how they are to be paid. Rates are uniform across the Township so that similar developments are levied the same rate regardless of their location. In principle, DCCs collected must balance with required expenditures. However, in the Township's context, they may exceed or be in deficit within an individual neighbourhood.

Infrastructure which is eligible to be funded with DCC revenue is identified in the Township of Langley's 20-year DCC program.

The Township has infrastructure financing policies in place and has previously negotiated specific agreements to permit property owners to receive DCC credits to assist in the cost recovery of DCC works that they have constructed. Given the high cost of the sanitary sewer, drainage, highway, and municipal water facilities required to permit development, the Township may provide opportunities to the property owners to achieve cost recovery.



Several cost recovery mechanisms are available for consideration, including Latecomer Agreements, Development Works Agreement (DWA), DCC rebates/credits and Development Cost Charges Frontender Agreements (DCCFA).

Each of these offers the ability for frontending property owners to potentially recover their infrastructure investments. However, it is critical that all agreements are structured to provide sufficient time for property owners to potentially fully recover the costs of providing infrastructure. It is therefore recommended that the Township approve agreements with 10 – 15 year horizons. The Township gains from these agreements by acquiring municipal infrastructure which benefits the broader community without the financial risks typically associated with development.

As indicated earlier, the Williams Neighbourhood Plan also includes several amenities to be funded through the Willoughby Greenway Amenity Policy. These amenities include:

- Wildlife Habitat Patch,
- Urban Parks,
- Williams View Park,
- Greenways of various types,
- Neighbourhood Landmarks, and
- Public Art.

To provide funding for the construction of these amenities, the Township will require that new developments contribute an amenity cost at time of rezoning. The Township strives to have relative equality in amenity costs between neighbourhoods. The funding approach to amenity costs is identified in the Willoughby Greenway Amenity Policy.





10 implementation



This section outlines policies that ensure development with the area is aligned to municipal requirements and the municipal budgeting process, among other considerations.

Implementation

11.1 INTRODUCTION

Development of the Williams neighbourhood shall proceed based on drainage catchment areas, and the need for a combined neighbourhood park and elementary-middle schools.

11.2 GENERAL PREREQUISITES

Prior to the adoption of a Zoning Bylaw amendment in the Williams Neighbourhood Plan as identified on **Map 1**, the following general prerequisites shall be completed to the satisfaction of the Township:

1. Identify and secure a joint elementary-middle schools and neighbourhood park site to the acceptance of the Township of Langley and the Langley School District, subject to other provisions of this Plan, before any development may occur in that area, with the exception of non-residential developments

2. Prior to each phase opening up for development the required community stormwater detention site to serve that area must be secured and must be located to serve the entire storm catchment area to the acceptance of the General Manager of Engineering. Interim on-site detention will not be allowed.

3. Major roads and engineering services, including drainage, water, and sanitary sewer, storm detention ponds, and road dedications, widenings and rights-of-way must be provided and extended (at no cost to the Township) to accommodate the proposed development. Various means of recovering servicing costs, such as Latecomer Agreements, Development Works Agreement (DWA), DCC rebates/credits and Development Cost Charges Frontender Agreements (DCCFA) may be considered, where applicable, to the acceptance of the Township.

11.3 DEVELOPMENT PREREQUISITES IN THE EMPLOYMENT DISTRICT

Prior to Council's consideration of first and second reading of a Zoning Bylaw amendment in the Employment District in this Plan, the following shall be completed to the satisfaction of the Township:

1. Prepare a Comprehensive Development Plan (CDP), at the expense of the proponent, that aligns with the Vision, Goals and policies of this Neighbourhood Plan for the entire Employment District (see Figure 11.1). The CDP will include, but is not limited to, an illustrative plan and associated statements that detail the spatial structure and design features of the Employment District including building types and tenures, access and movement, building massing, form, layout and height, streetscape design and landscaping, parking and loading, watercourse compensation areas, stormwater detention, integration of greenways and other amenities, energy conservation measures and development and servicing.

2. Conduct a Transportation Impact Assessment (TIA) to determine the transportation impact associated with the CDP and identify necessary infrastructure upgrades and phasing of said improvements that are tied to development and servicing of the CDP. The TIA will be paid for in full by the proponent, and carried out independently by a qualified engineering consultant to be selected and managed by the Township.

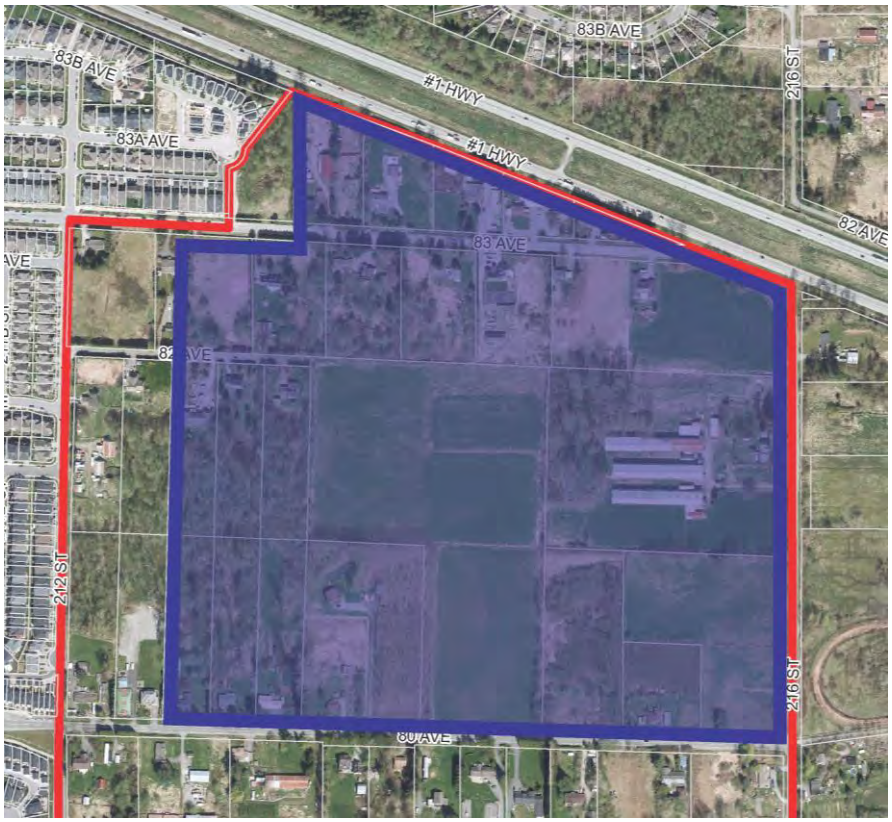


Figure 11.1 | *Illustrates the location of the Employment District in the Williams Neighbourhood*

11.4 DEVELOPMENT PREREQUISITES IN THE RESIDENTIAL DISTRICT

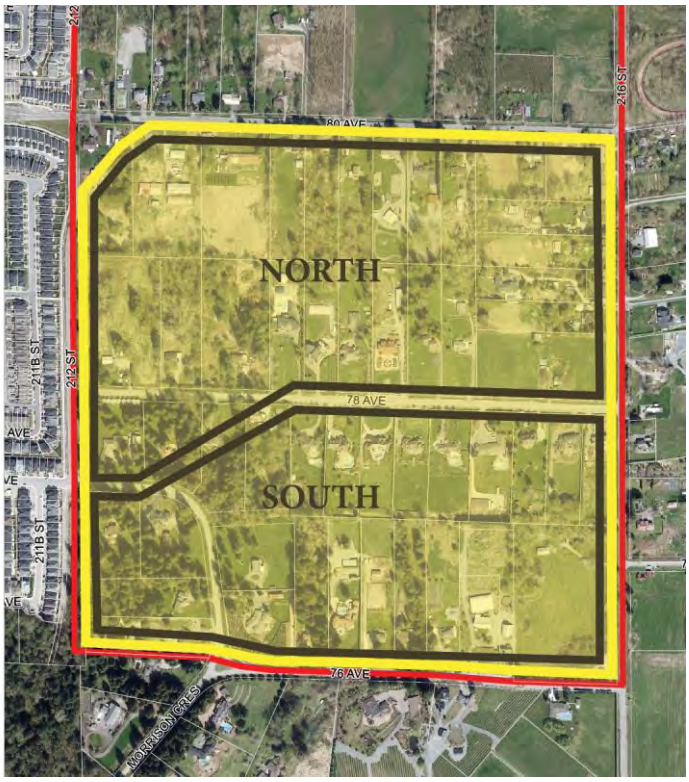
Prior to Council's consideration of first and second reading of a Zoning Bylaw amendment in either the north or south sections of the Mixed-Use + Residential District in this Plan (see **Figure 11.2** below), the following shall be completed to the satisfaction of the Township:

1. Prepare a Comprehensive Development Plan (CDP) and at the expense of the proponent, that aligns with the Vision, Goals and policies of this Neighbourhood Plan, for either or both of the north or south portions of the Residential District, as determined appropriate by the General Manager of Community Development (see **Figure 11.2**). The CDP will include, but is not limited to, an illustrative plan and associated statements that detail the spatial structure and design features of the north and/or south section of the Mixed-Use + Residential District, including building types, access and movement, building massing, form, layout and height, streetscape design and landscaping, Conservation and Watercourse Compensation Areas, stormwater detention, integration of greenways and other amenities, energy conservation measures and development and servicing phasing.

2. Conduct a viewscape analysis of the Willoughby Escarpment as part of the preparation of this CDP.

3. Conduct a Transportation Impact Assessment (TIA) to determine the transportation impact associated with the CDP and identify necessary infrastructure upgrades and phasing of said improvements that are tied to the development and servicing phasing of the CDP. The TIA will be carried out independently by a qualified Engineering Consultant to be selected and managed by the Township of Langley. The TIA will be paid for in full by the proponent.

Figure 11.2 | *Illustrates the location of the North and South areas of the Residential District in the Williams Neighbourhood*



11.5 SPECIFIC DEVELOPMENT PREREQUISITES

The following development prerequisites must be resolved to the satisfaction of the Township prior to adoption of a Zoning Bylaw amendment. This list is not deemed to be exhaustive, as other requirements may be added based on-site specific conditions and changes to Township bylaws, policies and procedures.

1. Enter into a servicing agreement with the Township to secure required road and utility upgrades/extensions, and a stormwater management plan in accordance with the servicing provisions of this Neighbourhood Plan together with existing servicing standards as set out in the Township of Langley Subdivision and Development Servicing Bylaw, as amended from time to time.

2. Compliance with the Erosion and Sediment Control Bylaw, as amended from time to time, including provision of an erosion and sediment control plan, to the acceptance of the Township.

3. Secure road dedications and widening, in accordance with the Subdivision and Development Servicing Bylaw, and the Master Transportation Plan, as amended from time to time, to the acceptance of the Township.

4. Compliance with Schedule I (Tree Protection) of the Subdivision and Development Servicing Bylaw as amended from time to time, including provision of a final tree management plan incorporating tree retention, replacement and protection details, to the acceptance of the Township.

5. Transfer any designated greenway, trail, or any other greenspace as shown on the land use plan to the Township, or as determined by the Township.

6. Where green space or public amenity is designated on the subject lands, security must be provided within the Servicing Agreement for all approved Greenways, Pocket Park, Wildlife Habitat Patch, Interface Landscape Buffers, Neighbourhood Landmark Amenity Features, Urban Forested Mews and Public Art construction.

7. Implementation of environmental protection as outlined within the plan and/or by Department of Fisheries and Oceans (DFO) including transfer of environmental non-disturbance areas to the Township for environmental protection purposes.

8. Provide a Stage 1 Preliminary Site Investigation (Environmental), to the acceptance of the Township, where land is proposed to be transferred or provided by right-of-way to the Township for conservation, park, greenway and/or trail use. If any indicators of site contamination are found during this initial assessment, further investigation will be required to confirm the existence, type and extent of contamination, and provide recommendations regarding remedial work. A Certificate of Compliance (or equivalent) will be required to be submitted to and accepted by the Township. All remedial work will be at the sole cost of the proponent.

9. Incorporate secure (through the Servicing Agreement) and appropriate fencing for all developments that abut the greenways, parks, ecological buffers, and environmental area to municipal standard and to the acceptance of the Township.

10. Secure an age friendly amenity area in accordance with the Township's Zoning Bylaw as amended from time to time and to the acceptance of the Township.

11. Restore/relocate, or use other means of treatment of heritage resources listed within the plan to the satisfaction of the Township

12. Secure public access right-of-way through detached strata developments for green links, roads, and sidewalks only. Public access shall not extend to on-street parking. No public access is to be granted for private entrances onto the green links.

13. Register a restrictive covenant on title preventing detached condominium strata developments from constructing or placing any barriers – physical or psychological (i.e., fences, gates, signage. etc.).

14. Register of restrictive covenants that may include, but are not limited to:

    a. Non-disturbance setbacks,

    b. Driveway access/ location,

    c. Building setback restrictions,

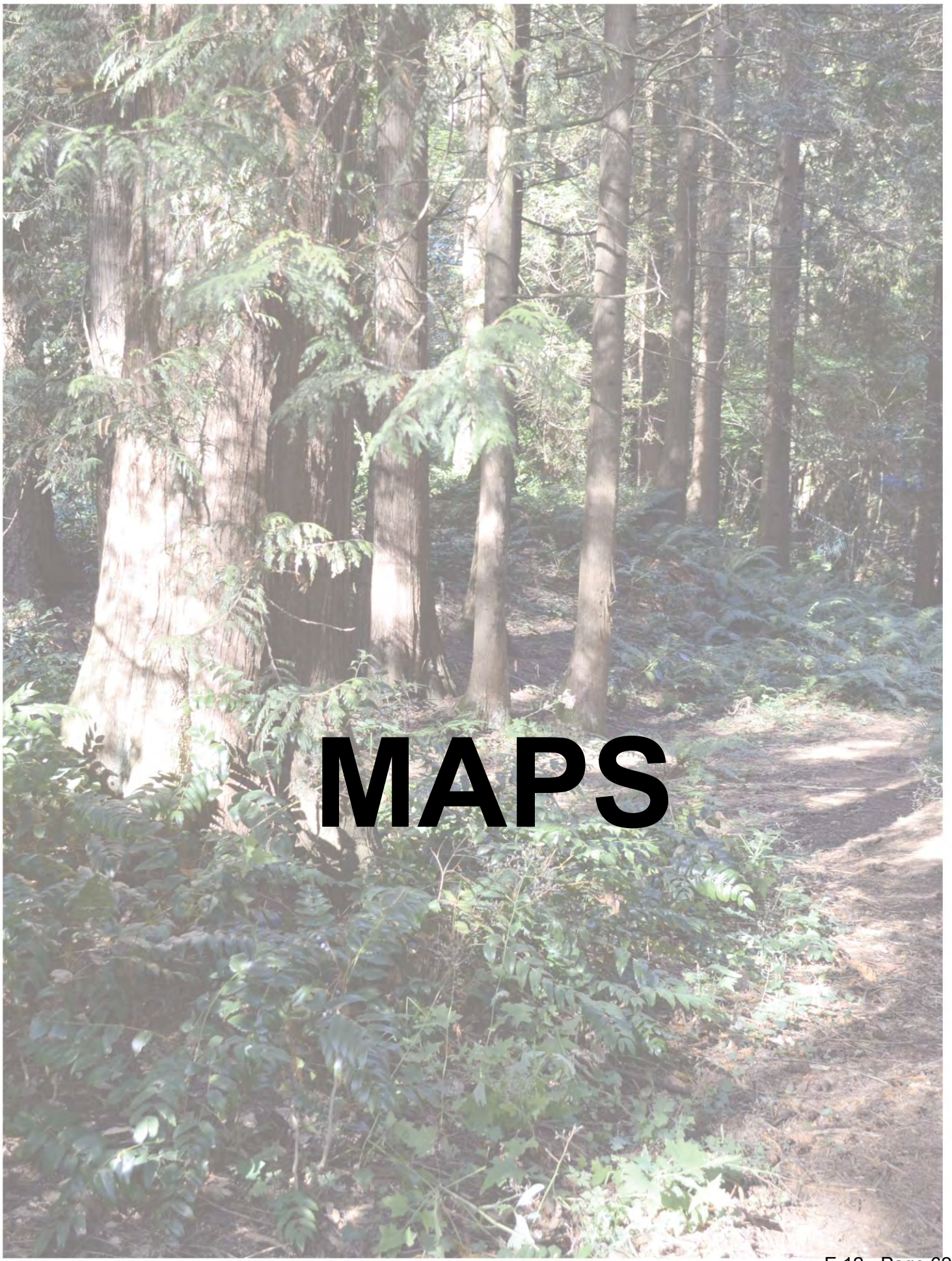
    d. Restriction of on-street parking, and

    e. Exterior Design Control Agreement for single family developments.

15. Register a restrictive covenant on title for the maintenance of the Pedestrian Connections and Interface Buffers. The covenant shall address preventing developments construction or placement of any barriers – physical or psychological (i.e., fences, gates, signage, etc.) that would prevent or discourage public access through the Pedestrian Connections.

16. Pay rezoning, development permit and neighbourhood planning fees and amenity fees in accordance with the Williams Amenity Zoning Policy as amended from time to time.



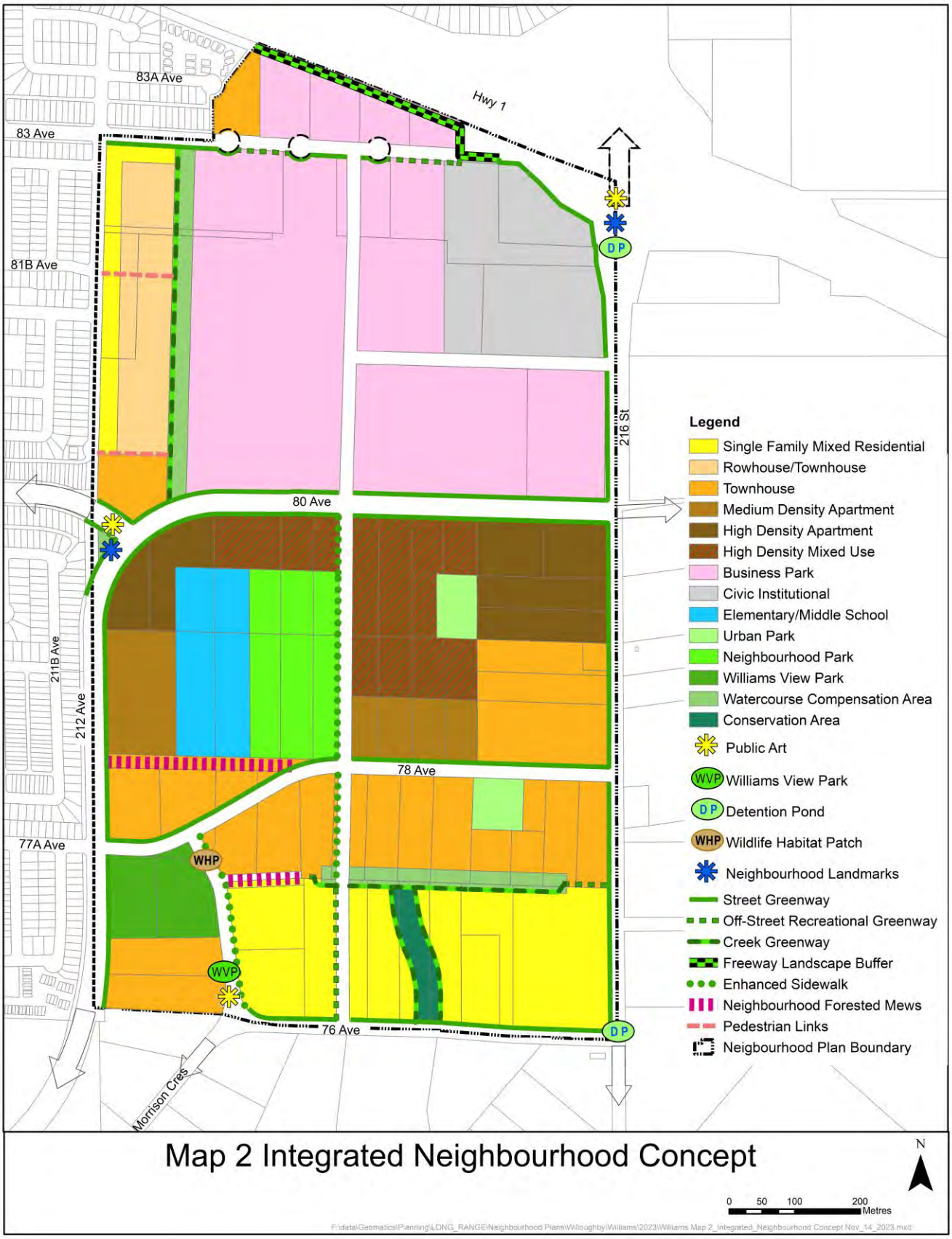


MAPS

Map 1 | Williams Land Use Plan



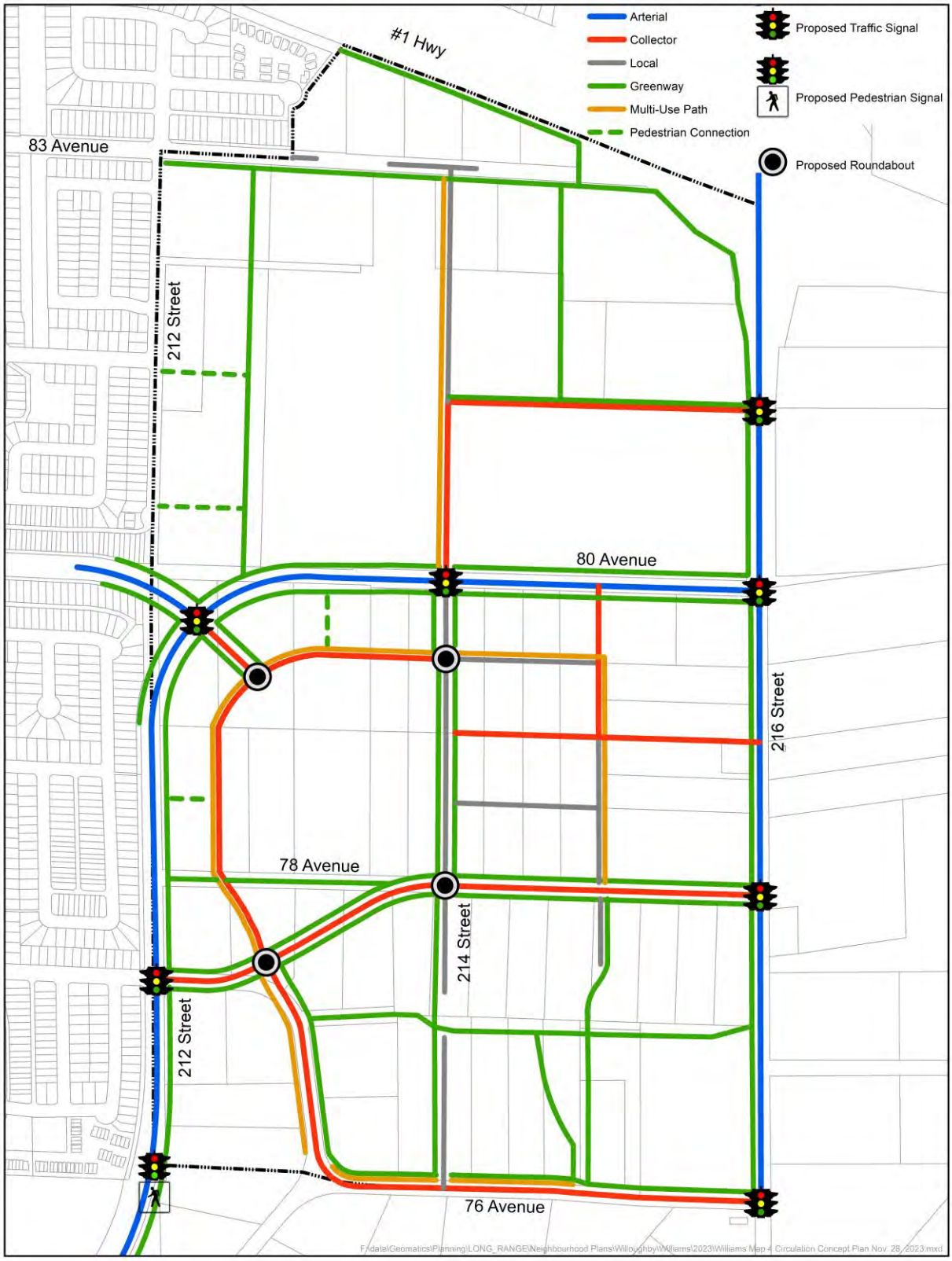
Map 2 | Integrated Neighbourhood Concept



Map 3 | Williams Riparian Areas Setbacks



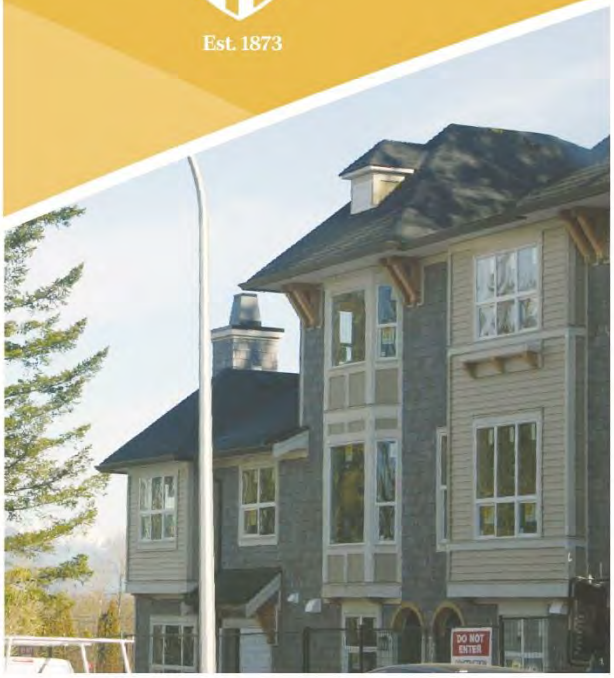
Map 4 | Williams Circulation Concept Plan



Township of Langley

Est. 1873

ATTACHMENT J

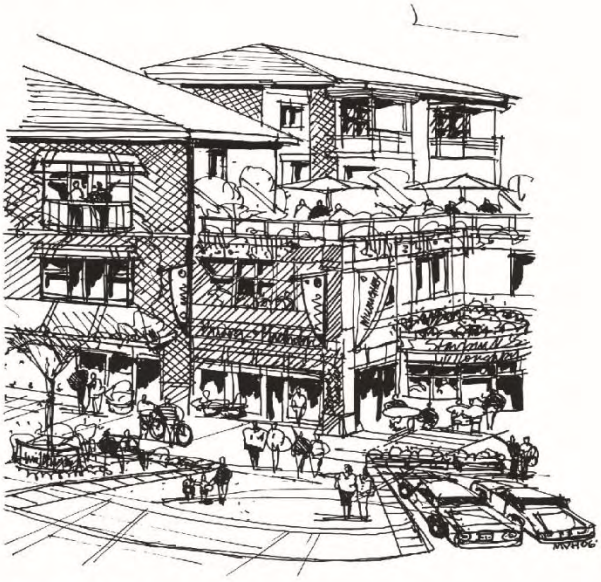




Willoughby

Neighbourhood Plan

Yorkson



Adopted July 16, 2001





$20

Township of Langley

Est. 1873

The Corporation of the Township of Langley

Schedule W-2 Willoughby Community Plan

Yorkson Neighbourhood Plan

Bylaw No. 4030

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800
AMENDMENT (YORKSON NEIGHBOURHOOD PLAN) BYLAW 2001 NO. 4030

adopted by Council July 16, 2001

CONSOLIDATED FOR CONVENIENCE ONLY

THIS IS A CONSOLIDATED BYLAW PREPARED BY THE CORPORATION OF THE TOWNSHIP OF LANGLEY FOR CONVENIENCE ONLY. THE TOWNSHIP DOES NOT WARRANT THAT THE INFORMATION CONTAINED IN THIS CONSOLIDATION IS CURRENT. IT IS THE RESPONSIBILITY OF THE PERSON USING THIS CONSOLIDATION TO ENSURE THAT IT ACCURATELY REFLECTS CURRENT BYLAW PROVISIONS.

AMENDMENTS

BYLAW NO. / NAME	MAP/TEXT CHANGE	DATE OF ADOPTION
4272 (Medjuck)	Map	April 5, 2004
4278 (Greenway Designations Along Arterial Roads)	Map	April 4, 2005
4422 (Polygon Development 153 Ltd.)	Map	January 23, 2006
4586 (Yorkson Neighbourhood Plan Update)	Text/Map	February 4, 2008
4756 (Royale Properties Ltd.)	Map	January 11, 2010
4727 (208 Developments Ltd.)	Map	June 21, 2010
4843 (Adaptable Housing)	Text	October 25, 2010
4841 (208 Developments Ltd)	Text/Map	November 29, 2010
4767 (QC Holdings)	Text	October 3, 2011
4943 (208 Developments Ltd)	Map	November 5, 2012
4996 (Northwest Yorkson)	Text/Map	May 27, 2013
4981 (Infinity Properties Ltd.)	Text/Map	December 16, 2013
4998 (Hayer Builders Group Ltd)	Map	May 5, 2014
5066 (IK Homes)	Text	April 13, 2015
5153 (991159 BC Ltd.)	Text	June 13, 2016
5048 (Suncor Capital Corp.)	Map	July 25, 2016
5197 (Willoughby Walk / Focus Architecture)	Map	September 12, 2016
5137 (A Poet's Wynd Developments Ltd)	Map	July 24, 2017
4932 (Sekhon)	Text	September 11, 2017
5325 (Westmont Homes (Yorkson) Ltd.)	Text	May 7, 2018
5274 (Hudson and Singer Homes Ltd.)	Text/Map	June 11, 2018

BYLAW NO. / NAME	MAP/TEXT CHANGE	DATE OF ADOPTION
5393 (QC Holdings Ltd.)	Text	July 23, 2018
5026 (McElhanney)	Map	September 17, 2018
5383 (Polygon Union Park Homes Ltd.)	Map	October 1, 2018
5206 (Garcha Properties)	Text	December 16, 2019
5426 (Qualico Developments (Vancouver) Inc.	Text	October 5, 2020
5559 (0808469 BC Ltd. / 1024426 BC Ltd.)	Text	March 22, 2021
5725 (Quadra Homes Ltd.)	Text/Map	July 26, 2021
5589 (1094941 BC Ltd.)	Map	July 25, 2022
5747 (Qualico Developments (Vancouver) Inc.)	Text	July 25, 2022
5887 (Omnibus)	Text/Map	June 26, 2023
5831 (209 Developments Ltd.)	Text/Map	September 25, 2023
5775 (Qualico Developments (Vancouver) Inc.)	Text/Map	September 25, 2023

YORKSON NEIGHBOURHOOD PLAN

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Map 4 – Development Phasing ____ 7473

1. PURPOSE OF AN NEIGHBOURHOOD PLAN

The Yorkson Neighbourhood Plan has been prepared to provide guidance and direction to future growth and development by establishing a decision making framework for land use, the natural environment, community facilities, engineering services and transportation. At its core, the Neighbourhood Plan seeks to create and maintain a high quality of life for current and future Yorkson residents. It is based on a strategy of a "completeness" and "livability", fiscal responsibility, economic prosperity, and a healthy natural environment.

The Yorkson Neighbourhood Plan is implemented through the Township of Langley's Zoning, Subdivision, Capital Works and other bylaws. All bylaws adopted by the Township or works undertaken by the Township after adoption of the Neighbourhood Plan must be consistent with this Neighbourhood Plan.

The Yorkson Neighbourhood Plan has been prepared in accordance with the provisions of the Local Government Act.

1.1 PLANNING PROCESS

The Yorkson Neighbourhood Plan has benefited from an extensive public participation process. Four public open houses were held at key stages of the process to provide community members opportunities to review and comment on information and to offer input and direction. Questionnaires aided in establishing community preferences regarding Yorkson's future and in identifying a preferred land use and development strategy.

A Neighbourhood Team comprised of 12 property owners participated in the preparation of the Neighbourhood Plan and provided locally based guidance and insight. They assisted in many key areas of the planning process including identification of a preferred land use strategy. A Technical Team consisting of Township of Langley and School Board staff fulfilled a similar role.

2. EXISTING CONDITIONS AND CONTEXT

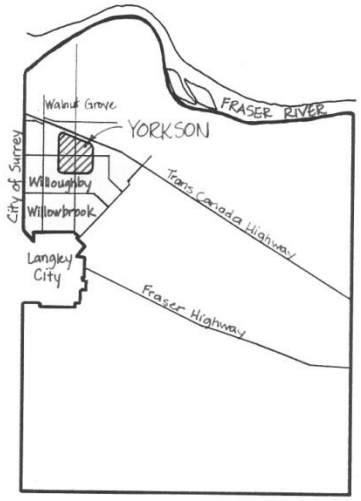
The Yorkson neighbourhood is strategically located in northwest Langley. It is bounded by the Trans Canada Highway (Highway 1) to the north; 212 Street to the east; 74 B and 76 Avenues to the south; and, 203 and 204 Street to the west (see Figure 2.1).

2.1 EXISTING CONDITIONS

2.1.1. LAND USE

Approximately 330 hectares (815 acres) in area, Yorkson is characterized by rural and suburban development patterns at low to medium densities, including estate properties and large lot hobby farms. Pockets of relatively small lots are found in some locations. Various institutional uses are present including an elementary school, a community hall, a community park and several churches. A senior secondary school and several commercial areas, including the Walnut Grove community commercial area and the Willowbrook regional commercial area, are located nearby.

FIGURE 2.1 -TOWNSHIP OF LANGLEY



2.1.2. NATURAL FEATURES

The Yorkson neighbourhood includes a diversity of natural features with environmental and amenity values, including Yorkson Creek, headwater streams of West Munday Creek, mature deciduous forest stands, mature mixed species stands, and old field habitats. Yorkson Creek is the primary fish-bearing watercourse, although West Munday Creek also offers fish habitat. Cutthroat trout have been found in the mainstream of Yorkson Creek south of the Trans Canada Highway (LEPS, 1996). Channelized watercourses and ditches entering Yorkson Creek provide fish habitat by contributing water flows, food and nutrients to downstream sections. Several of these watercourses and ditches do, however, dry up in the summer months. The culvert under the Trans Canada Highway presents a significant barrier to fish passage, especially for West Munday Creek where no salmonids have been reported south of the Highway. Numerous bird species are present in the area, including woodpeckers, sparrows and thrushes. Forested areas are dominated by young Red Alder and Black Cottonwood and some coniferous trees, while a mix of tree species, including Western Red Cedar, Bigleaf Maple and Douglas Fir, are found in the Yorkson Creek riparian area.

2.1.3. VIEWS

Although Yorkson's terrain is relatively flat, views of mountains to the north and Mount Baker to the southeast are evident from some vantage points. In most other areas, there are middle and near views of natural features such as tree stands, open fields and creeks.

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2.1.4. HERITAGE RESOURCES

First Nations peoples were the first to inhabit the general area, establishing a village at the mouth of Yorkson Creek. The first European settlers arrived in the 1800s and began establishing small farms and building homes. Yorkson has retained a number of historical buildings and properties representing linkages to its agrarian roots. Many of the historical homes were constructed during the period between the two World Wars. The first store opened in the 1920s at 208 Street and 83 Avenue. Shortly thereafter, a post office was added and named "Willoughby" after an early settler, Willoughby Singer.

In 1998 the Langley Heritage Society initiated a study of built heritage resources in Willoughby. This study, "The Willoughby Heritage Inventory," was prepared by Legacy Heritage Consultants and identified several historic buildings located in Yorkson. "The Willoughby Heritage Study," completed in 2005 by the Arlington Group, evaluated the heritage resources identified in the 1998 study. This study recommended the following:

- Retention of the cluster of heritage buildings in the 208 Street and 83 Avenue area. This cluster includes the 1937 Willoughby Community Hall, the former United Church (8263 208 Street), the Tom Campbell Residence (8275 208 Street) and the David Jones Residence (8373 208 Street), as well as the 1931 Willoughby School at 208 Street and 80 Avenue;
- Preservation of the Thomas Bird Parry-Evans residence at 7649 208 Street. This house was built in 1896 making it one of the oldest buildings in the Township and, by far, the oldest building in Willoughby. Ownership continues to be in family hands – a very unique circumstance in Langley. Its heritage values include its siting related to 208 Street, its architectural styling, its history of ownership, as well as the mature plantings immediately to the west which would provide a unique rural context in what will eventually become a highly densified area.
- Preservation of identified sites as possible using conservation options available under the Local Government Act.
- Documentation of buildings that are demolished through As-Found reports.

2.1.5. COMMUNITY IDENTITY

A sense of Yorkson's identity can best be found in comments provided by community members during the preparation of this Neighbourhood Plan. Their input also offers insight into valued community characteristics and a vision of the neighborhood's future. For example, residents recognize the prevailing rural atmosphere attributable to relatively large properties, trees and other vegetation, open spaces and wildlife. Accordingly, they expressed a desire to maintain the neighborhood's rural nature as much as possible. Related to this is residents' appreciation of outdoor recreation opportunities and a desire for expanded opportunities in the future. Finally, and perhaps most importantly, residents value Yorkson as a place to raise families. As such, family oriented housing, adequate complementary facilities, such as schools and parks, and safety are considered priorities.

2.2 COMMUNITY CONTEXT

2.2.1. WILLOUGHBY COMMUNITY PLAN

The Yorkson Neighbourhood Plan area lies within the broader Willoughby community (see Figure 2.2). Willoughby is bounded to the north by the Trans Canada Highway; to the west by the City of Surrey; to the south by 64 Avenue; and, to the east by the Agricultural Land Reserve (ALR) boundary and 216 Street.

Willoughby is designated as a growth area, accommodating a significant portion of the Township of Langley's future growth. Township Council adopted a Community Plan (CP) in 1998 to assist in managing future growth and development. Its policy framework for land use, parks and open space, and environmentally sensitive areas serves as a guide for the preparation of more detailed neighbourhood plans, including the Yorkson Neighbourhood Plan.

Highlights of the CP include a centralized neighbourhood core at 208 Street and 80 Avenue, consisting of commercial and multiple family development. Surrounding areas are identified for single family residential. The CP introduces a density bonusing strategy whereby higher single family residential development densities are possible when land is provided for public amenities, such as trails, or for environmental protection. It also proposes "greenways" along Yorkson Creek and a trail system.

FIGURE 2.2 - WILLOUGHBY COMMUNITY



2.2.2. ADJACENT NEIGHBORHOODS AND LINKAGES

In its central location within northwest Langley, many linkages have developed, and will continue to develop, between Yorkson and surrounding areas. To the north, many Yorkson residents utilize shopping, education and recreation facilities in Walnut Grove. The 208 Street overpass and the future improvements to the 200 Street / Trans Canada Highway interchange strengthens these ties. Yorkson is also closely linked to other Willoughby neighbourhoods. It is anticipated that these linkages will evolve as these neighbourhoods develop, including those along the 200 Street corridor. The scale of its future commercial and recreational development can have a significant impact on Yorkson maturing into a focal point of community life within Willoughby. Existing linkages to the Langley Regional Town Centre to the south, including the Willowbrook area, can also be expected to grow as future Yorkson residents utilize its many services and employment opportunities.

2.3 DEVELOPMENT RESTRICTIONS

Development beyond Yorkson's current rural / suburban level is presently restricted by an overall lack of municipal infrastructure, especially sanitary sewer and stormwater service. Water service is, however, available throughout the neighbourhood. The internal road network provides adequate service to existing development, although the network is not complete in all locations. Roads have generally been constructed to a narrow, rural standard.

Considerable upgrades and additions to municipal infrastructure are required to achieve higher levels of development. Key infrastructure is, however, in place that makes this economically feasible and practical. For example, sanitary sewer service is facilitated by upgrades to the Greater Vancouver Sewer and Drainage District (GVS&DD) Northwest Langley Waste Water Treatment Facility (at 201 Street and 102B Avenue), sanitary sewer crossings under the Trans Canada Highway (201 and 204 Streets), and a sanitary trunk main north of the Highway (along 202 Street). Similarly, a Greater Vancouver Water District (GVWD) watermain along 204 Street ensures a sufficient water supply. The existing drainage system is limited in scope and scale. Although current infrastructure is functioning well, considerable new stormwater infrastructure, most notably detention ponds, will be required. Similar improvements to the road network are needed to service larger resident populations both within the neighbourhood and to adjoining areas. The recently constructed 208 Street overpass, the proposed 200 Street / Trans Canada Highway interchange and the 208 Street extension to 64 Avenue in the south will enhance mobility options for future residents. Upgrades and additions to BC Gas, BC Hydro and Rogers Cable Television infrastructure are also required to fully service future development.

Yorkson's many natural features, including fish-bearing creeks and treed areas, affect development. While these features do not preclude development, further assessment and sensitive land uses, subdivision design and construction techniques are necessary for their protection. The natural features may also have potential archaeological value.

3. NEIGHBOURHOOD PLAN OBJECTIVES

During the preparation of the Yorkson Neighbourhood Plan community members expressed their desire for a “livable” and ”complete” community, characterized by a family orientation, healthy environment, adequate commercial, community and recreational facilities, and sustainable development practices. Using community input as a starting point, the following objectives have been developed to guide future growth and development decisions and to help realize a Yorkson neighbourhood that meets resident’s expectations and needs.

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04.02.08 To provide for the development of an environmentally, socially and economically sustainable neighbourhood.

To provide a mix of housing alternatives that accommodates a range of households.

To encourage the protection of open spaces and environmental features and the retention of natural vegetation.

To encourage a high quality urban design and architectural standard.

To promote a safe and secure living environment.

To provide adequate schools and community facilities.

To establish a centrally located neighbourhood core which offers a range of living, work, shopping, and entertainment opportunities, as well as strategically located neighbourhood commercial centres.

To provide adequate recreation opportunities to meet diverse community needs and abilities.

To provide safe and efficient cycling and pedestrian opportunities throughout the neighbourhood.

To promote sustainable engineering practices and standards where appropriate and feasible.

To provide efficient and cost-effective utilities and servicing infrastructure.

To respect the history of the community.

4. NEIGHBOURHOOD PLAN CONCEPT

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4.1 NEIGHBOURHOOD VISION AND PRINCIPLES

The vision for Yorkson is to create a high quality livable and sustainable urban environment that:

- provides a variety of housing types to accommodate people with varying affordability, age and family structures
- is walkable and provides accessibility to commercial and community services
- provides the necessary commercial support services for the neighbourhood in the form of a Town Market and neighbourhood commercial area
- respects and enhances environmental features and incorporates environmental areas and greenspace into the neighbourhood design
- retains and preserves buildings of heritage value within the neighbourhood,
- expands the recreation and school facilities in accordance with growth demands
- provides opportunity for employment opportunities; and
- provides high quality design and architecture.

These elements will contribute to an environmentally, economically and socially sustainable community through the following:

<u>Environmental sustainability:</u>

- protection of steam corridors
- protection of upland habitat through provision of an ecological greenway
- provision of street greenways
- encouraging green design and technology

<u>Social sustainability:</u>

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- provision of a range of housing types including adaptable housing
- streetscape design to allows places for people to meet
- creation of a town market meeting area
- preservation of heritage buildings
- provision of community and neighbourhood parks and schools

<u>Economic sustainability:</u>

- incorporation of employment areas (the Business/Office Park and Town Centre)
- provision of housing types to provide multiple price points
- increased density to offset costs of municipal services and infrastructure

The vision for the Yorkson neighbourhood is based on the principles discussed below.

4.1.1. PROVIDE HOUSING DIVERSITY AND CHOICE TO PERMIT A RANGE OF INCOMES, AGES, AND ABILITIES

1. Locate 25,000 to 30,000 residents in approximately 12,000 units.
2. Provide a choice and diversity of housing with approximately:
   a. 20% single family, including single family homes with suites, coach houses and granny flats;
   b. 5% attached housing in single family areas;
   c. 25% townhouses/rowhouses; and
   d. 50% apartments.
3. Develop an overall gross density of approximately 15 units per acre (37 units/hectare).
4. Provide a wide range of housing types that represent multiple price points.

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5. Provide housing choice for all abilities and ages by requiring that 5% of housing units be adaptable housing.

4.1.2. ENCOURAGE A WALKING COMMUNITY

1. Orient development to front on publicly owned and accessible streets and rights of way.
2. Develop the community so that 50% of the population are within a 400 to 600 meter walking distance of basic daily needs and 100% of the population are within 400 to 600 meters of a park or trail network.
3. Provide access to greenways at 300 meter intervals and bike/pedestrian pathways at a maximum 800 meter intervals along arterial streets.
4. Create an efficient interconnected street system (at a high level and connected street system at a lower level that provides choice and effectively uses traffic calming and “right” street sizing to promote pedestrian safety and orientation from local streets to arterial streets.
5. Develop an interconnected greenway system along specific streets or natural corridors).
6. Plan for a neighbourhood that will eventually have a transit stop within 800 meters of each household and business.
7. Provide pedestrian crossings every 200 metres within the Town Centre.
8. Provide pedestrian access through commercial sites and into adjoining uses. These links must be intuitive, innovative, safe and aesthetically interesting.

4.1.3. PROVIDE COMMERCIAL SERVICES FOR THE NEIGHBOURHOOD

1. Provide for the development of a pedestrian-oriented community commercial centre in the neighbourhood to provide a wide range of commercial services to residents.
2. Provide for the development of other neighbourhood-centered commercial areas to provide basic services within about 500 metres of all residential areas.

4.1.4. INCORPORATES ENVIRONMENTAL AREAS AND GREENSPACE INTO THE NEIGHBOURHOOD DESIGN

1. Develop an interconnected park and greenway system that is easily accessible to appreciate nature without compromising wildlife values.
2. Protect and enhance the natural riparian areas along Yorkson Creek and the headwater of West Mundy Creek.

3. Develop a 15metre natural buffer along the Trans Canada Highway.
4. Retain view sheds.
5. Optimize lighting, access, and safety to balance wildlife and human values.
6. Retain or replace tree stands in natural areas and comply with the provisions of the Tree Bylaw.
7. Provide a shared habitat greenway linking the Latimer and Yorkson watershed to land east of the Willoughby community.
8. Provide earthen sound attenuation along the Trans Canada Highway where necessary.
9. Incorporate 'green technology', such as green screens, green walls and green roofs as a means to reduce the urban heat island effect and improve aesthetics of development.

4.1.5. ENCOURAGE THE PRESERVATION AND CELEBRATION OF HERITAGE RESOURCES

1. Ensure that planning for heritage resources respects the original exterior fabric of buildings, both protected and listed, as well as important plantings that provide a historic context.
2. Encourage publicly accessible interpretation about the values associated with existing heritage resources, especially those formally protected.
3. Explore the use of heritage preservation incentive tools that enable the successful adaptive use of listed heritage buildings.
4. Develop an interpretive commemoration program for the properties listed in the Willoughby Heritage Inventory.

4.1.6. PROVIDE COMMUNITY SERVICES AND FACILITIES

1. Provide for future park and school needs in the neighbourhood.
2. Consider need for other community facilities such as community centres, fire station, day care and library.
3. Coordinate and interconnect community facilities and schools with the walkway and greenway system in Yorkson.

4.1.7. JOBS AND HOUSING: BALANCE JOBS CLOSE TO HOME

1. Allow for mixed use development.
2. Provide some land for Business/Office Park uses to provide employment for residents of the neighbourhood.
3. Yorkson is located between two large business/office park areas, the Carvolth area that is currently under development to the west and Singer area that will be developed in the future.

4.1.8. INFRASTRUCTURE: GREENER, CHEAPER, AND MORE EFFICIENT

1. Use natural filtration and drainage where possible to reduce stormwater runoff, increase groundwater recharge, improve water quality, reduce hard infrastructure costs and infiltrate 1" of rain per day and/or meet a target of 50% effective permeable surface per lot whichever is better.
2. Create a Yorkson master drainage plan to allow stormwater detention to be used as an amenity where possible.

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4.2 LAND USE CONCEPT

As a livable and complete community, the future Yorkson neighbourhood provides places to live, work, shop, play and learn. It offers a variety of residential, commercial, business and outdoor recreational opportunities to meet the diverse needs of residents. It also ensures that schools and community facilities keep pace with population growth.

The Yorkson neighbourhood's land use structure closely resembles a traditional community pattern with commercial, business and higher density residential development located in a neighbourhood centre, or downtown. Moving away from the centre, lower density residential development predominates. The lowest densities are found at the neighbourhood's edge.

The Willoughby Town Centre consists of Town Market Commercial and Town Market Mixed Use (i.e., integrated residential and commercial) designed to be a walkable environment. It is focused at the intersection of 208 Street and 80 Avenue, the neighbourhood's two primary roads providing access within and through it. It is here that neighbourhood residents will find a wide range of retail, business and entertainment activities. The Town Centre is further divided into a core and periphery. The intent of the core and periphery distinction is to create a vibrant 'village' core with controlled uses and heights while providing significant supportive uses and residential densities on the periphery. Both designations provide for mixed use developments, but only the mixed use land-use designation allows for mixed uses in separate buildings. The Town Market Mixed Use area is located adjacent the Town Market Commercial area and extends the commercial core while providing opportunities for additional office space or higher density residential development than in the core.

Local commercial nodes are located within the Neighbourhood Commercial and Low Density Mixed Use designations. The Neighbourhood Commercial area is located at the northwest corner of 204 Street and 80 Avenue and the Low Density Mixed Use designation is at 208 Street and 83 Avenue. These will serve the everyday needs for local residents. The Low Density Mixed Use land use will also be designed in a manner sensitive to the history of the area and adjacent heritage buildings.

Outside the town centre, along the arterial roads and around the smaller commercial nodes, are Medium Density Apartment and Townhouse land uses. This pattern provides the greatest concentration of people within a five minute walking distance to shopping, transportation, employment and entertainment needs.

Single Family Mixed Residential is the principal land use found around the periphery of the plan. Single Family Mixed Residential is comprised of a mixture of housing types to provide a choice of housing opportunities for everyone. Residential land use designations are designed to allow a variety of housing forms to accommodate a range of age groups, income ranges and lifestyles.

Institutional uses, such as schools, parks, churches and community centres, are strategically located to maximize accessibility and to avoid land use and traffic conflicts. The plan indicates the general location of these elements as a circle when there precise location is unknown. The Greenways indicated on the land-use plan include ecological, street, creek and recreational greenways and a freeway buffer. Watercourses with significant fish habitat values and natural areas are protected and integrated into the greenway and park system. A system of integrated recreational trails connects residential areas, schools, commercial areas and other important neighbourhood destinations. Trail connections may be located within natural areas provided their construction and use does not compromise ecological integrity.

A road system consisting of local, collector and arterial roads efficiently moves vehicular and pedestrian traffic throughout the neighbourhood. Commuter traffic is provided with a variety of options to access residential areas, but at the same time it is discouraged from passing directly through them. Direct access to higher capacity arterial and collector roads is controlled to maintain efficient and safe traffic movement. Transit routes are defined to maximize usage, efficiency and connectivity.

For all designations utilizing UPA as a density measure, density is to be calculated on the basis of gross developable land area, in accordance with Section 3.1.7 of the Willoughby Community Plan. Gross developable land area includes land dedicated for new roads, biofiltration ponds, riparian area dedication above the top-of bank, and rights-of-way for transmission lines and other utilities, provided they are upgraded as a linear park system. Undevelopable land includes land below the top-of-bank of watercourses.

For all designations where Floor Space Ratio is used as a measure, density is to be calculated on the basis of gross developable land area. Density is measured as a ratio of developable floor area to developable land area where:

- Developable floor area is the sum total of floor areas in each storey in a building inclusive of exterior walls, excluding unenclosed balconies.
- Developable land area is net of conservation areas, publicly dedicated parks/open spaces, and publicly dedicated rights-of-way including streets and laneways.

4.2.1. RESIDENTIAL POLICIES:

The single family mixed residential areas are intended to provide a true mixture of housing types within individual developments. It is expected that individual and small clusters of attached housing types will be mixed in with single family areas.

1. Minimum and maximum densities and housing mix requirements for the land use designations on Map 1 are provided in Table 4.1, and are subject to:
   - The requirements of Section 4.2.1.5 with respect to the Medium Density Apartment and Low Density Mixed Use areas;
   - The provisions of Section 4.2.1.9 with respect to adaptable housing;
   - Applicable development permit guidelines; and
   - Provision of amenities and greenspace as outlined in Section 4.2.7 and 4.2.8.

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No development shall be approved that is less than the minimum density or greater than the maximum density under Column D of Table 4.1.

TABLE 4.1 – RESIDENTIAL HOUSING MIX AND DENSITIES

	A TYPE (see NOTE below this Table)	B ZONE	C TYPE MIX	D GROSS DENSITY	E PROPORTION
Single Family Mixed Residential ****** † ± ⧉ ≠ ✦** **(for land assemblies greater than 2 hectares*)** **NOTE: For land assemblies ≤ 2 hectares see footnote at the bottom of this table**	**Single Family Residential** (2 1/2 storey maximum height) 1. conventional single family 2. compact lot - 11 metre (front loaded) 3. compact lot - 9 metre (rear loaded) 4. compact lot – 12.6 metre (front or rear loaded) 5. conventional or compact single family with coach house or granny flat 6. strata detached single family (not bareland strata)	R zones R-CL(A) R-CL(A) R-CL(B) R-CL (CH) or other CD or other	minimum of 3 single family residential types from column A with no type providing less than 10% or more than 40% of the single family units – compact lots shall not be the only building form ++	overall mixed residential density of 20 minimum and 25 maximum units per hectare (8 to 10 units per acre) ++	60% minimum to 75% maximum, subject to compliance with columns C & D
	Attached Residential (no more than 4 attached units and 3 storey maximum height) 7. semi-detached or duplex 8. quad/manor home 9. rowhouse (rh) 3 to 4 attached linear units 10. townhouse (strata) 11. ground oriented garden apartments/stacked townhouses (no more than 10 up and down units)	R-2 or R-CL(RH) R-CL(RH) or R-CL(MH) R-CL(RH) up to 4 units attached RM-1,2 or CD RM-1,2 or CD	minimum of 2 attached residential types from column A. No type shall exceed 60% of the total required attached residential unit mix ++		25% minimum to 40% maximum
Townhouses	attached residential as above except up to six units are permitted in townhouse designated areas +	attached residential (above)	-	maximum 55 units per hectare (22 units per acre)	-
Medium Density Apartments**	3 or 4 storey apartment plus parkade; rowhouse; townhouse. The maximum height of an apartment building may be increased to 6 storeys where specifically permitted on Map 1	RM-4 or CD	-	maximum residential density 1.9 FSR	-

	A TYPE (see NOTE below this Table)	B ZONE	C TYPE MIX	D GROSS DENSITY	E PROPORTION
Town Market Commercial and Town Market Mixed Use	5 to 12 storey apartment (subject to Sections 4.2.2.2 and 4.2.3.4) plus parkade	CD	-	maximum residential density 2.85 FSR	-
Mixed Use	3 to 4 storey apartment or attached residential (subject to Section 4.2.4.2)	CD	-	maximum residential density 0.95 FSR***	-

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NOTE: In addition to the above requirements adaptable housing is required for a minimum of 5% of total units per development.

* For Single Family Mixed Residential land assemblies of less than or equal to 2 hectares, Column E – Proportion shall be no more than 50% single family residential (Column A 1 – 6) and no less than 50% attached residential (Column A 7 – 11) plus compliance with Columns C and D.

**
- Lot B, Plan 19556, Section 25, Township 8 is encouraged to be consolidated with an adjacent property for development. However, if this property is developed on its own, the minimum density in Column D, Gross Density, shall not apply and the property may also be used for attached residential housing types in addition to the types listed in Column A under Apartments.
- For lands legally described as N1/2 PCL A (EXPL PL 9669) Lot 4 Section 24 Township 8 New Westminster District Plan 1578 and PCL 1 (404082E) of PCL A (EXPL PL 9669) Lot 4 Section 24 Township 8 New Westminster District Plan 1578 and designated “Medium Density Apartment” located south of 78B Avenue and east of 208 Street, the maximum gross density indicated in Column D may be increased to 235 units per hectare (95 units per acre).
- For lands legally described as E1/2 Lot 6 Section 25 Township 8 NWD Plan 1137, designated “Medium Density Apartment”, the maximum gross density indicated in Column D may be increased to 203 units per hectare (82 units per acre) when developed in conjunction with lands legally described as W1/2 Lot 6 Section 25 Township 9 NWD Plan 1137.

***
- Development of the East 150 feet Lot 7 Section 25 Township 8 New Westminster District Plan 1137 may proceed at a Gross Density (Column D) of 54 units per hectare (22 units per acre) provided commercial uses are located on the ground floor fronting 83 Avenue.
- For lands legally described as W1/2 Lot 6 Section 25 Township 8 NWD Plan 1137, designated “Low Density Mixed-Use”, the maximum gross density indicated in
  Column D may be increased to 203 units per hectare (82 units per acre) when developed in conjunction with lands legally described as E1/2 Lot 6 Section 25 Township 8 NWD Plan 1137.

**** For lands legally described as Lot 155 Section 26 Township 8 New Westminster District Plan 31984 and designated “Mixed Residential” located north of 82 Avenue and east of 204 Street, Table 4.1 may be modified by allowing 1 single family residential type from column A (Column C); increasing the percentage of type of attached residential unit to 67% (Column C); and increasing the maximum permitted percentage of the single family residential types (Column E) to 70% and decreasing the minimum permitted percentage of attached residential types to 30%.

† For lands legally described as Lot 12 Block 2 Section 26 Township 8 NWD Plan 1094 and a portion of Lot 7 Block 2 Section 26 Township 8 NWD 1094 and designated “Single Family Mixed Residential”, Table 4.1 may be modified by allowing 1 single family residential type and 1 attached residential type from column A (Column C); Column C minimum and maximum unit type mix shall not apply; the minimum density of Column D, Gross Density shall not apply; and decreasing the minimum permitted percentage of the single family residential types (Column E) to, 58% and increasing the maximum permitted attached residential type to 42%.

\+ For Townhouse land assemblies located in the Southwest phase as indicated on Map 4, a single family residential lot may be included for the purposes of retaining a heritage residence identified in Section 4.6.

++ For Single Family Mixed Residential designated lands located at 7615 – 208 Street, Column C – Type Mix for Single Family Residential shall be a minimum of 1 single family residential type from Column A and for Attached Residential shall be a minimum of 1 attached residential type from Column A. Column D – Gross Density shall be an overall mixed residential density of 11.25 minimum and 25 maximum units per hectare (4.6 to 10 units per acre).

± For lands legally described as Lot 23 Section 23 Township 8 New Westminster District Plan 49017 and Northerly portion Lot 26 Section 23 Township 8 New Westminster District Plan 59588 and designated “Single Family Mixed Residential”, Table 4.1 may be modified by not applying the Column C minimum and maximum unit percentage type and increasing the maximum permitted percentage of the single family residential to 56% and decreasing the minimum attached residential types to 44%.

- For lands legally described as Lots 39 and 40 Section 23 Township 8 New Westminster District Plan 1257, designated "Single Family Mixed Residential", Table 4.1 may be modified by decreasing the minimum permitted percentage of the single family residential types (Column E) to 55% and increasing maximum permitted percentage of the attached residential types (Column E) to 45%.
- ≠ For lands legally described as Southerly Portion Lot 26 Section 23 Township 8 New Westminster District Plan 59588 and designated "Single Family Mixed Residential", Table 4.1 may be modified by:
  - not applying the Column C and E minimum and maximum unit percentage type and increasing the maximum permitted percentage of one type of single family residential to 100% and decreasing the minimum attached residential types to 0%.
  - not applying the Column D minimum and maximum gross density by decreasing a minimum density from 20-25 units per hectare (8-10 units per acre) to 15.4 units per hectare (6.25 units per acre).
- For lands legally described as Portion of Lots 23 and 25 Township 8 New Westminster District Plan 2759 and Lot 38 Section 23 Township 8 New Westminster District Plan 47045 and designated "Single Family Mixed Residential (10 upa)", Table 4.1 may be modified by:
  i. decreasing the minimum permitted percentage of the single family residential types (Column E) to 51% and increasing the maximum permitted attached residential types to 49%.

Notwithstanding the land use designations described below, eligible existing lots in the Single Family Mixed Residential designation may be entitled to Small-Scale Multi-Unit Housing development, pursuant to *Local Government Act* B.C. Reg. 262/2023. Entitlement to three or four ground-oriented dwelling units is conditional on lot size and other eligibility criteria outlined in Zoning Bylaw No. 2500. Refer to *Development Permit Area: Form and Character Guidelines for Small-Scale Multi-Unit Housing (SSMUH)* for design expectations on these sites.

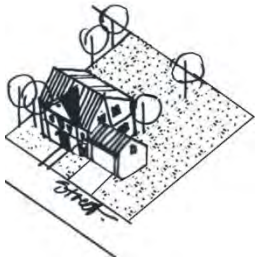
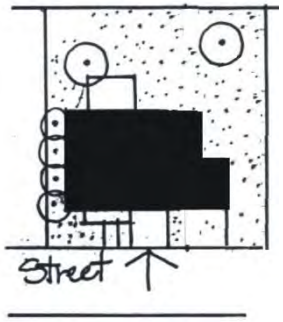
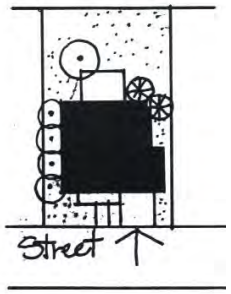
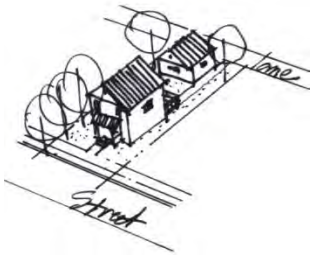
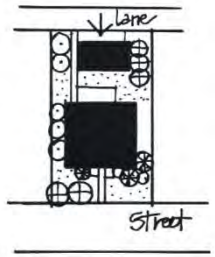
Small-Scale Multi-Unit Housing is permitted on eligible lots within the single family and suburban land use designation(s), which may yield a higher total unit per acre density, as compared to single-unit development on the same lots.

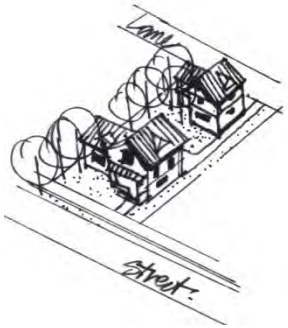
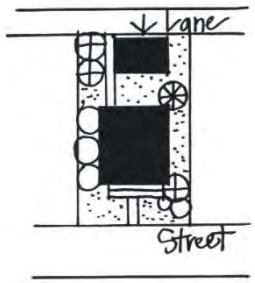
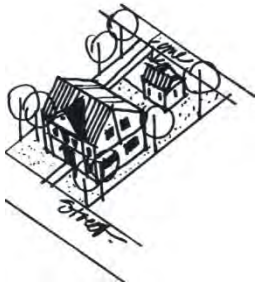
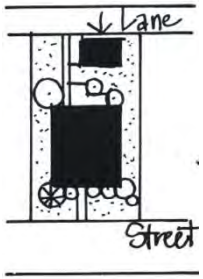
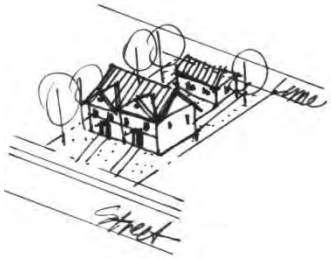
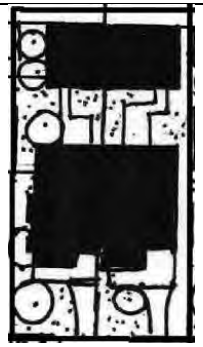
Secondary suites are exempted from unit counts for the purpose of calculating density as units per hectare or units per acre under this community plan.

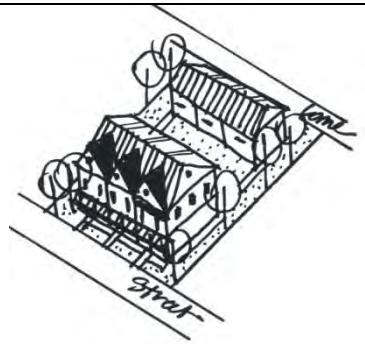
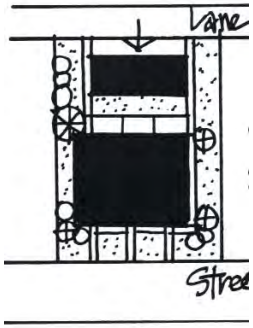
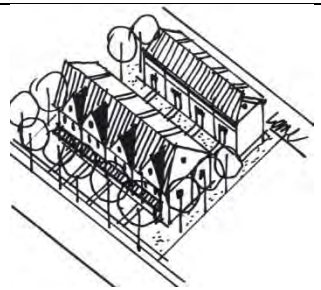
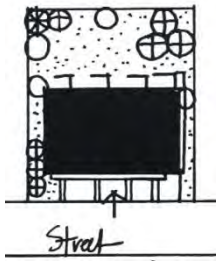
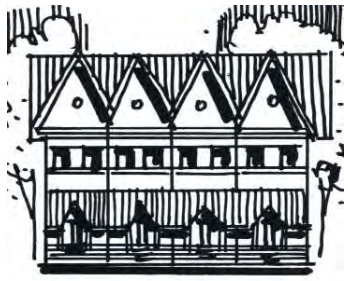
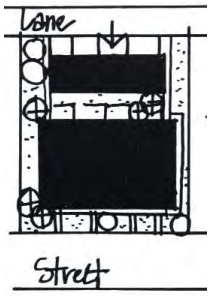
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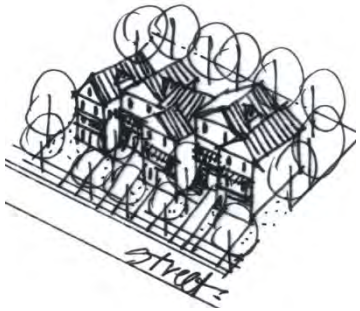
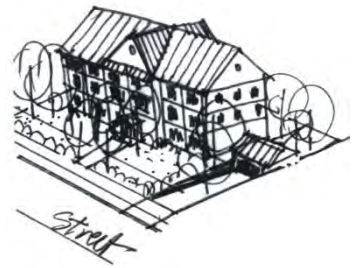
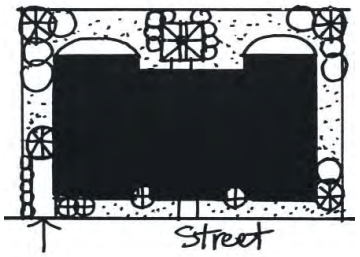
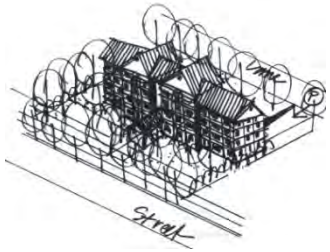
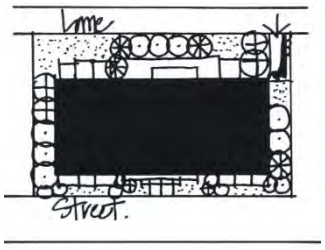
TABLE 4.2 – BUILDING TYPOLOGY

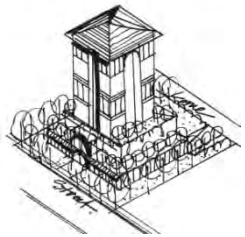
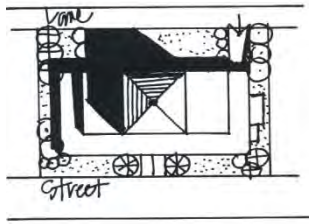
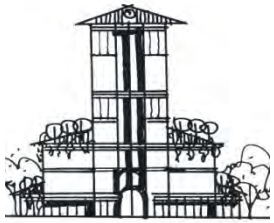
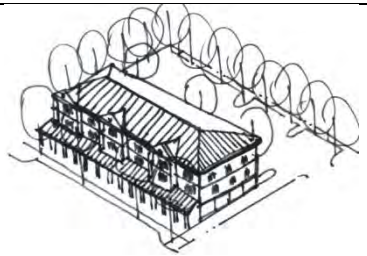
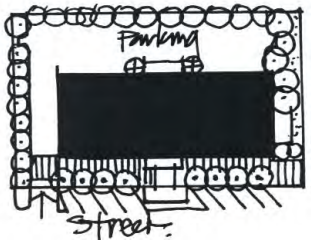
BUILDING TYPOLOGY				
Building Type	**Height and Special Considerations**	**Parking and Siting**	**Form and Character**	**Land Use Designation** (Develop-ment Permit Area - DPA)
Conventional Single Family				Single Family Mixed Residential (DPA B)

	 Maximum 2 1/2 storeys Potential adaptable housing			
Single Family (front loaded)	 Maximum 2 1/2 storeys Potential for adaptable housing			Single Family Mixed Residential (DPA B)
Single Family (rear loaded)	 Maximum 2 1/2 storeys Potential for adaptable housing			Single Family Mixed Residential (DPA B)

Single Family (with coach house)	 Maximum 2 1/2 storeys Potential adaptable housing	 Parking access from the lane		Single Family Mixed Residential (DPA B)
Single Family (granny flat)	 Maximum 2 1/2 storeys Potential adaptable housing Maximum 1 storey granny flat to the rear of lot	 Parking at grade		Single Family Mixed Residential (DPA B)
Duplex	 Maximum 2 1/2 storeys Potential adaptable housing	 Front loaded or rear loaded with parking at the rear (shown)		Single Family Mixed Residential or Townhouse (DPA B)

Triplex (row/townhouse)	 Maximum 2 1/2 storeys Potential adaptable housing	 Parking access off the lane		Singly Family Mixed Residential or Townhouse (DPA B)
Fourplex (row/townhouse)	 Maximum 2 1/2 storeys Potential adaptable housing	 Parking access off the lane		Single Family Mixed Residential or Townhouse (DPA B)
Fourplex (manor home)	 Maximum 2 1/2 storeys Potential adaptable housing	 Parking access from the rear		Single Family Mixed Residential or Townhouse (DPA B)

Townhouse (stacked)	 Maximum 4 storeys Ground oriented Potential adaptable housing	 Parking access from the lane	 Varied roof lines Quality architectural design Variety of quality finishes, colours and materials on the building	Singley Family Mixed Residential or Townhouse (DPA B)
Medium Density Apartment (3 storey)	 Maximum 3 storeys Potential for ground oriented first floor Potential adaptable housing	 Underground and at grade parking	 Varied roof lines Quality architectural design Variety of quality finishes, colours and materials	Medium Density Apartment (DPA B)
Medium Density Apartment (4 - 6 storeys)	 Maximum 4 - 6 storeys Potential for ground oriented first floor Potential adaptable housing	 Underground and at grade parking Potential for green roofs	 Varied roof lines Quality architectural design Variety of quality finishes, colours and materials on the building	Medium Density Apartment (DPA B)

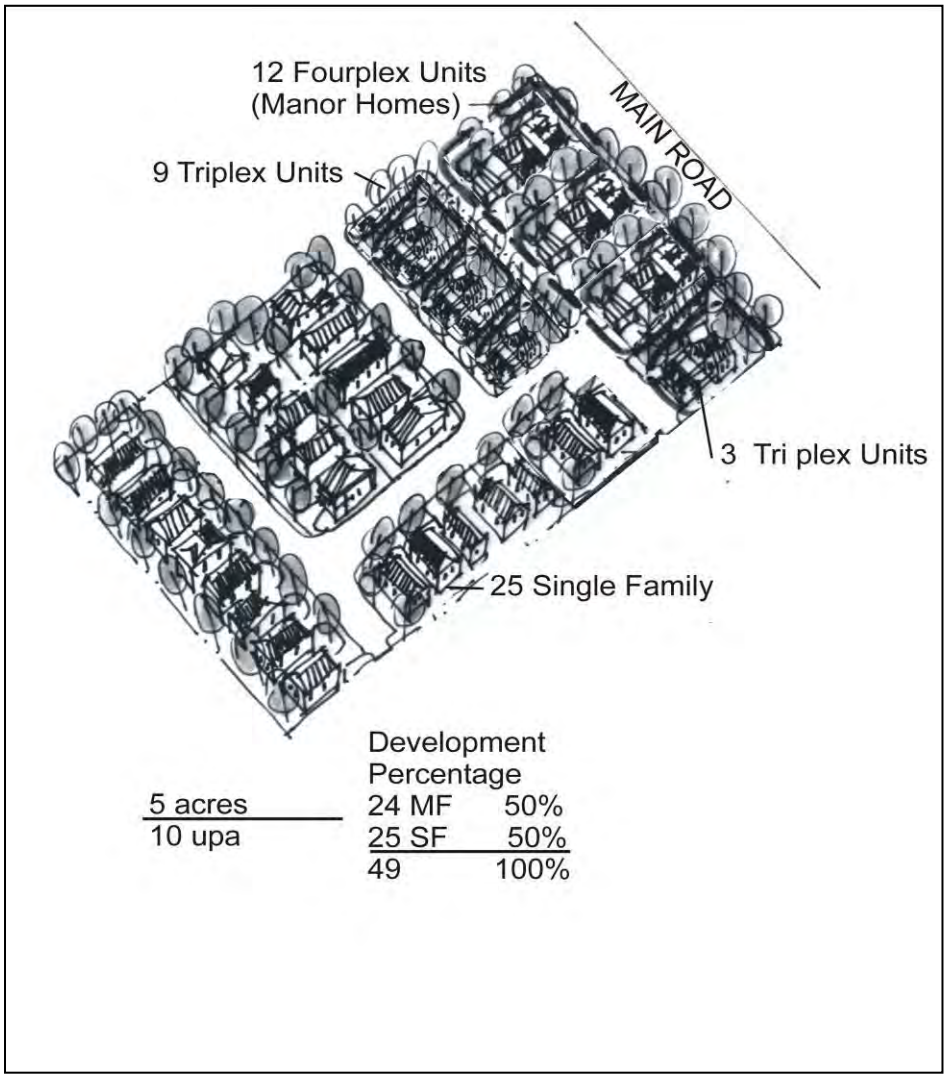
Mid Rise	 Min/Max 5-12 storeys Commercial on ground floor Potential adaptable housing	 Underground parking Potential for green roofs	 Slender and elegant design Variety of quality finishes, colours and materials on the buildings, sidewalk and street	Town Market Periphery and Town Market Mixed Use (DPA J/B)
Town Market	 Min/Max 2-4 storeys in the core Min/Max 5-12 storeys on the periphery Potential adaptable housing Street level entrances for uses above commercial	 Underground parking and angled in front of the building Further parking may be accommodated to the side or rear	 Balconies above the first floor Vibrant pedestrian environment High architectural quality Walkable and well landscaped Variety of quality finishes, colours and materials on the buildings, sidewalk and street	Town Market Core, Town Market and Mixed Use (DPA J or I/B)

2. Within the Single Family Mixed Residential designation, a variety of detached and attached housing shall be provided, provided the mix of housing types and overall density conform to Table 4.1. Developments shall protect the privacy and livability of adjacent properties through transition of building height and massing, landscaping, sound attenuation and traffic calming. Sample development layouts are provided in Figures 4.1 and 4.2.

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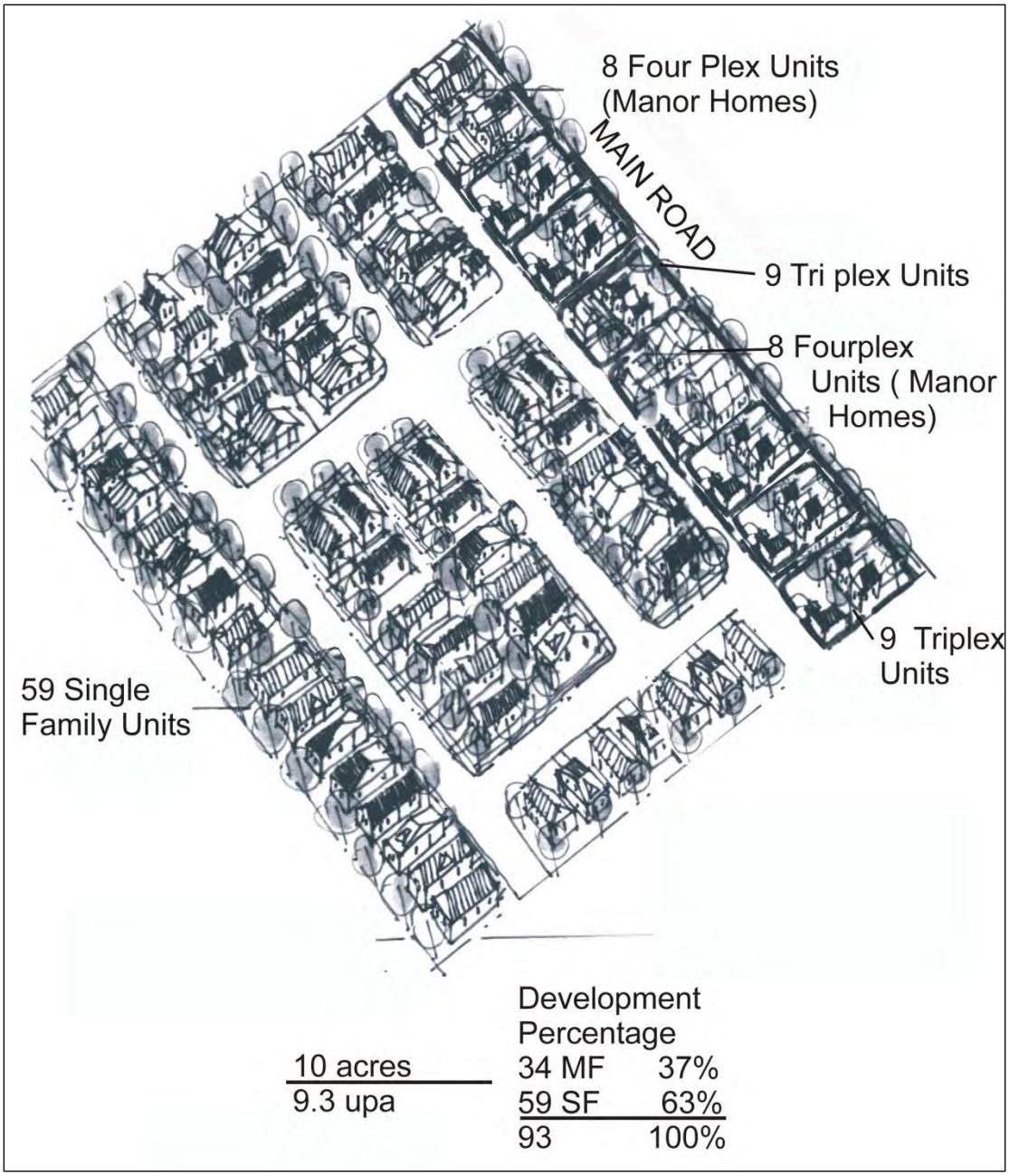
FIGURE 4.1 – SINGLE FAMILY MIXED RESIDENTIAL – 2 HECTARE (5 ACRE) PROPORTION

Example



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26.06.23 FIGURE 4.2 – SINGLE FAMILY MIXED RESIDENTIAL – 4 HECTARE (10 ACRE) PROPORTION

Example



3. In the Single Family Mixed Residential designation attached housing shall be located along major roads or greenways, adjacent to higher or similar density development or at gateways and internal street intersections. Attached housing shall be designed as unique gateway buildings.
4. Coach houses, granny flats and secondary suites may be considered accessory to single family dwellings, provided they are planned as part of the original development. Coach houses, granny flats and secondary suites shall not be considered in density, development cost charge or amenity charge calculations.
5. Development on each of the sites with the following heritage resources:
   - the former United Church (8263 208 Street),
   - the Tom Campbell Residence (8275 208 Street) and
   - the David Jones Residence (8373 208 Street),

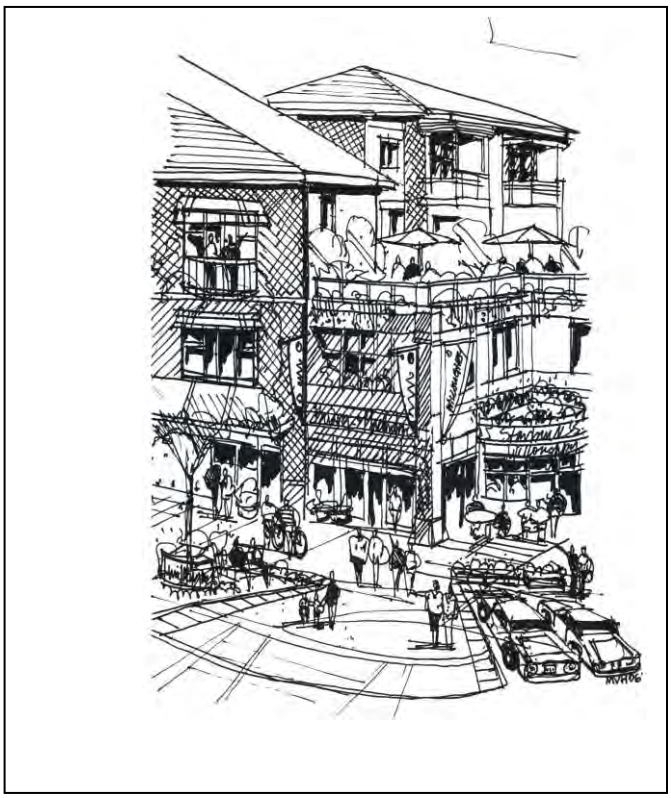
   shall not occur until the location and restoration of each of the above buildings on its current property is secured in a manner satisfactory to the Township. The exterior fabrics of the buildings shall be restored to their original appearance maximizing the retention of original materials, employing modern equivalents of historic materials if required, and, where suitable, landscaped with historically appropriate plantings. These buildings are intended to remain in private ownership with an adaptive use that both respects the heritage values and encourages a viable future.
6. Seniors' housing shall be considered in any land use designation, provided the form of housing is compatible as set out in Table 2, Housing Typology.
7. Developments shall protect the privacy and livability of adjacent properties through transition of building height and massing, landscaping, sound attenuation and traffic calming.
8. Religious assembly may be located within any designated land use, subject to the Township's Locational Guidelines for Assembly Use.
9. A minimum of 5% of single family and townhouse units (strata or rental) and a minimum of 10% of apartment units (strata or rental) in any development shall meet the standards of the Basic Adaptable Housing Requirements Policy.

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4.2.2. TOWN MARKET POLICIES

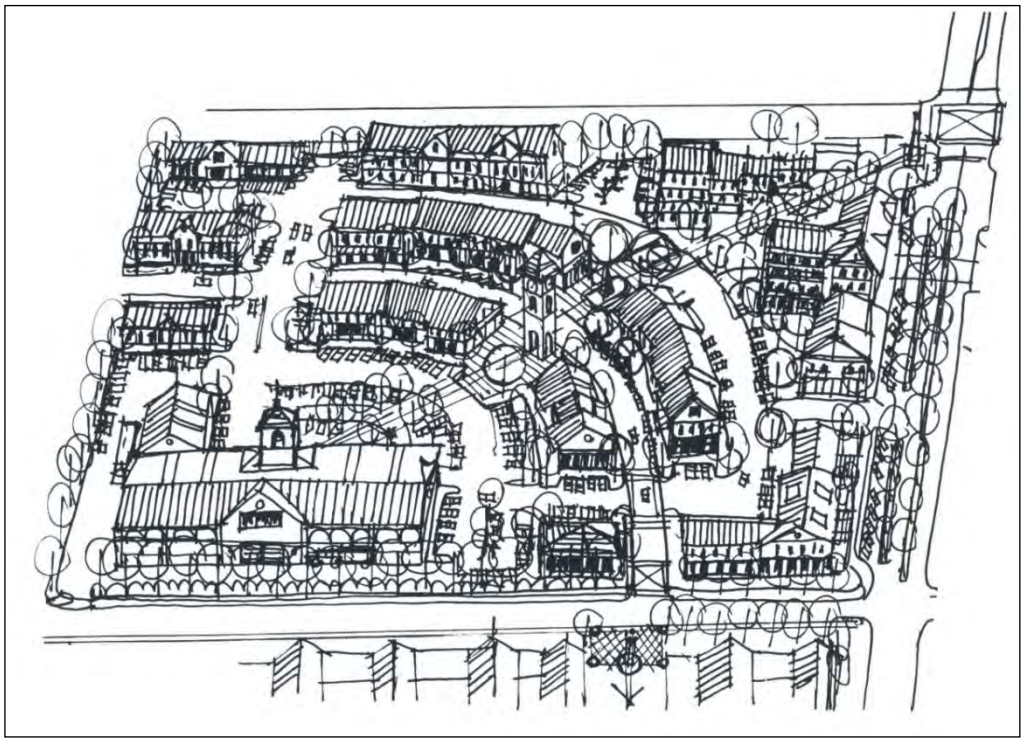
The Town Market Commercial area provides one aspect of the Town Centre vision. The Town Centre is divided into a core and periphery with the intent of the core and periphery distinction being to create a vibrant 'village' core with controlled uses and heights while providing significant supportive uses and residential densities on the periphery. Specific dimensions and design of the core and periphery are not provided. Any specific designs shall be part of the comprehensive plan mentioned below. The following policies provide direction for development within the Town Market Commercial area portion of the Town Centre.

1. The Town Market area at 208 Street and 80 Avenue shall be designed as the major commercial centre for the Willoughby community with a grocery store, entertainment (including neighbourhood pub), drug store, financial institution and other commercial retail and office uses.
2. The vision of a Town Market includes:
   - a pedestrian corridor through the area and a plaza with food services with outdoor seating located adjacent to the corridor and plaza,
   - decorative amenity features in the plaza area
   - a road for automobile access through the site
   - landmark building(s) defining the intersections, serving as the entrance to the Town Market and providing a landmark indicating arrival at the centre of Willoughby
   - buildings adjacent to the 1931 Willoughby School shall be sensitive to height and massing of the heritage building
   - street facing commercial development
   - continuous weather protection
   - innovative green technology
   - a system of pedestrian spaces (pedestrian corridors, small plazas, one large central plaza immediately adjacent the intersection of the Town Market Road and the Main Pedestrian Connection, green links and green commons, and outdoor seating areas) integrated into the overall design of the Town Market.



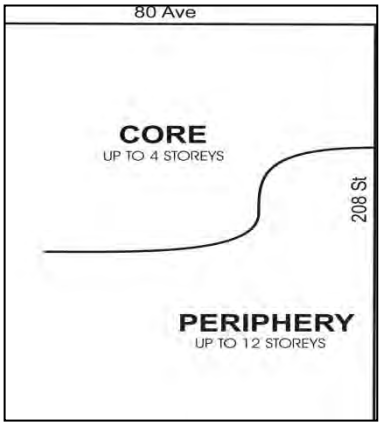
3. Anchor tenant(s) are to be located with their entrances facing onto ‘High Street’ and adjacent to the intersection of ‘High Street’ and the Main Pedestrian Link, but anchor tenants shall not dominate the street frontage. Smaller retail units shall be located with street frontage on ‘High Street’. Site sensitive design elements may be included above the first storey creating additional tenant exposure. The vast majority of the tenants facing onto ‘High Street’ shall be small scale commercial.

Willoughby Town Market



4. Commercial uses shall occupy the ground floor of buildings in the Town Market area, with commercial or residential uses on upper floors. Up to 4 storeys is permitted in the Town Market core (Figure 4.3). Buildings from 5 to 12 storeys will be considered in the Town Market Periphery subject to, but not limited to the following:

FIGURE 4.3 - TOWN MARKET COMMERCIAL



- A servicing feasibility study to demonstrate that municipal services (water, sanitary sewer, storm drainage, roads and fire suppression) can accommodate the proposed development.
- A traffic study to address pedestrian and vehicular movements of the proposed development, including off-street parking arrangements and ingress/egress to the site.
- A geotechnical study to demonstrate that the site is suitable for the proposed development.
- Incorporation of green technology.
- Adequate or planned capacity in local schools.
- Protecting the privacy and livability of adjacent properties through transition of building height and massing, landscaping, sound attenuation and traffic calming.
- A shadow impact analysis
- A view impact analysis to reduce impact on views down road corridors, to the Coast Mountains in the north, to Mount Baker in the south, and to and from the Agricultural Land Reserve must be submitted for Council's review.

5. Only one gas station is permitted in the Town Centre area (Town Market Commercial and Town Market Mixed Use areas). The gas station shall have street-fronting store(s) with the gas bar to the rear.
6. Access to drive-through services (restaurants, banks, etc.), if permitted, shall be from the rear or side of the building and away from the street.
7. Building design and site layout shall be included in the overall comprehensive development plan for the Town Market commercial.
8. No more than 50% of the required parking shall be provided above ground, all other parking shall be underground or provided as part of the building structure (i.e. at grade parking behind commercial units, with residential units above parking); in return for the underground or structured parking, total parking requirements in the Town Market shall be reduced by 10%. Parking provided on the rights-of-way adjacent to 80 Avenue and 208 Street (Multi-way portion only) or the future road between the Town Market and Town Market Mixed Use designations shall count toward the off-street parking requirements of development in those areas.
9. Rezoning and development permit applications in the Town Market area shall include a minimum development area not less than 2.0 hectares (4.9 acres). A smaller minimum development area will be considered only where adjacent properties are developed or under application. The first application in the Town Centre (Town Market and Mixed Use areas) area shall provide a comprehensive development plan in conformity with Section 8.3.2.
10. Any redevelopment of the Willoughby School site shall retain the 1931 Willoughby School:
    - in its current location fronting 208 Street; or
    - in its current location but reoriented so the long bank of windows faces south as they were originally to take advantage of the natural light before electricity became available; or
    - in its original location at the southwest corner of 208 Street and 80 Avenue with the long bank of windows facing south.

4.2.3. TOWN MARKET MIXED USE

The Town Market Mixed Use area provides one aspect of the Town Centre vision. The Town Centre is divided into a core and periphery with the intent of the core and periphery distinction being to create a vibrant 'village' core with controlled uses and heights while providing significant supportive uses and residential densities on the periphery. Specific dimensions and design of the core and periphery are not provided. Any specific designs shall be part of the comprehensive plan mentioned below. The following policies provide direction for development within the Town Market Mixed Use area portion of the Town Centre.

1. As it is located adjacent to the Town Market, the overall form and character of the Town Market Mixed Use area shall complement commercial and residential developments in the Willoughby Town Centre. Particular attention shall be paid to pedestrian connections, street furniture, street lighting, landscaping, gateway features and integration of these into building design to produce a coherent urban streetscape.

2. Town Market Mixed Use developments shall consist of commercial (retail or office) uses on the ground floor next to adjacent commercial designations and along 208 Street (residential uses may be considered adjacent to residential designations), combined with a mix of commercial or multifamily residential uses on upper floors. Multifamily uses may include seniors' housing or congregate care facilities.

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3. Small scale commercial activities are contemplated in the Town Market Mixed Use area including financial institutions, medical and professional offices, retail stores, convenience stores, delicatessens, bakery, barber shops, beauty salons, dry cleaning and laundromat establishments, restaurants and cafes, travel agencies, fitness centres, video rental stores and veterinary clinics. Large format commercial stores, (i.e. anchor tenants) may be considered adjacent to the High Street subject to the conditions set out in Section 4.2.2.3. Only one gas station is permitted in the Town Centre area (Town Market Commercial and Town Market Mixed Use areas). The gas station shall have street-fronting stores with the gas bar to the rear.
4. Residential uses (apartments and seniors' housing or congregate care facilities) up to four storeys in height shall be permitted in the Town Market Mixed Use area. Mid rise development (5 to 12 storeys) may be considered as set out in Section 4.2.2.4.
5. No more than 50% of the required parking shall be provided above ground in the Town Market Mixed Use area, all other parking shall be underground or as part of the building structure (i.e. at grade parking behind commercial units, with residential units above parking); in return for the underground or structured parking, total parking requirements in the Town market shall be reduced by 10%. Parking provided on private land adjacent to 80 Avenue and 208 Street (Multi-way) or the future road between the Town Market and Town Market Mixed Use designations shall count toward the off-street parking requirements of development in those areas.
6. The first application in the Town Centre (Town Market and Mixed Use areas) area shall provide a comprehensive development plan in conformity with Section 8.3.2.

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4.2.4. LOW DENSITY MIXED USE

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1. Developments in the Low Density Mixed Use Area shall consist of commercial uses (as listed in Section 4.2.3.3) on the ground floor with a mix of commercial or multifamily residential uses on upper floors. Multifamily uses may include seniors' housing. Institutional use as well as public space and parking for the Willoughby Hall would also be permitted. To maintain a commercial streetscape on 83 Avenue, development of the East 150 Feet Lot 7 Section 25 Township 8 New Westminster District Plan 1137 must provide commercial uses on the ground floor fronting 83 Avenue although the remainder of the site may be developed for residential uses. Ground floor commercial uses are required to front 83 Avenue for the western most building of the development of West half Lot 6 Section 25 Township 8 New Westminster District Plan 1137, and a portion of the East half Lot 6 Section 25 Township 8 New Westminster District Plan 1137, the remainder of the site including the ground floor may be developed for residential uses.
2. A four storey building height would be permitted along 83 Avenue and 208 Street (or up to six storeys where identified by Map 1 – Land Use Concept), but building heights immediately adjacent to existing single family development shall not exceed three storeys. Building height and massing shall be sensitive to the heritage character of the 1937 Willoughby Community Hall and other heritage buildings that may be relocated to the area.
3. Development in the Low Density Mixed Use Area shall not proceed until a concept plan is completed to the acceptance of the Township. The elements that must be addressed as part of a concept plan shall include the following principles:

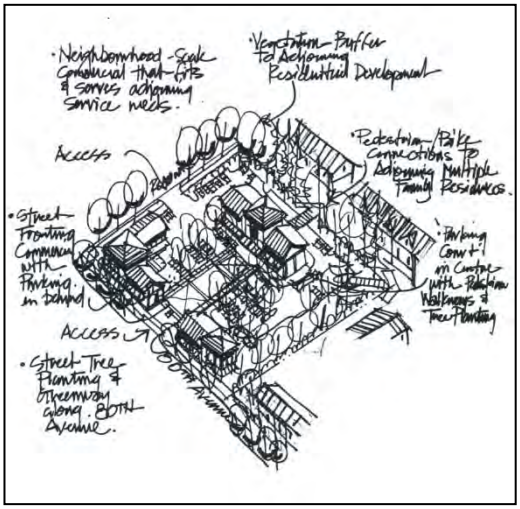
- flexibility for the Willoughby Community Hall to stay in its current location or as a restored building elsewhere in the area,
- inclusion of the 0.5 acre site owned by the Township relocated to a suitable site;
- provision of adequate common parking and access, with surfacing and landscaping designed to reflect the history of the area,
- provision of a public square or park area using special paving materials, street furniture and other amenities designed to reflect the history of the area.

4. 83 Avenue shall be developed as an "Old Street" as indicated as Street Type 7.
5. The hedgerow of coniferous trees along the south side of 83 Avenue should be conserved where appropriate.

4.2.5. NEIGHBOURHOOD COMMERCIAL

FIGURE 4.4 - NEIGHBOURHOOD COMMERCIAL CONCEPT

1. The neighbourhood commercial centre shall be designed to provide retail services for the adjacent residential area within a five minute walking distance.
2. A gas station may be located in the Neighbourhood Commercial area with street-fronting stores and the gas bar to the rear.
3. Gas station applications will only be considered as part of a complete retail service development that meets the day-to-day needs of nearby residents.



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4.2.6. BUSINESS/OFFICE PARK

4.2.7. PROVISION OF SERVICES AND AMENITIES

1. Prior to the opening of a new phase, the General Development Prerequisites of Section 8.1 shall be provided.
2. Greenways shown on the Land Use Concept, including ecological, street and recreational greenways, as detailed in Section 5, shall be provided as part of any development proposal. Within the Town Centre and Apartment area, green links, commons, and main pedestrian connection as detailed in Section 5, shall also be provided.
3. Development in the Town Centre (Town Market Commercial and Town Market Mixed Use area) and Mixed Use Area shall not proceed until the items in Sections 8.3.1. and 8.3.2 respectively are secured in a manner satisfactory to the Township.

4.2.8. GATEWAY FEATURES

1. Additional landscaping and signage shall be incorporated into road designs to help create an identifiable place. Landscape designs for the gateway shall be consistent with Figures 4.5 and 4.6.
2. Major gateways shall include the following or better:

- Signature or landmark buildings that define the intersection;
- Signage with wording Willoughby Town Centre;
- Notice board/sign kiosk;
- Streetscape amenities as required (i.e. benches, bike racks etc.);
- Coniferous trees accentuating the immediate gateway area;
- Ornamental tree grates with Willoughby Town Centre text imbedded;
- Stamped concrete with granite pattern; and
- Pedestrian ornamental lighting.

3. Minor gateways include the following or better:
   - Signage with wording Willoughby Town Centre (with granite block frame) in the median, and
   - Coniferous trees accentuating the immediate gateway area.
4. Gateway corners shall be designed complementary to the other corners as they develop while considering an overall design.

FIGURE 4.5 – MAJOR ENTRY GATEWAY

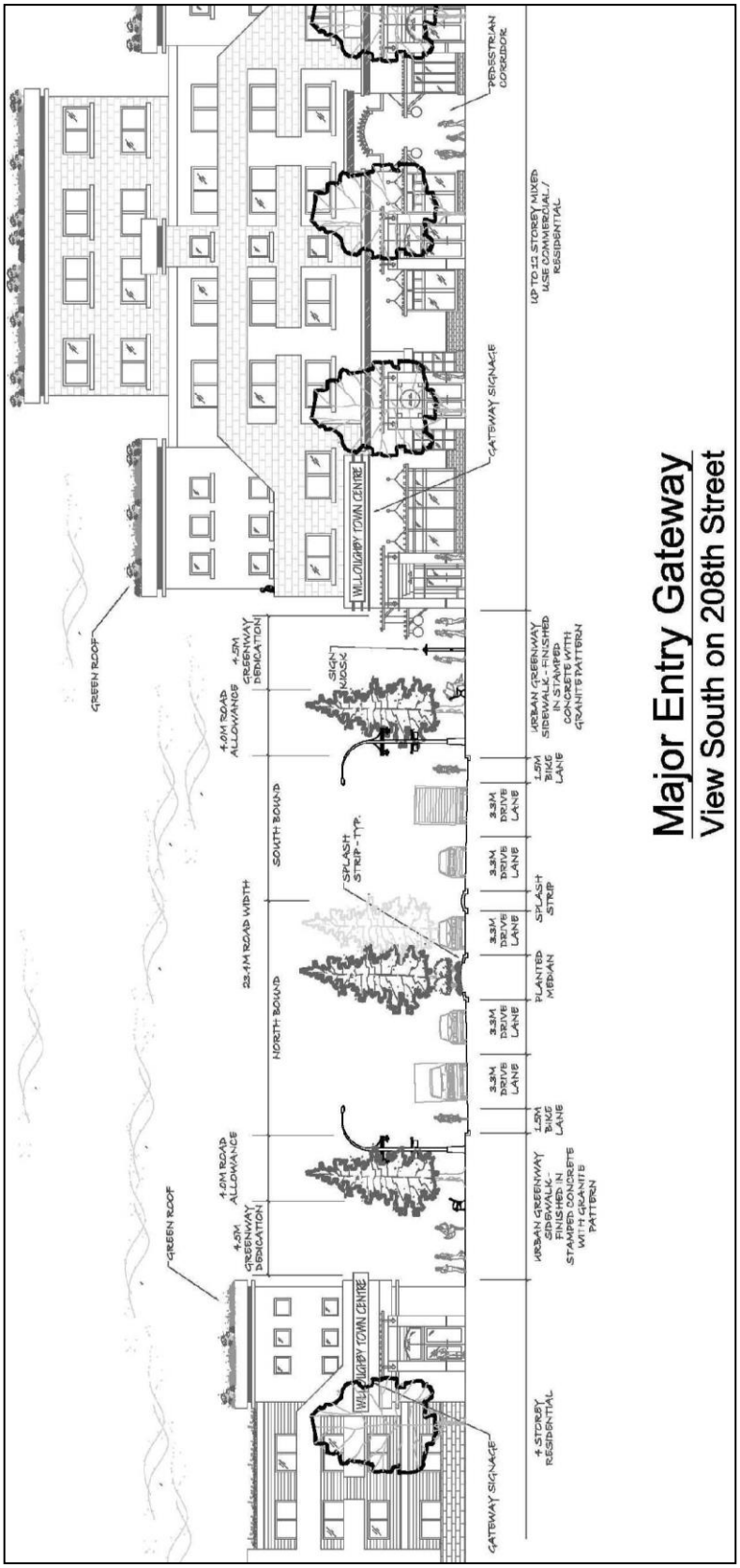
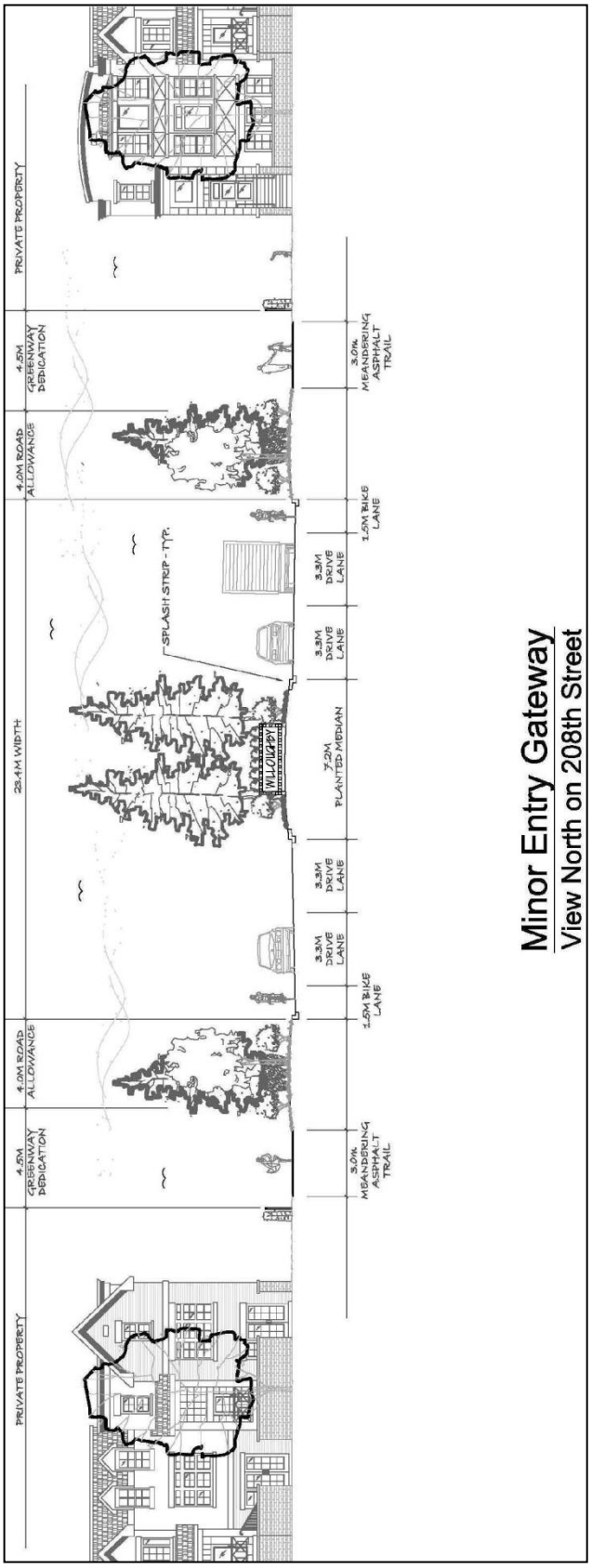


FIGURE 4.6 – MINOR ENTRY GATEWAY



4.2.9. OTHER

1. Leadership in Energy and Environmental Design (LEED) buildings are encouraged. Innovation on the design and construction of buildings is encouraged to:
   - reduce energy consumption,
   - ensure long life for buildings,
   - ensure high indoor air quality,
   - use resource efficient materials,
   - conserve water, and
   - reduce waste.
2. Green roofs and walls are encouraged. Where green roofs are proposed, a reduction in stormwater requirements may be considered.

4.3 HOUSING AND POPULATION ESTIMATES

It is estimated that approximately 28,000 people will live in Yorkson in about 11,800 dwelling units.

TABLE 4.3 - DWELLING UNIT AND POPULATION ESTIMATES

Quadrant (area in relation to intersection of 208 St. & 80 Ave.)	Estimated Dwelling Units	Estimated Population
Northeast	2,030	5,250
Southeast	2,820	6,570
Northwest	2,790	6,420
Southwest	4,130	9,740
Total	11,770	28,000

4.4 ENVIRONMENTAL PROTECTION

The Yorkson neighbourhood includes many natural features with environmental and amenity values, including Yorkson Creek and its riparian area, small and large forest tracts, and open fields. In general terms, the Yorkson Neighbourhood Plan advocates the protection of natural features and habitat and promotes sustainable development practices that minimize impacts from land development. These objectives are achieved through a combination of standard practices, including but not limited to: naturally vegetated Streamside Protection and Enhancement Areas, or buffer areas, along watercourses; tree protection areas; a greenway system; and, stormwater management strategies. The latter includes vegetated ponds or wetlands that protect the quality and quantity of watercourses and groundwater aquifers by filtering and biologically treating stormwater through a process known as bio-filtration. “Infiltration” of stormwater into the ground has been undertaken in the first phase of development.

As well as serving an important ecological function, both Yorkson and Munday Creek receive stormwater from the surrounding catchment areas. Sustainable engineering approaches and best management practices will be employed to safely and efficiently convey stormwater, while ensuring that erosion, siltation, pollutants and other potential impacts on fisheries habitat are avoided or minimized.

Map 2 depicts updated watercourse locations, classifications, and associated Streamside Protection and Enhancement Development Permit Area widths for the Yorkson neighbourhood, while maintaining the overall intent of the objectives, policies and guidelines of the Streamside Protection and Enhancement Development Permit area in accordance with section 4.13.2.4 of the Official Community Plan. These Streamside Protection and Enhancement Areas have been established to maintain undisturbed, naturally vegetated zones along streams, which are highly beneficial to people, wildlife and the environment.

Policies:

The following environmental policies shall be in effect:

1. Identified environmental features, including watercourses, treed areas, and open field habitat shall be conserved and protected though Streamside Protection and Enhancement Areas and/or other conservation zones, and linked via an interconnected system of open spaces and greenways. Where there is a watercourse on a subject property, the provisions of the Streamside Protection and Enhancement Development Permit Area shall apply.
2. The streamside protection provisions on Map 2 shall be deemed to supercede the provisions of Section 4.13 of the Official Community Plan, Streamside Protection and Enhancement, with respect to locations, classifications, and associated Streamside Protection and Enhancement Development Permit Area widths within the Yorkson Neighbourhood Plan.
3. Recreation trails are encouraged within all greenways and will be considered within some Streamside Protection and Enhancement Areas, provided the ecological integrity is not adversely affected by trail development and use. Tree removal must be avoided and additional native vegetative planting may be required.
4. The Township of Langley may consider limiting public access from new development to a greenway, or other environmental feature, if the access is deemed as being detrimental to its overall integrity and viability.
5. New park sites, community facilities, and schools are encouraged adjacent to greenways, open spaces or tree protection areas provided they do not have a significant adverse affect on their ecological integrity or viability.
6. Trees shall be protected and preserved in accordance with the Township's Tree Protection Bylaw as amended.
7. Where the removal of natural vegetation from development sites is unavoidable and approved by the Township, replanting or landscaping with predominantly indigenous species shall be required.
8. Adequate control of sedimentation and erosion in runoff water during the construction of new development shall be required, in accordance with the Township's Erosion and Sediment Control Bylaw.
9. All development applications shall be reviewed with the intent of protecting and maintaining the environmental integrity and viability of natural features.

10. Stormwater management techniques which protect the quality and quantity of surface and ground water shall be required, where appropriate and feasible.
11. The following stormwater best management practices will also provide benefits for water conservation and fish habitat, and are suggested for development in Yorkson:
    - Xeriscape landscaping requirements, using predominantly native plants with low watering needs,
    - Installation of rainbarrels where feasible,
    - onsite rain gardens,
    - Green roofs for Industrial, Commercial and Institutional buildings,
    - Green streets / bioswales / narrower pavement widths,
    - pervious pavement,
    - designs that reduce pervious surfaces, and
    - Bio-infiltration ponds.

4.5 VIEW CONSIDERATIONS

Many areas of Yorkson have distant views of mountains to the north and Mount Baker in the southeast. In most other areas, middle and near views of natural features, such as tree stands and creeks, are evident. When designing and/or locating new subdivisions, roads, buildings, parks or trails consideration should be given to the various view levels, with the objective of enhancing or preserving views.

4.6 HERITAGE VALUES

As discussed in Section 2.1.4, the Willoughby Heritage Study recommended:

- Retention of the cluster of heritage buildings in the 208 Street and 83 Avenue area. This cluster includes:
    - the 1937 Willoughby Community Hall,
    - the former United Church (8263 208 Street),
    - the Tom Campbell Residence (8275 208 Street),
    - the David Jones Residence (8373 208 Street), and
    - the 1931 Willoughby School at 208 Street and 80 Avenue.
- Preservation of the Thomas Bird Parry-Evans residence at 7649 208 Street.
- Preservation of identified sites as possible using conservation options available under the Local Government Act.
- Documentation of buildings that are demolished through As-Found reports.

Buildings of heritage value are shown on Map 3.

1. The 1937 Willoughby Community Hall and the 1931 Willoughby School are protected by designation.
2. The former United Church (8263 208 Street), the Tom Campbell Residence (8275 208 Street) and the David Jones Residence (8373 208 Street) are proposed to be preserved as set out in Sections 4.2.1.5 and 4.2.4.3. These sites shall be dealt with through a Heritage Revitalization Agreement or some other appropriate protection measure.

3. The Township shall consider options to preserve the Thomas Bird Parry-Evans residence (7649 208 Street). Development of the property shall not occur until the location and restoration of the residence on its current property for an adaptive re-use (intended for private ownership) is secured in a manner satisfactory to the Township.
4. Preservation of other buildings listed below will be encouraged. Variations in density, use, siting and other regulations will be considered through heritage revitalization agreements or other tools provided in the Local Government Act. If these buildings are demolished, an As-Found report shall be prepared prior to demolition to the acceptance of the Manager, Heritage Services.

20645 74B Avenue (Dobie House)
21022 77A Avenue (Ernest Ibbotson House)
21165 77A Avenue (Munter House)
20387 80 Avenue (Nish Garage)
20931 80 Avenue (Nessom House)
7581 208 Street (Pazuik House)
7858 208 Street (Berteau House)
8313 208 Street (Wegesser House)

4.7 SAFETY AND SECURITY

An important component of a livable community is the safety and security of its residents and property. The manner in which buildings, subdivisions, commercial areas, parks and parking facilities etc. are designed and planned can have a positive influence on safety and crime prevention. This is the core premise the “Crime Prevention Through Environmental Design” philosophy (CPTED). CPTED represents a proactive approach to crime prevention by encouraging creative design of the built environment to reduce opportunities for criminal behavior and the fear of crime among residents. Basic CPTED principles include the following:

Territoriality: nurture residents’ sense of control over their neighbourhoods by clearly defining property lines and distinguishing between private and public space.

Surveillance: maximize residents’ ability to monitor their immediate environment and spot suspicious people or activities.

Access control / target hardening: use physical barriers and security devices to resist entrance.

Activity support: promote residents’ use and activity in public spaces.

Environment: make design and location decisions which account for the surrounding environment.

Image / maintenance: ensure that buildings and public spaces are clean and well-maintained.

Policies:

The following CPTED strategies addressing the design and layout of neighbourhoods, residential and commercial buildings and public spaces shall be in effect:

Minimize the number of entry and exit points to individual neighbourhoods.

Design road networks to discourage through traffic.

Design and locate public spaces to encourage use by residents.

Buildings, streets and parks should be oriented and designed to encourage interaction between neighbours.
Locate open spaces, parks, children's play areas, and pedestrian paths so that they can be easily observed from nearby buildings or streets.

Orient buildings so that front windows and entrances have unobstructed views of streets.

Provide appropriate lighting for streets, parking areas, trails, lanes, parks and building entrances. Pedestrian scaled lighting should be used in places with high pedestrian traffic.

Clearly delineate property lines and distinguish private property from public space through landscaping, paving texture and colour, fences, changes in grade, or combination thereof.

Design and locate landscaping and fencing to permit unobstructed views, while avoiding the creation of blind spots or hiding places.

Direct pedestrians to appropriate entrances and areas with signs and landscaping.

Design and locate parking areas to be close to and visible from neighbouring buildings, streets and public areas.

5. COMMUNITY FACILITIES

As a complete and livable community, Yorkson offers a full and balanced range of outdoor recreational and educational opportunities to meet the diverse needs of residents.

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5.1 PARKS

There are three types of parks in Yorkson – pocket, neighbourhood and community. Pocket parks are about one acre in size and provide a child play area, open grassed area and landscaping. Only two are required – one for each southern quadrant and located approximately as shown on Map 1. Location of these parks shall be on a collector road, immediately adjacent a Street Greenway, on relatively flat ground and designed in accordance with Figure 5.17. Neighbourhood parks serve a population typically equivalent in size to an elementary school catchment area. They are used for passive recreational activities and for organized sports for elementary school aged youth. They provide a neighbourhood focal point and are located adjacent to elementary schools. These parks are 2 ha (5 acres) in area. Community parks provide larger areas for sports field and related facilities, as well as passive or natural areas. Community parks are preferably located adjacent to secondary schools with a minimum size of 20 hectares (50 acres).

TABLE 5.1 - ESTIMATED PARK REQUIREMENTS

Estimated Population	Park Standard (ha / 1000 persons)		Park Requirement (ha)		Total Park Requirement	
	Neighbourhood	*Community*	*Neighbourhood*	*Community*	*Hectares*	*Acres*
28,000	0.8	0.8	22.4	22.4	**44.8**	**110.7**

The community park component will be supplemented by additional park development in other areas. In addition to the neighbourhood and community park areas in Yorkson, greenways will be provided, as discussed below, which will provide space for recreational walking activities.

New park sites are shown conceptually on Map 1 and are intended to indicate generalized locations adjacent to school sites. Precise park locations will be determined prior to the opening of each phase. Neighbourhood parks require a 2 hectare (5 acre) site and a community park requires a 20 hectare (50 acre site).

5.2 GREENWAYS

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Greenways are multi-use linear parks for pedestrians, cyclists and/or wildlife that connect key locations or habitat areas. Greenways provide access throughout the community and linkages to important neighbourhood amenities. A number of different types of greenways will be provided as described below.

The ecological greenway is located as shown on Map 1 to protect wildlife habitat through facilitating movement of wildlife between habitat areas. Consideration may be given to varying the location of the greenway, but:

- the greenway must be an average of 30 metres wide. The greenway may be divided evenly between two properties or varied with wider and narrower sections provided an average width of 30 metres is maintained with a minimum width of 15 metres (the length of the 15 metre portions should be minimized); in all cases 5 metres will be required on each property;
- the greenway must be contiguous;
- the greenway should not be located adjacent to and parallel to a road, and
- any change from the alignment shown on Map 1 must show how the greenway can be realigned through the neighbourhood connecting the eastern and western boundaries without any net loss of habitat.
- Variation of the width of the greenway shall be based on the habitat value exhibited through the five key habitat land cover types in order of priority (wetland, coniferous, mixed forest, broadleaf and shrubs).

Wildlife tunnels are provided under arterial and collector roads that cross the ecological greenway, as show on Map 1, Land Use Concept.

A pedestrian trail will be located along one side of the ecological greenway so that it does not significantly impact the habitat value or biological integrity of greenway. A black wrought iron fence is required along the 208 Street median to prevent pedestrian crossings at mid-block. Tree removal shall be avoided and additional native plants may be needed to enhance ecological greenways. Wildlife tunnels will be required under arterial and collector roads to maintain continuity of the greenway corridor.

Street greenways are wide boulevards along major roads providing an attractive environment to encourage walking. Driveway crossings will be discouraged. Where there is no alternative, driveways should be consolidated and intersections with greenways shall be designed for the safety of greenway users. Recreational greenways provide links to other parts of the neighbourhood.

The 212 Street Greenway provides additional buffering along its length to protect adjacent properties from the increased truck and car traffic noise. Two options are provided to developers for how to address site dynamics. Treatment of adjoining properties shall be consistent with the initial option chosen unless proof is provided indicating how the streetscape is not adversely impacted by the alternate design.

One acre sized Pocket Parks attached to street greenways are provided to help meet park requirements for the projected population of the neighbourhood. Two such parks are required – one each in the two southern quadrants. Map 1 indicates the general location of pocket parks, but the exact location is to be determined. Figure 5.17 shows the proposed design of a pocket park.

Green commons and links are a combination of private and public space that will create an interconnection of trails, pathways and parks. Trails and pathways will link smaller parks (green commons) with larger parks and schools and 208 Street greenway. Each development shall integrate a public right-of-way through the property or share it with a neighbouring property.

The Main Pedestrian Connection is intended to serve as a main diagonal connection through to the plaza at or near the centre of the Town Market. It is intended to have buildings fronting onto it, have additional space for patios and be populated with amenities (including green walls, green screens and a water feature(s), etc.), benches, lighting, flower baskets, etc.

1. The following greenways shall be provided in Yorkson where indicated on Map 1:

TABLE 5.2 - GREENWAY STANDARDS

Greenway	Standard	Reference
Ecological	• 30.0m wide • 3.0m wide shared use trail close to one side	Figures 5.1 and 5.2
Creek	• Width depends on watercourse protection requirement • 4.5m wide shared use trail	Figures 5.3 to 5.6
Freeway Buffer – Constructed Berm	• Minimum 15.0m wide, with a berm where trees are not retained or do not exist • 3.0m wide hard surface trail	Figure 5.7
Freeway Buffer – Retained Vegetation	• Minimum 15.0m wide, with trees retained • 3.0m wide hard surface trail	Figure 5.8
Street	• 4.5m wide • 3.0m wide shared use trail	Figure 5.9 and Figure 5.10
Recreational	• 6.0m wide • 3.0m wide shared use trail	Figure 5.11
Green Links and Commons	• 6.0m wide right-of-way allowing public access • 1.5m wide hard-surface trail	Figure 5.12
Main Pedestrian Connection	• 6.0m wide right-of-way allowing public access • 3.0m wide hard-surface trail • Additional public spaces between buildings	Figure 5.13 and Figure 5.14
212 Street with slope	• 2:1 max. slope • 13.5m minimum width • 3.0m wide shared use concrete pathway	Figure 5.15
212 Street with wall	• Minimum10m wide • 3.0m wide shared use concrete pathway	Figure 5.16

2. Provision of street, ecological, freeway buffer, recreational and 212 Street greenways and pocket parks and development of street, ecological, creek, freeway buffer, recreational and 212 Street greenways and pocket parks shall be achieved through, or by a combination of subdivision, zoning and development processes, voluntary contributions, expropriation and acquisition using development cost charges, fees, levies and other revenue sources.

FIGURE 5.1 - ECOLOGICAL GREENWAY CROSS-SECTION

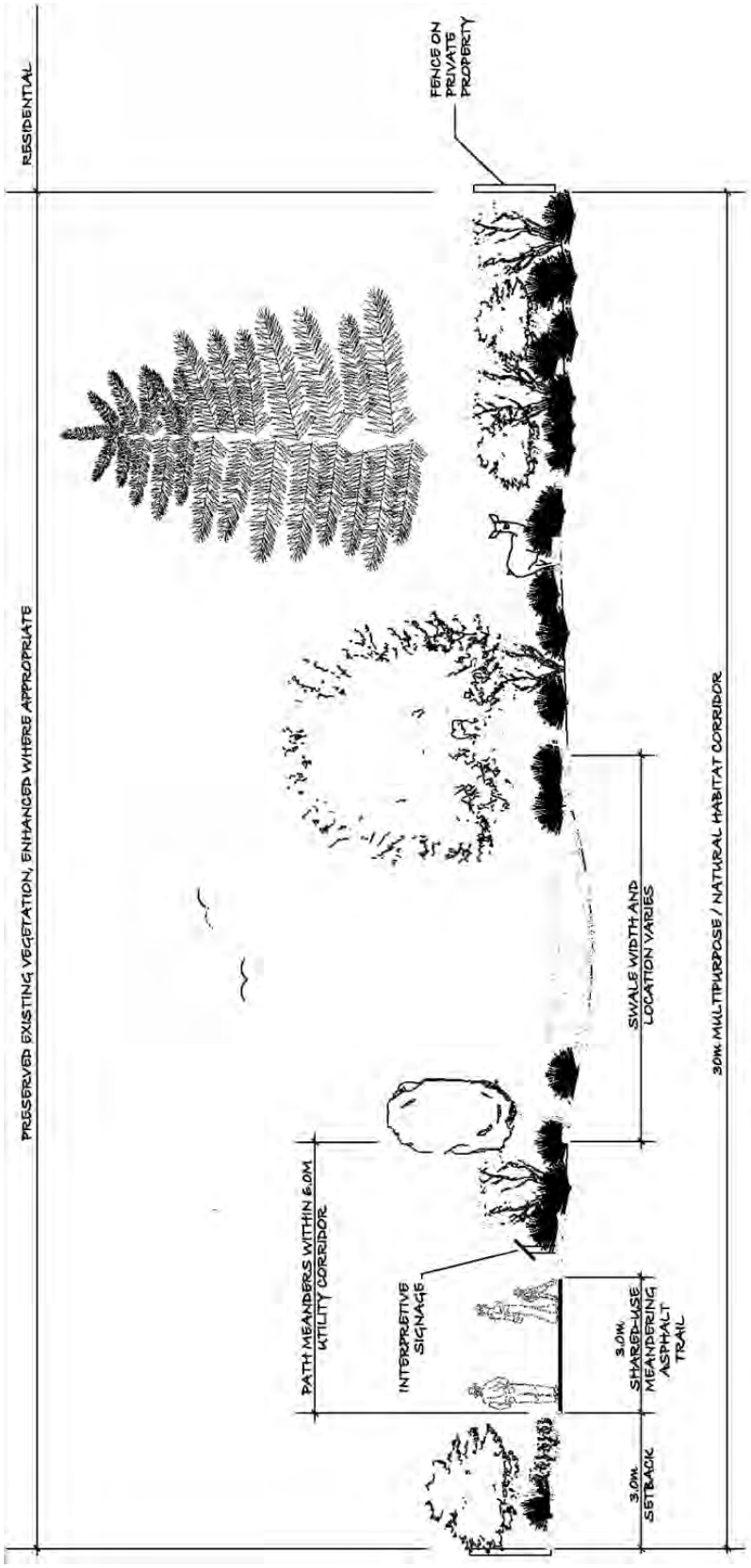


FIGURE 5.2 - ECOLOGICAL GREENWAY PLAN VIEW

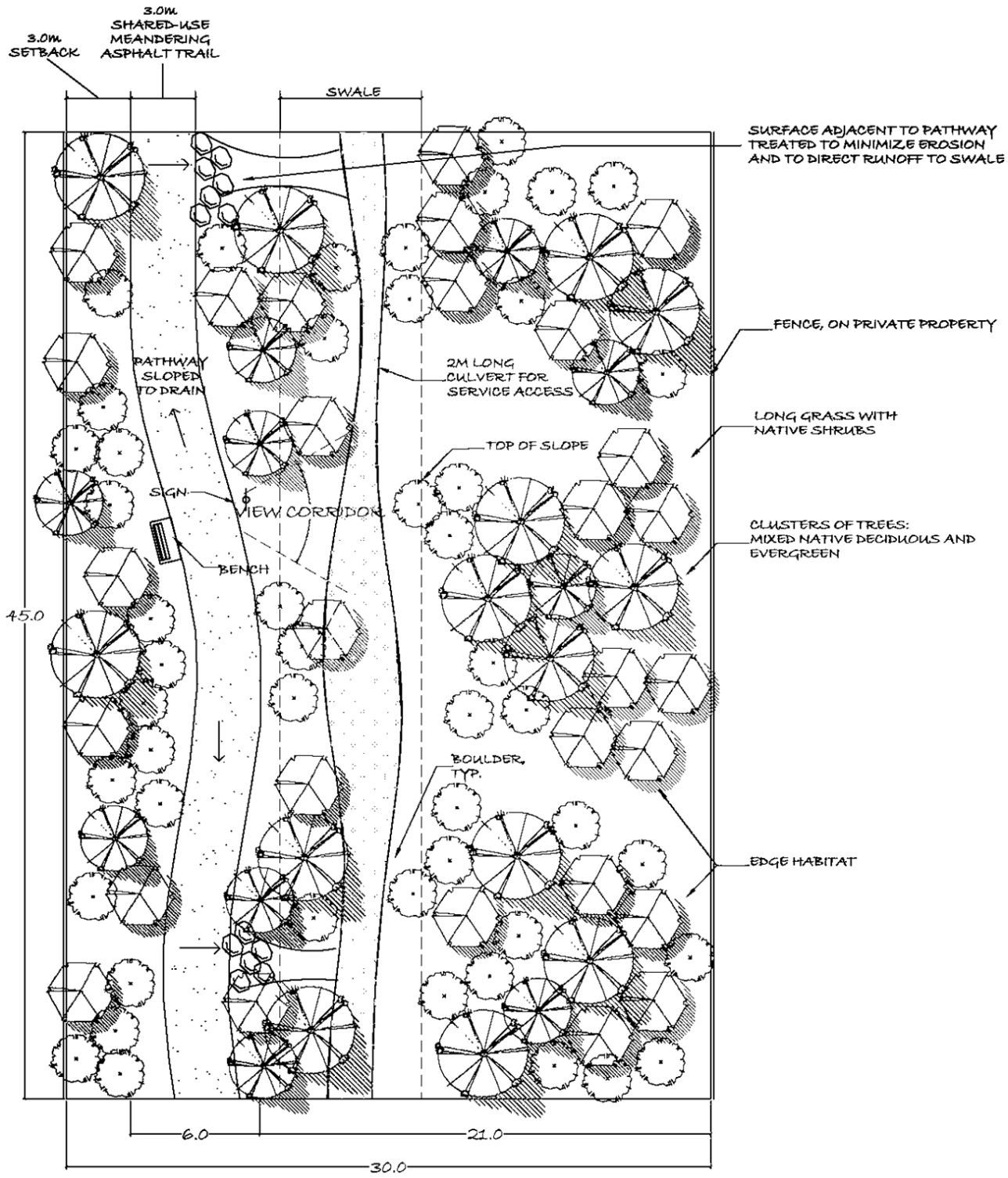


FIGURE 5.3 - CREEK GREENWAY CROSS-SECTION

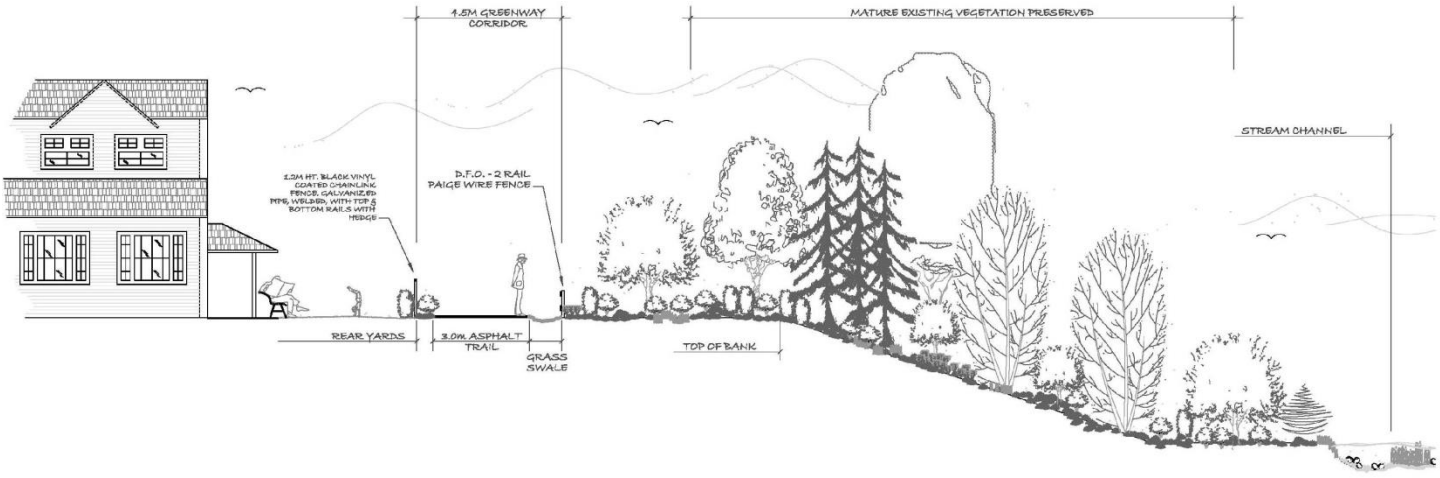


FIGURE 5.4 - 30 AND 40 METRE WIDE CREEK GREENWAY OPTION WITHOUT ROAD



FIGURE 5.5 - 6 METRE WIDE CREEK GREENWAY

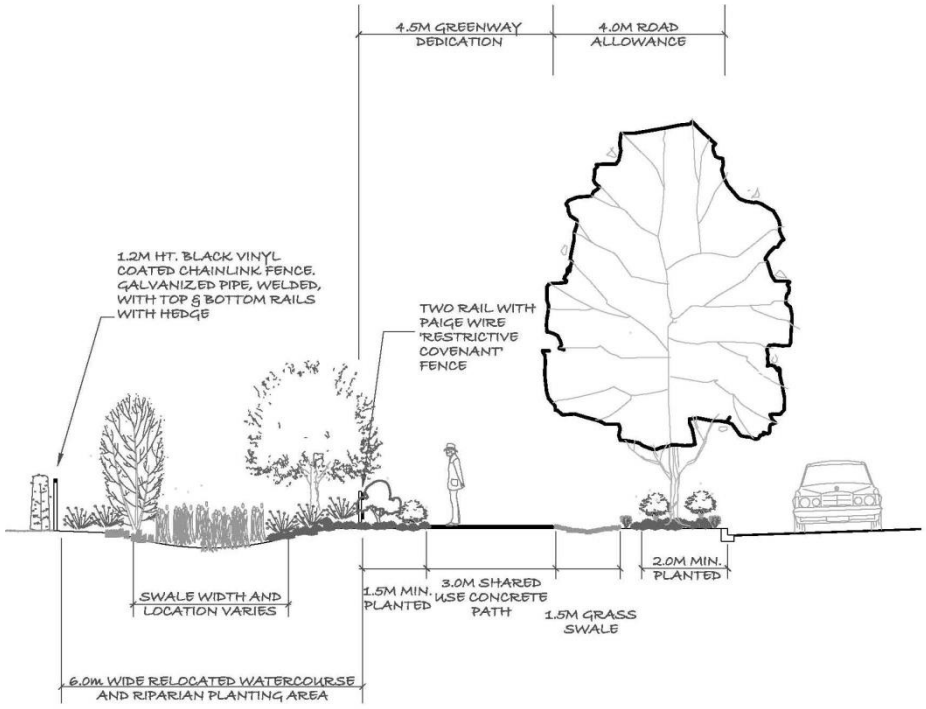


FIGURE 5.6 - 204 STREET CREEK GREENWAY

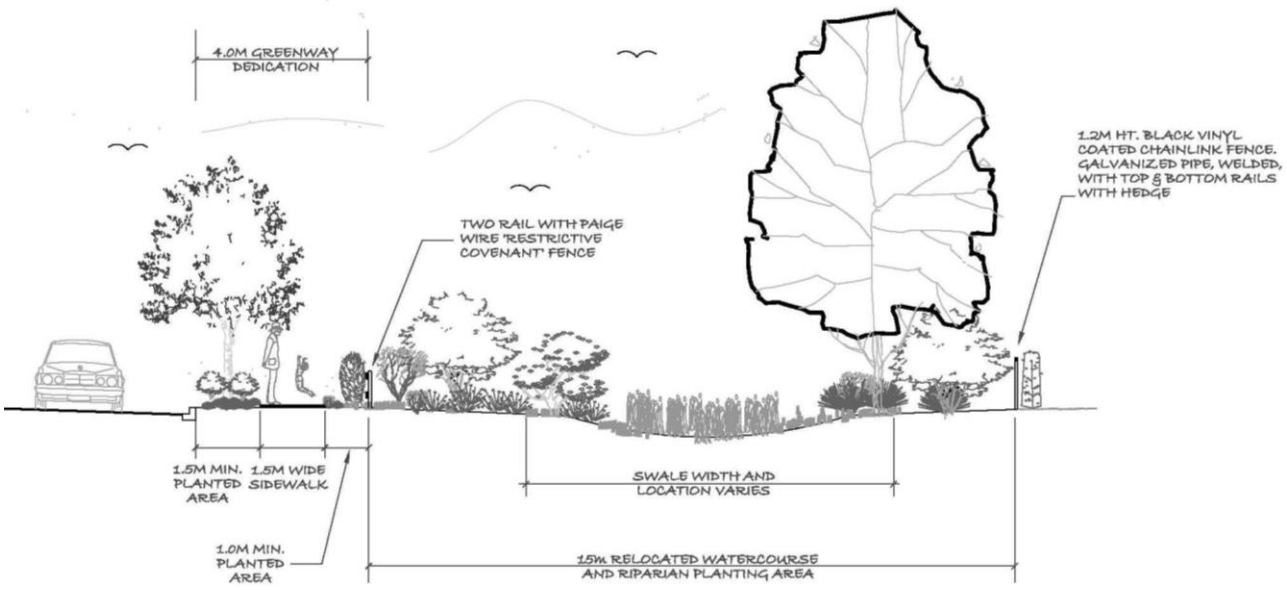


FIGURE 5.7 - FREEWAY BUFFER – CONSTRUCTED BERM

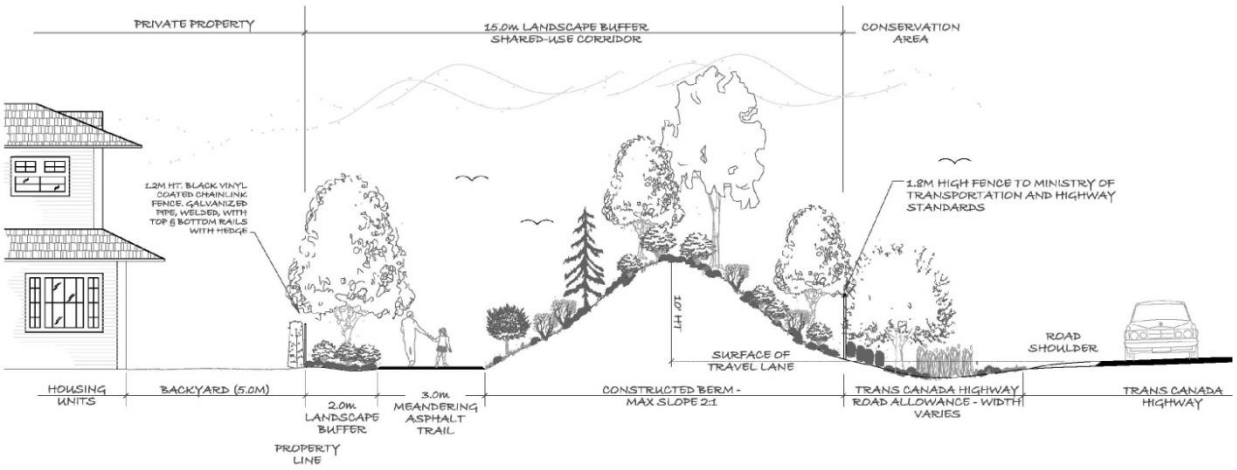


FIGURE 5.8 - FREEWAY BUFFER – RETAINED VEGETATION

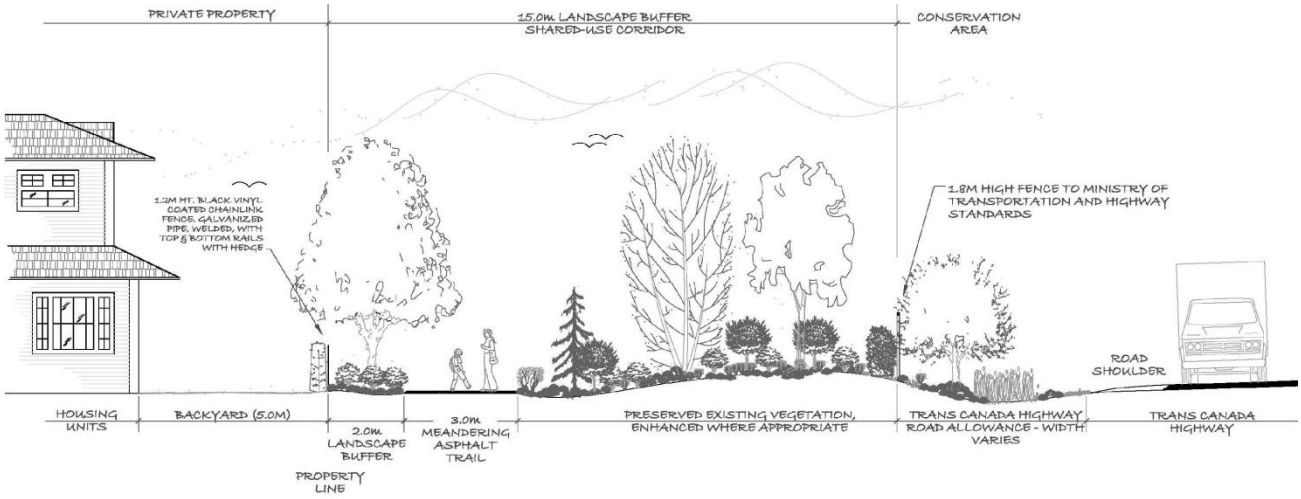


FIGURE 5.9 - STREET GREENWAY CROSS-SECTION

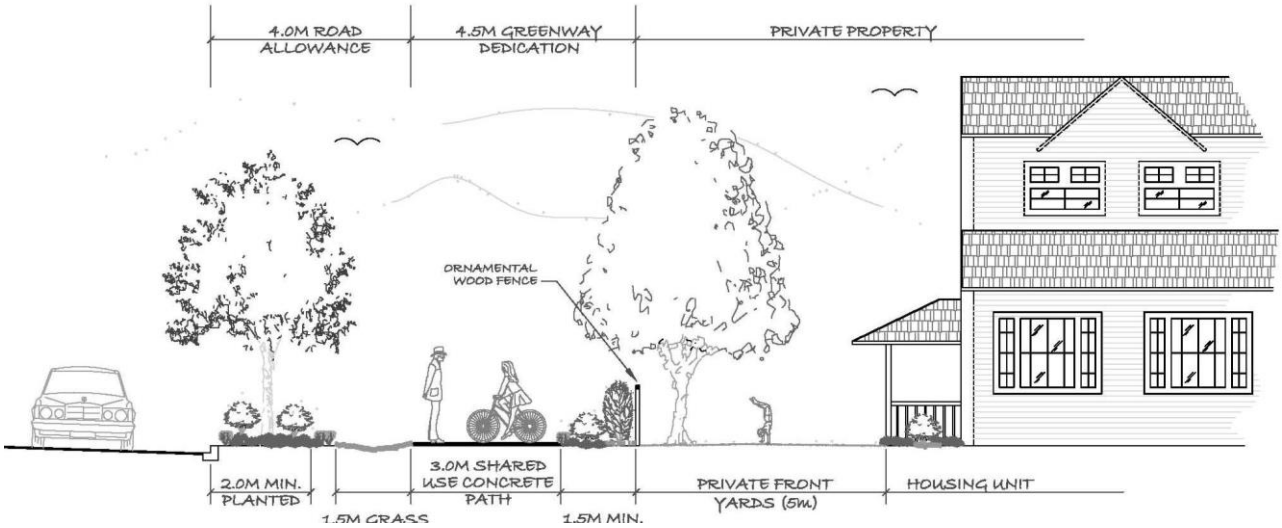


FIGURE 5.10 - STREET GREENWAY WITH ABUTTING CREEK



FIGURE 5.11 - RECREATIONAL GREENWAYS CROSS-SECTION

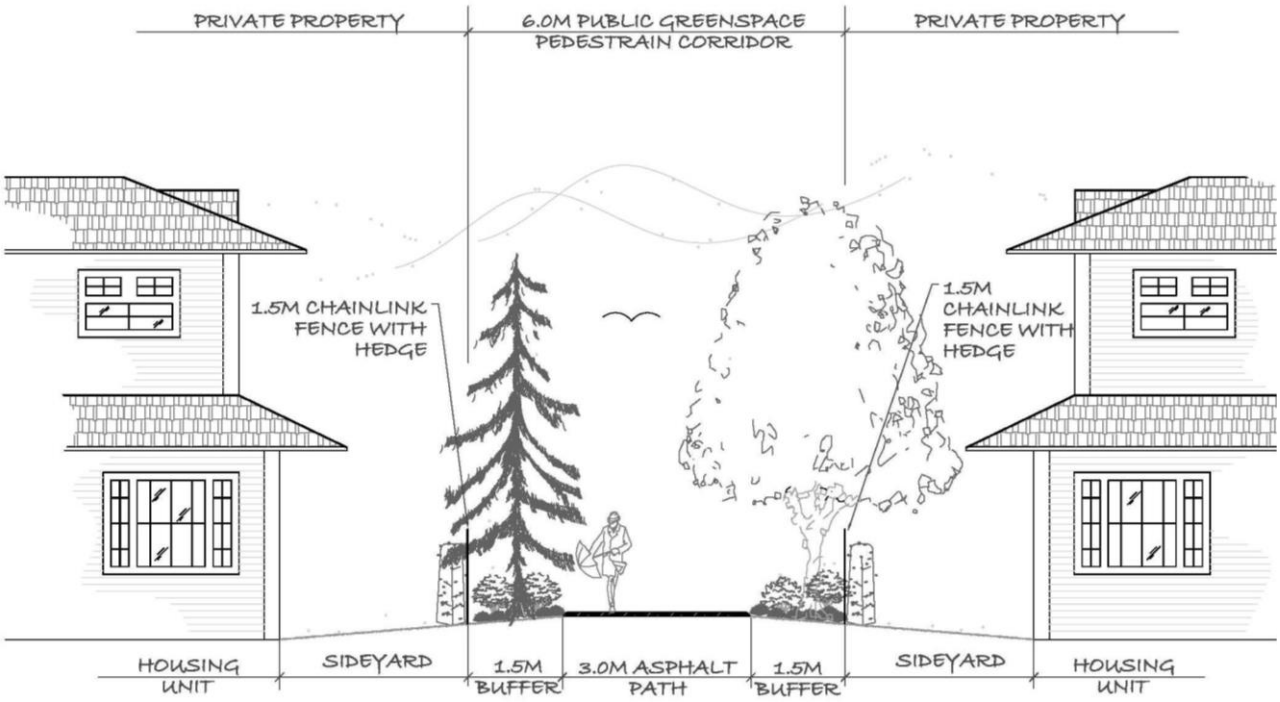


FIGURE 5.12 - GREEN LINK AND COMMONS

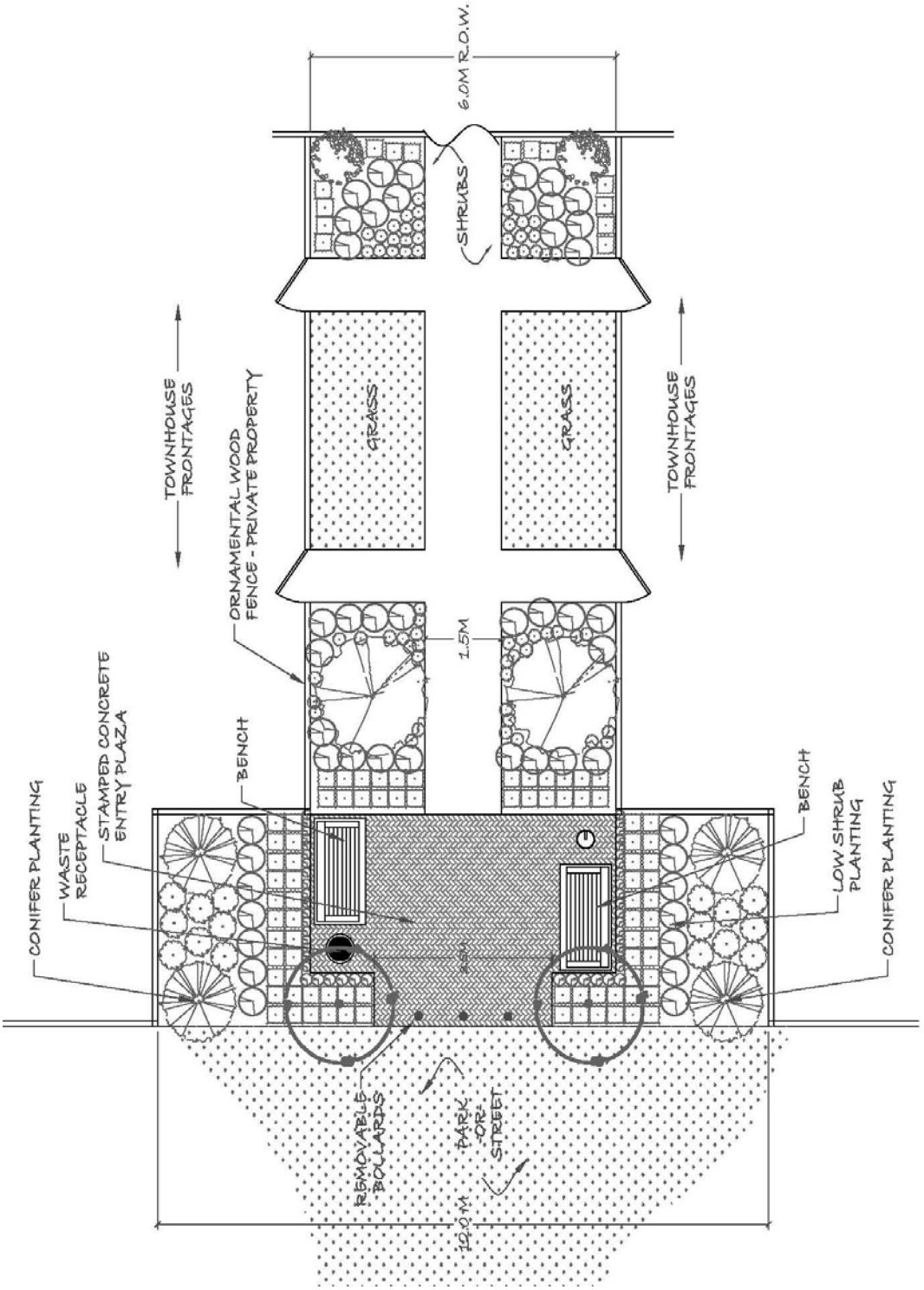


FIGURE 5.13 - MAIN PEDESTRIAN CONNECTION – CROSS SECTION

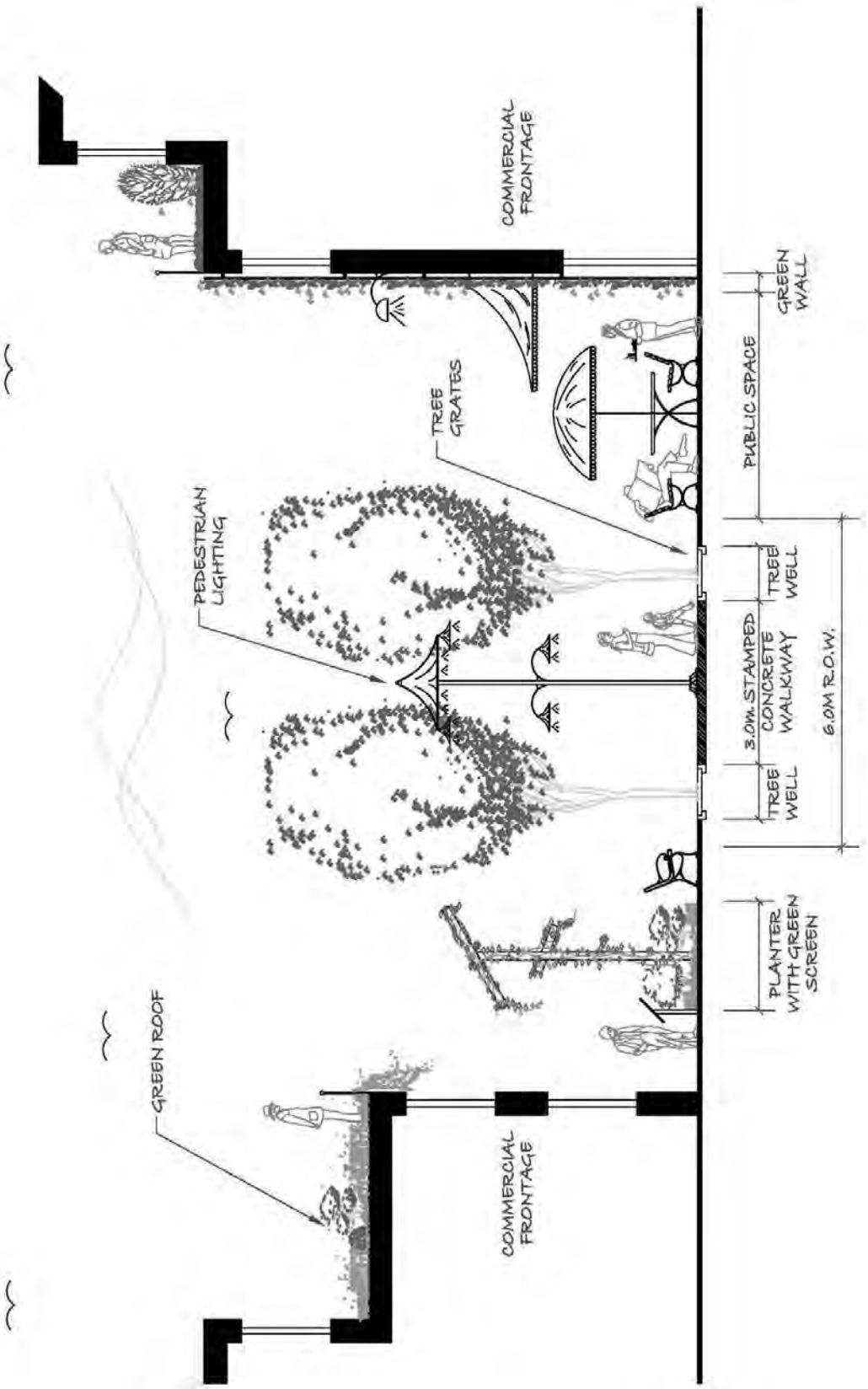


FIGURE 5.14 - MAIN PEDESTRIAN CONNECTION – PLAN VIEW

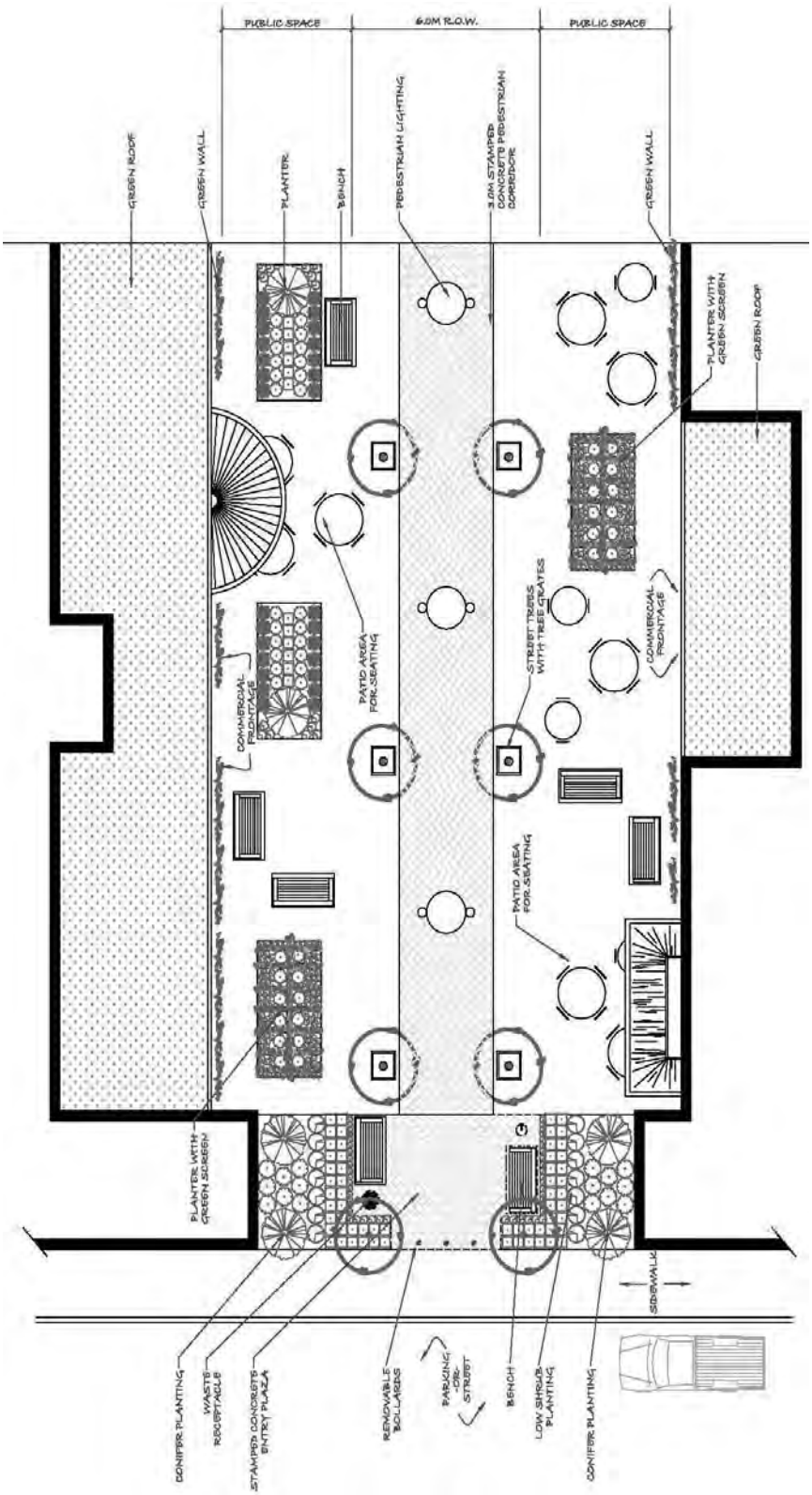


FIGURE 5.15 - 212 STREET WITH SLOPE

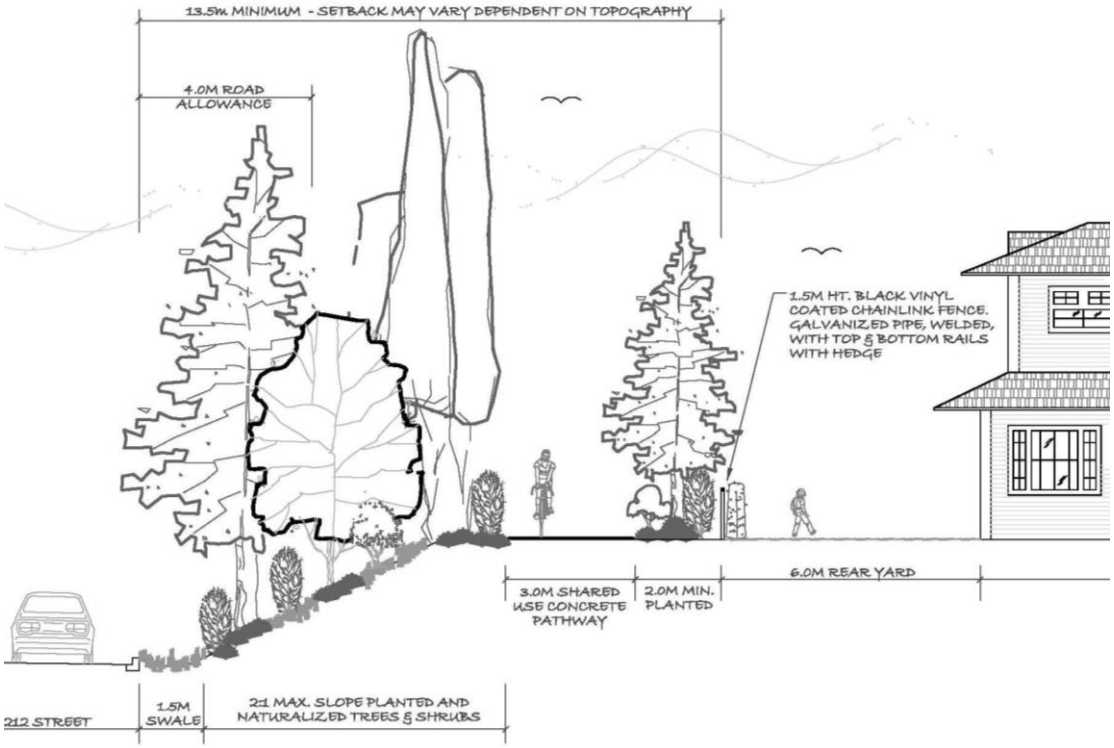


FIGURE 5.16 - 212 STREET WITH WALL

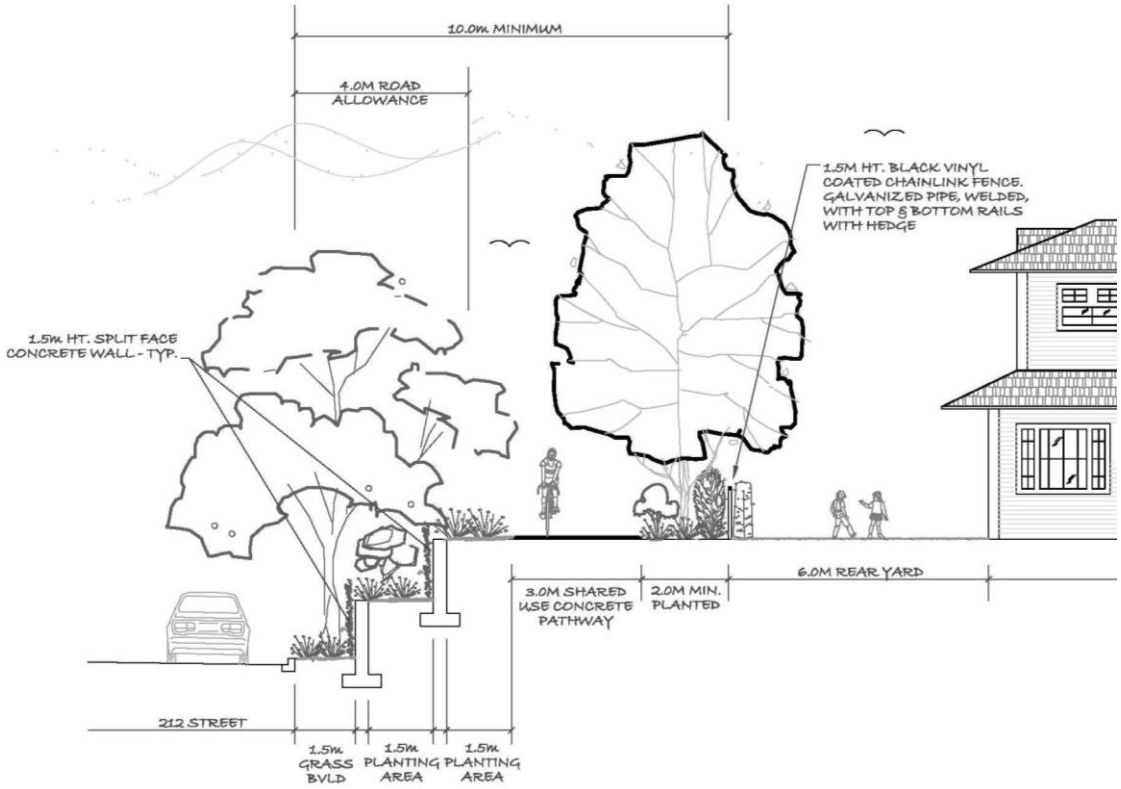
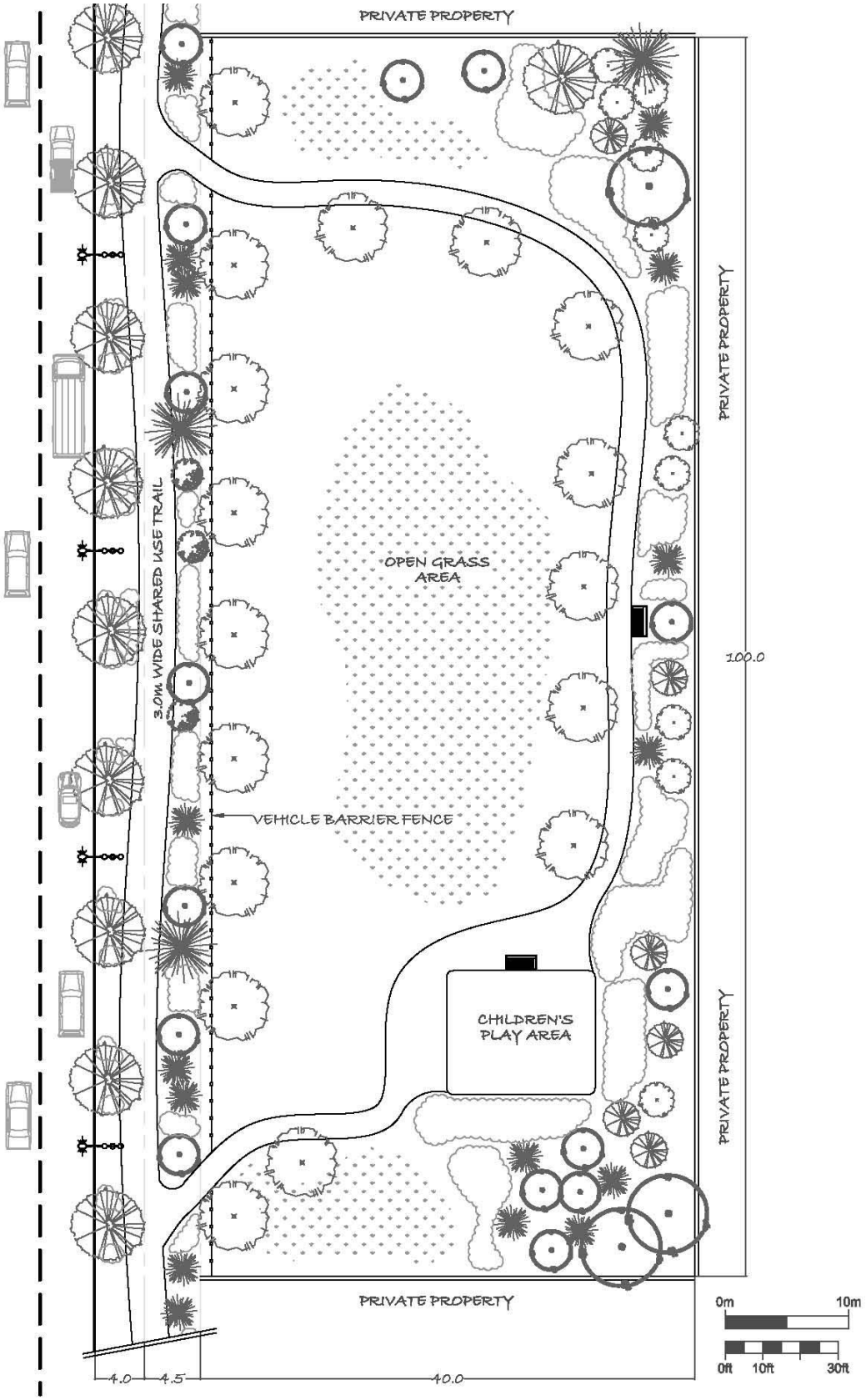


FIGURE 5.17 - 1 ACRE EXAMPLE POCKET PARK WITH GREENWAY



5.3 SCHOOLS

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Willoughby Elementary school currently serves as the neighbourhood elementary school for the Yorkson neighbourhood. Declining birth rates provincially have resulted in fewer children per family and fewer students per household than in previous decades. The Langley School District offers choices in elementary schools, such as fine arts and fundamental schools, which also affects the number of students attending their home catchment school.

The Yorkson neighbourhood is expected to generate about 1,700 elementary students. This would require four elementary schools, including a replacement facility for Willoughby Elementary School. The Willoughby Elementary site is designated as Town Market and is anticipated to be redeveloped in the future for commercial or mixed use purposes.

TABLE 5.3 - ESTIMATED SCHOOL REQUIREMENTS

School Type	**Estimated** Students	**Students Per School**	**Schools Required**
Elementary	1,700	460	3.7
Secondary	1,160	1,200	1.0

1,160 secondary students are projected in the Yorkson neighbourhood. New secondary students can be accommodated at R.E. Mountain Secondary School in the short to medium term, but an additional secondary school will be required in the future.

New development can only proceed if there is adequate elementary school capacity or a site for a future elementary school to serve the area is secured. Elementary schools require a 2.0 hectare (5 acre) site and a secondary school requires a 6.0 hectare (14.8 acre) site.

New school sites are shown conceptually on Map 1, with one elementary school located in each quadrant of the neighbourhood (northeast, northwest, southeast and southwest of the intersection of 80 Avenue and 208 Street). The symbols on the map are intended to indicate generalized school locations within anticipated catchment areas. Precise school site locations will be determined prior to the opening of each phase.

6. INFRASTRUCTURE AND SERVICES

Future growth in Yorkson will necessitate considerable improvements and expansions of road, sanitary sewer, drainage and water infrastructure. The following is an overview of the current state of infrastructure and the works required to accommodate future residents. More detailed analysis can be found in engineering servicing plans prepared for each of the major services.

6.1 TRANSPORTATION

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6.1.1. ROADS

Yorkson's road network system is presently characterized by two-lane rural roads with open ditches on both sides, and relatively light traffic volumes. The road system is sufficient to meet the demands of the predominantly semi-rural level of development.

While additional upgrades and improvements are required, several key components of a fully functioning road network are in place, including 200 Street which provides access to the Trans Canada Highway and 208 Street which provides access to major shopping and employment opportunities in Willowbrook and the City of Langley and to services and facilities in Walnut Grove.

208 Street and 80 Avenue are classified as major arterials, as is 212 Street, which will form part of a new connection between a new interchange on the Trans Canada Highway at 216 Street and the Willowbrook Connector (204/208 Street, 212 Street, 80 Avenue, 216 Street). Major arterial roads carry higher volumes of traffic and access is limited. Collector roads collect traffic from local roads and provide a suitable route to arterials and also provide access to adjacent land. Arterial and collector roads are shown on Map 1. Key road improvements include:

- provision of roundabouts at all collector/collector intersections,
- realigning 83 Avenue and 82 Avenue at 208 Street,
- realigning 78 Avenue and 77A Avenue west of 208 Street,
- extending 204 Street from 80 Avenue to 86 Avenue,
- extending 206 Street south from 80 Avenue to 74B Avenue; and
- provision for two collector routes west of 208 Street (209 and 211A Streets).

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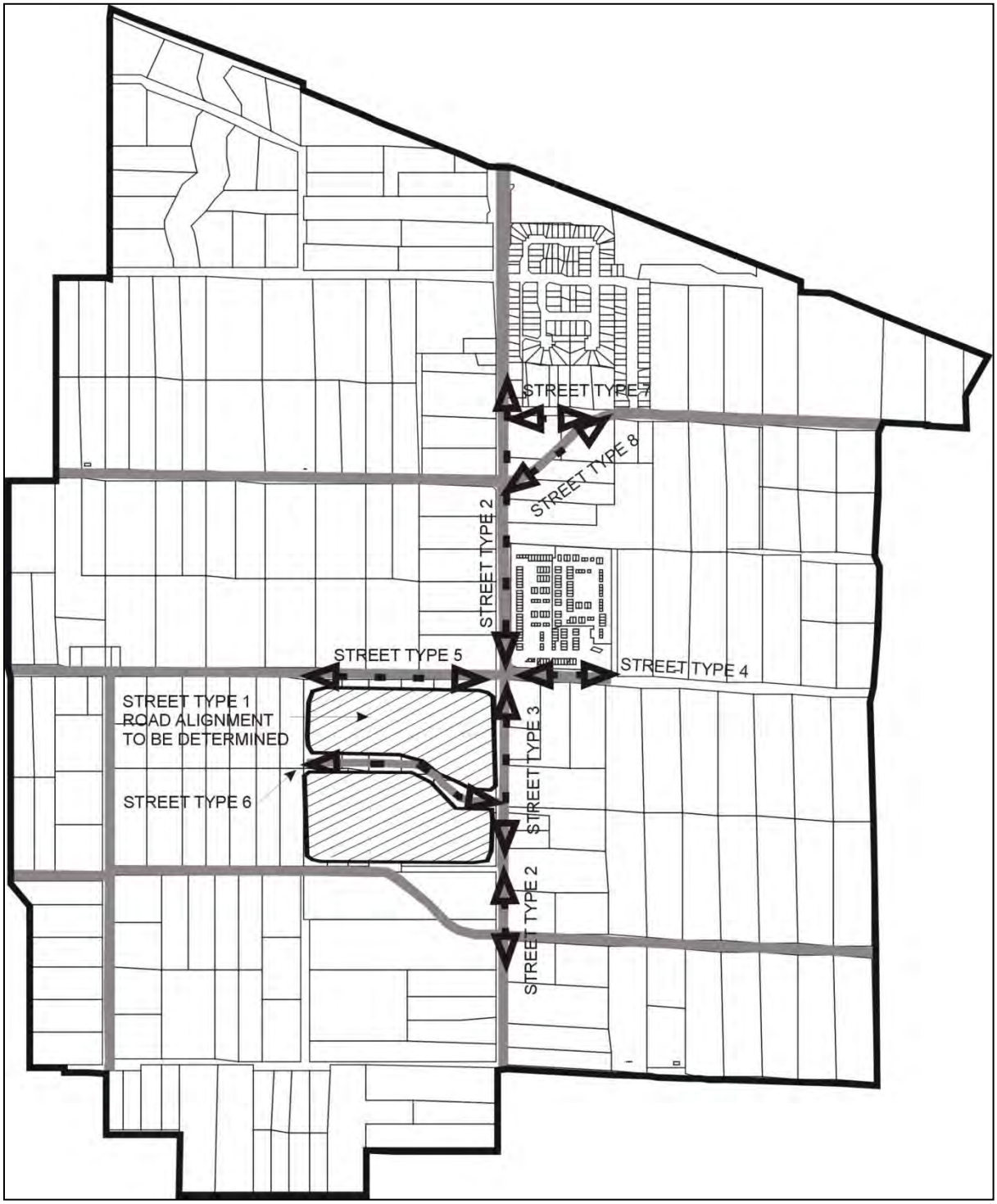
The Master Transportation Plan indicates a number of improvements proposed for the Willoughby area beyond the Yorkson neighbourhood, including widening of 200 and 208 Streets, connection of 208 Street to a new interchange at 216 Street and the Trans Canada Highway and connection of 203/202B, 202A Street to 88 Avenue.

5393
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A number of new road cross-sections are proposed for the central portion of the neighbourhood, including 208 Street and 80 Avenue and roads in the Town Market and Mixed Use areas to create a sense of place and indicate arrival into Willoughby Town Centre. Modifications to the Street Types may be considered on a site specific basis provided the intent of the Street Description and Context Characteristics are met.

6.1.2. STREET TYPOLOGY

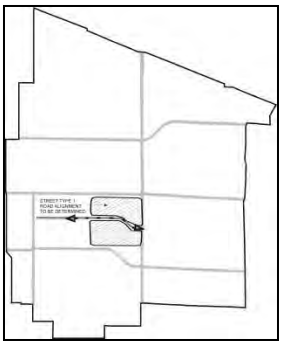
YORKSON STREET TYPOLOGY MAP KEY



6.1.2.1. STREET TYPE 1 – TOWN MARKET ROAD

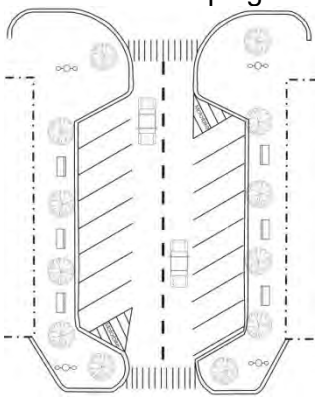
Street Description

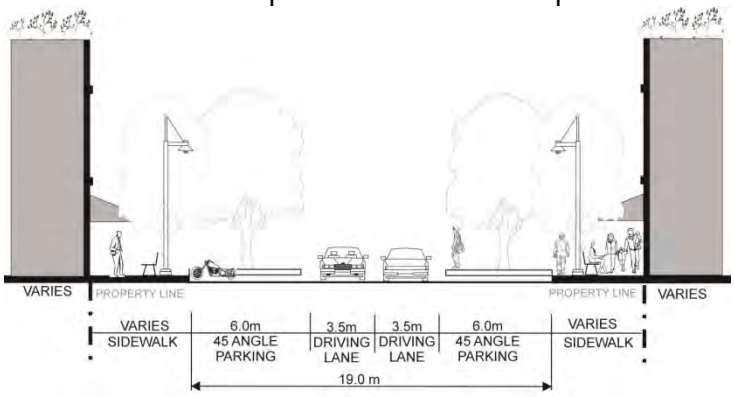
The Town Market Road is intended to reflect a small village commercial core street. On-street angled parking is required on both sides of the street with raised textured pedestrian crossings between traffic calming bulges. The width and texture of sidewalks, furnishings, amenities, lighting and landscaping are intended to create an interesting place for the community to meet and shop.



Specifications

- Driving lane width 3.5m
- On street parking angled 6.0m
- Sidewalk Width Varies –consistent with Building Front Typology
- Lane width at bulges 6.0m
- Lighting Comply with the Township's Exterior Lighting Impact Policy as amended.
- Furnishings Benches, Waste Receptacles, Tree Grates, Tree Guards, Bicycle Racks, two amenities of choice etc.
- Landscaping Provided to the acceptance of the Township.





Context Characteristics

Land use

- Small-scale commercial 250m2 maximum tenant floor spaces.
  - o Building Height 2-4 storeys in the core and 5-12 storeys on the periphery
  - o Pedestrian orientation Planting strip, mature tree line, wide sidewalks, sidewalk cafés.Raised and patterned pedestrian crossings between bulges.
- Street parking On-street angle parking required, off-street parking to the rear or side of buildings. Back-in angle parking preferred.
- Transit Provided at or near the Town Market centre.

6.1.2.2. STREET TYPE 2 – 208 OUTSIDE TOWN MARKET

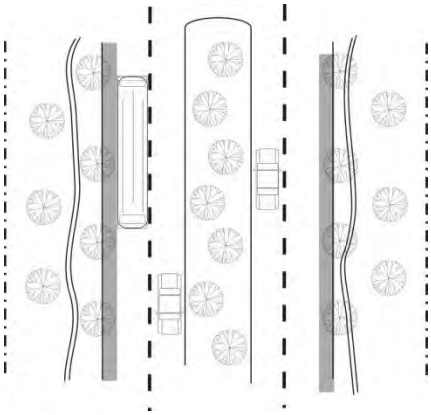
Street Description

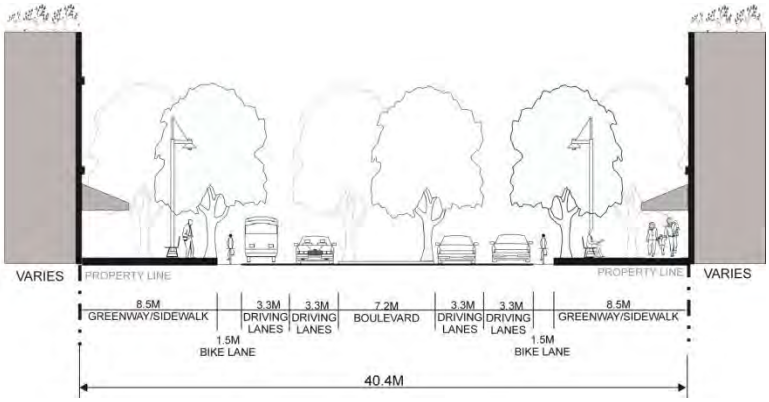
208 Street is intended to be a transition into the Willoughby Town Market. The width of the driving lanes lighting and landscaping are intended to help create a unique sense of place. A double row of trees and ample landscaping will enhance the experience of living and shopping in Willoughby.



Specifications

- Driving lane width — 3.3m
- Greenway/Sidewalk Width — 8.5m
- Lighting — Comply with the Township's Exterior Lighting Impact Policy as amended
- Furnishings — Benches, Waste Receptacles etc.
- Landscaping — Provided to the acceptance of the Township.
- Signage — Gateway signage to be provided according to the plan.





Context Characteristics

Land use

- Residential — Buildings facing the street.
- Pedestrian orientation — Planting strip, mature tree line, wide sidewalks.
- Street parking — Off-street parking to the rear or side of buildings.

6.1.2.3. STREET TYPE 3 – 208 STREET MULTI-WAY

Street Description

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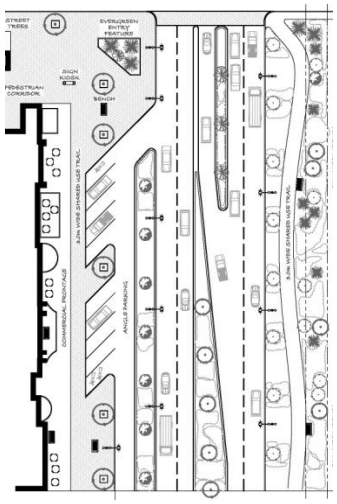
208 Street in front of the Town Market area is intended to reflect a mixed use pedestrian friendly street. Ample room and landscaping to safely buffer pedestrians from traffic and noise is required. As shown in the sketches, on-street angled parking and a frontage road may be utilized as part of the design solution. The width and texture of patios, verandas, cafes, sidewalks, furnishings, amenities, lighting and landscaping are intended to create an interesting place for the community to meet and shop.

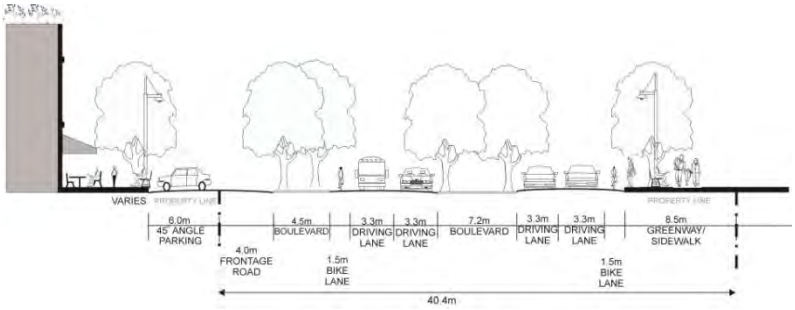


Specifications

- Driving lane widths 3.3m
- On street 45° angled parking 6.0m (Frontage road only)
- Aisle (frontage road) width 4.0m
- Sidewalk Frontage road side consistent with Building Front Typology

  Greenway/sidewalk width 8.5m
- Lighting Comply with the Township's Exterior Lighting Impact Policy as amended.
- Furnishings Benches, Waste Receptacles, Tree Grates, Tree Guards, Bicycle Racks etc.
- Landscaping Provided to the acceptance of the Township (includes a 2.7m median provided at turning lane as well as 7.2m boulevard and gateway feature).





Context Characteristics

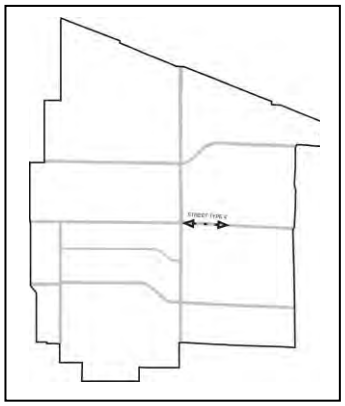
Land use

- Mixed Use
  - Building Height - 2-4 storeys in the core and 5-12 storeys on the periphery.
- Pedestrian orientation - Planting strip, mature tree line, wide sidewalks, sidewalk cafés, weather protection, varied and interesting building forms.
  Raised and patterned pedestrian crossings between bulges.
- Street parking - Off-street angle parking required on multi-way, other off-street parking to the rear or side of buildings.
- Transit - Provided at or near the Town Market centre.

6.1.2.4. STREET TYPE 4 – 80 AVENUE OUTSIDE TOWN MARKET

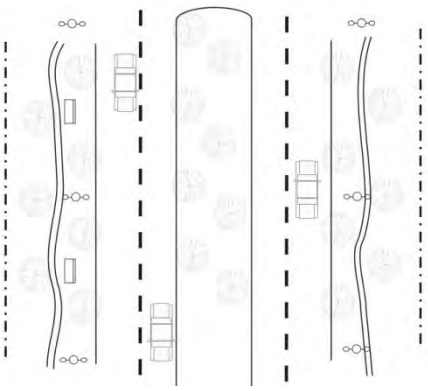
Street Description

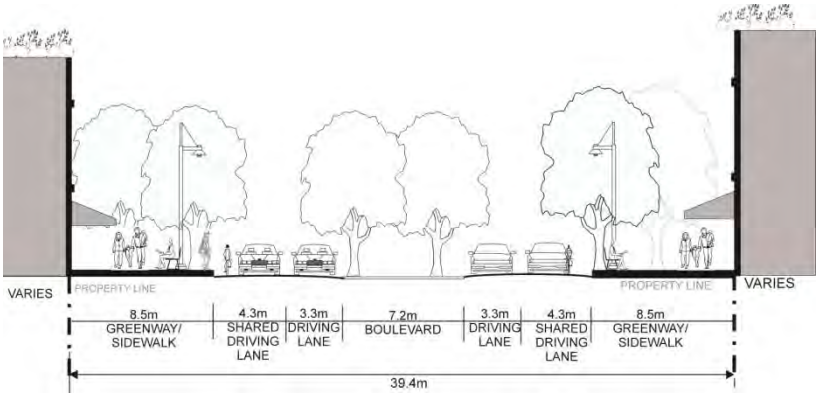
80 Avenue outside the Town Market is intended to be a transition into the Willoughby Town Market. The width of the driving lanes lighting and landscaping are intended to help create a unique sense of place. A double row of trees and ample landscaping will enhance the experience of living and shopping in Willoughby.



Specifications

- Driving lane width — 3.3 and 4.3m shared curb lane
- No on street parking permitted
- Greenway Width — 8.5m
- Lighting — Comply with the Township's Exterior Lighting Impact Policy as amended.
- Furnishings — Benches, Waste Receptacles etc.
- Landscaping — Provided to the acceptance of the Township.
- Signage — Gateway signage to be provided according to the plan.



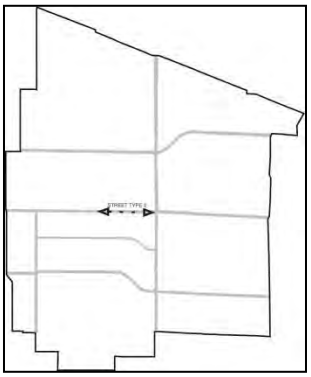


Context Characteristics

Land use

- Residential — Buildings facing the street
- Pedestrian orientation — Planting strip, mature tree line, wide sidewalks
- Street parking — Off-street parking to the rear or side of buildings

6.1.2.5. STREET TYPE 5 – 80 AVENUE MULTI-WAY

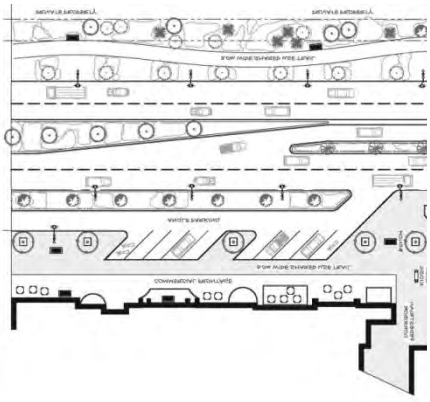


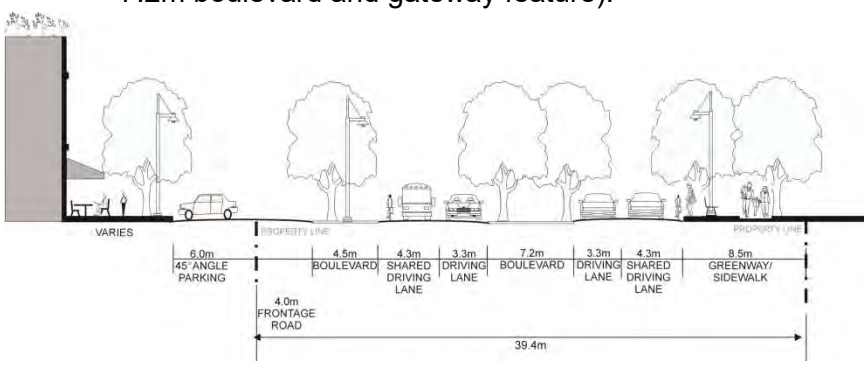
Street Description

80 Avenue in front of the Town Market area is intended to reflect a mixed use pedestrian friendly street. On-street angled parking is required on one side of the frontage road with ample room and landscaping to safely buffer pedestrians from traffic and noise. The width and texture of patios, verandas, cafés, sidewalks, furnishings, amenities, lighting and landscaping are intended to create an interesting place for the community to meet and shop.

Specifications

- Driving lane width — 3.3 and 4.3m curb shared lane
- On street 45° angled parking — 6.0m (Frontage road only)
- Aisle (frontage road) width — 4.0m
- Sidewalk — Frontage road side consistent with Building Front Typology.
- Greenway/sidewalk width — 8.5m
- Lighting — Comply with the Township's Exterior Lighting Impact Policy as amended.
- Furnishings Guards, — Benches, Waste Receptacles, Tree Grates, Tree Bicycle Racks etc.
- Landscaping — Provided to the acceptance of the Township (includes a 2.7m median provided at turning lane as well as 7.2m boulevard and gateway feature).





Context Characteristics

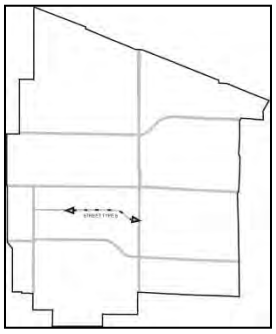
Land use

- Mixed Use residential
  - Building Height — 4 storeys in the core and 5-12 storeys on the periphery.
- Pedestrian orientation — Planting strip, mature tree line, wide sidewalks, sidewalk cafés, weather protection, varied and interesting building forms
  Raised and patterned pedestrian crossings between bulges.
- Street parking — Off-street angle parking required on multi-way, off-street parking to the rear or side of buildings.
- Transit — Provided at or near the Town Centre.

6.1.2.6. STREET TYPE 6 – 78A STREET "HIGH STREET"

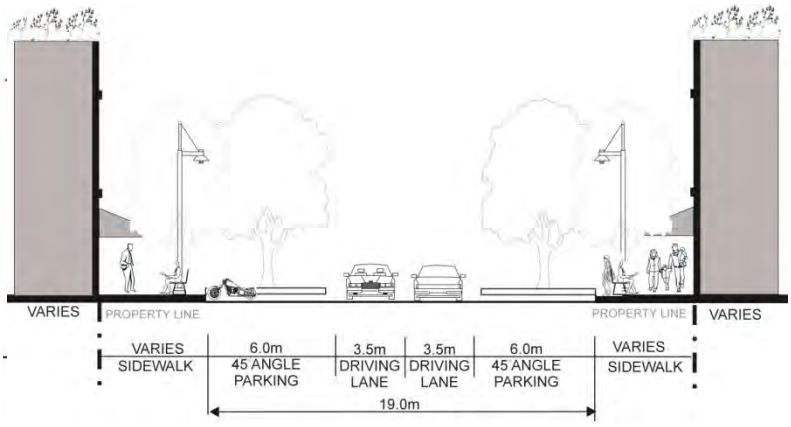
Street Description

78A Street is intended to reflect an attractive mixed use pedestrian oriented urban commercial core street. On-street angled parking is required on both sides of the street with raised textured pedestrian crossings between traffic calming bulges. The width and texture of sidewalks, furnishings, amenities, lighting and landscaping are intended to create an interesting place for the community to meet and shop.



Specifications

- Driving lane width 3.5m
- On street parking angled 6.0m
- Sidewalk Width Consistent with Building Front Typology
- Lane width at bulges 6.0m
- Lighting Comply with the Township's Exterior Lighting Impact Policy as amended.
- Furnishings Benches, Waste Receptacles, Tree Grates, Tree Guards, Bicycle Racks, etc.
- Landscaping Provided to the acceptance of the Township.



Context Characteristics

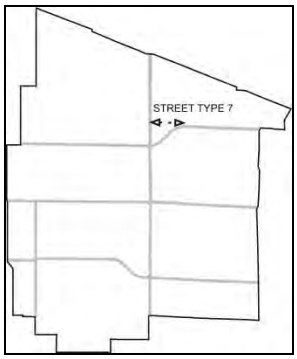
Land use

- Mixed Use 250m2 maximum tenant floor spaces.
  - o Building Height 5-12 storeys
- Pedestrian orientation Planting strip, mature tree line, wide sidewalks, sidewalk cafés.
  Raised and patterned pedestrian crossings between bulges.
- Street parking On-street angle parking required, off-street parking to the rear or side of buildings. Back-in parking is preferred.
- Street Width Design at intersections to accommodate turn lanes.
- Transit Provided at or near the Town Market centre.

6.1.2.7. STREET TYPE 7 – 83 AVENUE "OLD STREET"

Street Description

83 Avenue or the 'Old Street' is a local road intended to act as additional parking space for Willoughby Hall and other specialized heritage and public uses. The character of the street is intended to reflect an attractive historically sensitive design. The road should provide two lanes of traffic and parking on both sides where possible with raised textured pedestrian crossings between traffic calming bulges. Street design should include commercial and public parking integrated with building design while reflecting the massing relationship of a village street. The width and texture of sidewalks, furnishings, amenities, lighting and landscaping should be designed to create an interesting place for the community to meet. Street design may be varied to take into account the location of Willoughby Hall and the hedgerow of coniferous trees on the south side of 83 Avenue.



Specifications

- Driving lane width — 3.5m
- Sidewalk Width — Consistent with Building Front Typology.
- Lane width at bulges — 6.0m
- Lighting — Comply with the Township's Exterior Lighting Impact Policy as amended.
- Furnishings — Benches, Waste Receptacles, Tree Grates, Tree Guards, Bicycle Racks, etc.
- Landscaping — Provided to the acceptance of the Township.

Context Characteristics

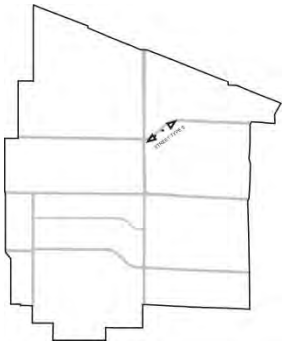
Land use

- Small-scale commercial — 250m2 maximum tenant floor spaces with commercial uses encouraged in heritage buildings.
- Residential
  - Building Height — up to 4 storeys
- Pedestrian orientation — Planting strip, mature tree line, wide sidewalks, sidewalk cafés.
  Raised and patterned pedestrian crossings between bulges.
- Street parking — On-street parking required.
- Street Width — Design at intersections to accommodate turn lanes.

6.1.2.8. STREET TYPE 8 – 82/83 AVENUE

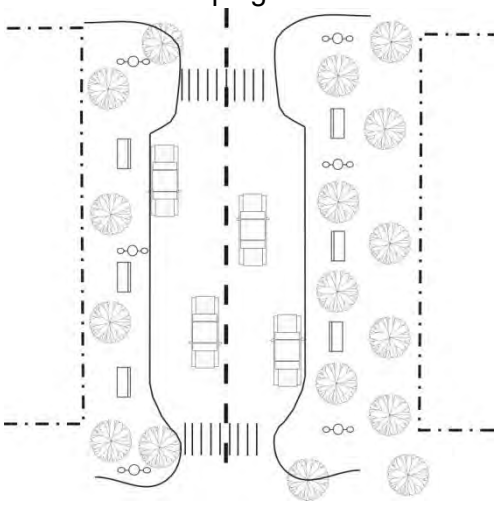
Street Description

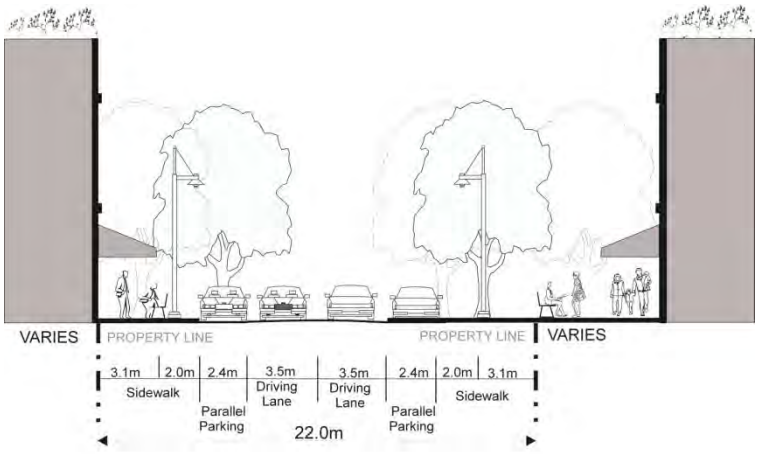
The 82/83 Avenue section of road is intended to reflect an attractive mixed use pedestrian oriented urban commercial core street. On-street parallel parking is required on both sides of the street with raised textured pedestrian crossings between traffic calming bulges. The width and texture of sidewalks, furnishings, amenities, lighting and landscaping are intended to create an interesting place for the community to meet and shop.



Specifications

- Driving lane width 3.5m
- On street parking angled 2.4m
- Sidewalk Width 5.1m
- Lane width at bulges 6.0m
- Lighting Comply with the Township's Exterior Lighting Impact Policy as amended
- Furnishings Benches, Waste Receptacles, Tree Grates, Tree Guards, Bicycle Racks, etc.
- Landscaping Provided to the acceptance of the Township





Context Characteristics

Land use

- Small-scale commercial 250m2 maximum tenant floor spaces
  - o Mixed Use residential
- Building Height up to 4 storeys
- Pedestrian orientation Planting strip, mature tree line, wide sidewalks, sidewalk cafés
  Raised and patterned pedestrian crossings between bulges
- Street parking On-street angle parking required, off-street parking to the rear or side of buildings.
- Transit One stop provided

6.2 WATER

At present, Yorkson is supplied with water from the Jericho and Strawberry Hill reservoirs. Water service is available to much of the neighbourhood, as well as surrounding lands, with the existing distribution system. A 1200 mm diameter GVWD feeder main is located along the 204 Street alignment with two connections to the municipal system at 82 Avenue and 73A Avenue.

Local topography necessitates two separate pressure zones: 131.0 meters around the Jericho Reservoir and 111.5 meters near the Strawberry Hill Reservoir. A booster pump regulates the supply at the latter location. The pressure zone boundary is approximately located along the 81 Avenue alignment. There is an existing 450 mm diameter feeder main supplying the 111.5 meter pressure zone from Jericho Reservoir.

Water servicing analysis has been undertaken to determine peak domestic water and fire demands and watermain network infrastructure requirements. The analysis is based on the Yorkson land use plan and estimated ultimate populations and densities, and the Township's pressure, flow and velocity requirements. It should be noted that the analysis only addresses larger grid mains and not the sizing of smaller local mains, including loops, which will be assessed during detailed design of development projects.

The watermain network analysis reveals the need for several upgrades and expansions to the current system. Key improvements include the installation of watermains along 204 Street, 80 Avenue, and 86 Avenue. Improvements are also required outside the neighbourhood along 200 Street. The timing of improvements corresponds to anticipated development phasing (see Section 8.3) and is therefore staggered throughout Yorkson's anticipated buildout period in response to increasing demand.

6.3 SANITARY SEWER

There is presently limited sanitary sewer infrastructure in the Yorkson neighbourhood. There are no gravity sanitary sewers, although there are several private force mains servicing existing institutional facilities, including Mountain Senior Secondary School and Willoughby Elementary School. The force mains tie into the old Willoughby/Brookswood force main running north along the 204 Street alignment. It outfalls to the north into a 400 mm diameter gravity sewer before crossing the Trans Canada Highway. A second 600 mm diameter sanitary sewer crossing of the Trans Canada Highway is located at 201 Street. The 204 Street crossing and the downstream gravity sewer has the capacity to accommodate approximately 13,500 people. After this point, connection to the 201 Street crossing will be required to meet the remainder of Yorkson's demand.

Downstream of the crossing, gravity sewers connect to the GVS&DD Northwest Langley Wastewater Treatment facility at 201 Street and 102B Avenue. The treatment facility can presently service approximately 20,000 people in the Walnut Grove, Willoughby and Fort Langley communities. A recently completed $12m upgrade will increase its capacity to a total equivalent population of approximately 40,000 people, sufficient to meet the bulk of the demand generated in Yorkson.

All identified components of the gravity sanitary sewer trunk network flow north towards the 201 Street and 204 crossings of the Trans Canada Highway. The area to the west of Yorkson Creek is serviced by a gravity sewer along the 204 Street corridor, while the central and northern areas are serviced by gravity sewers along 86 Avenue, 206 Street, 84 Avenue, and 208 Street. The eastern area of the neighbourhood is serviced by a gravity sewer along 212 Street. The improvements will be constructed as new areas within Yorkson are opened for development.

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6.4 STORMWATER STRATEGY

The Yorkson Neighbourhood Plan is in two watersheds. Most of the plan area is in the Yorkson Creek watershed but part of the neighbourhood plan is in the Salmon River watershed Development in the portion in the Yorkson Creek watershed could have a significant impact on that watershed due to the potential increase in peak flows and runoff volume, loss of groundwater recharge, and degraded water quality. To address these concerns, a comprehensive servicing plan has been developed for the Uplands area in the Yorkson watershed which includes both a conventional stormwater management system and an enhanced infiltration system.

The conventional stormwater management system conveys runoff through a pipe network to detention ponds. The detention ponds limit peak flows for major events to pre-development levels, thereby reducing the downstream impact related to pipe sizing and erosion control in the receiving watercourses.

An enhanced infiltration system promotes enhanced infiltration of rainfall in order to better replicate the natural hydrologic cycle. The benefits of the innovative approach include reduced runoff volume, which in turn reduces flooding duration in the Lowlands, and improved groundwater recharge and baseflow supply.

The enhanced infiltration system will operate in conjunction with the conventional stormwater system, such that there is “redundancy” in the system. Due to the innovative nature of the enhanced infiltration system, the redundancy provides assurance for overall system functionality should the enhanced infiltration not perform as expected.

6.4.1. CONVENTIONAL STORMWATER SYSTEM

The conventional stormwater system was developed according to current Township standards and policies in harmony with the Yorkson Creek Water Resource Plan. Five detention ponds have been proposed for the Yorkson Neighbourhood area. All runoff from developed Upland areas is to be conveyed through a detention facility prior to discharging to a natural watercourse. The ponds have been sized to maintain pre-development flows for the 2-year, 5-year, and 100-year events. In addition, the ponds are to be designed as “wet ponds” with biofiltration features to provide improved water quality. Approximate locations of the proposed ponds are shown on Map 3.

A trunk sewer network has been proposed to convey the 100-year peak flows, to allow for lower minimum building elevations. Overland flow routes are still recommended, in the event of a storm which exceeds the 1 in 100-year. The proposed trunk sewer network is shown in Figure 2.17 in the Yorkson Creek Water Resources Plan, July 2003.

6.4.2. ENHANCED INFILTRATION SYSTEM

Enhanced infiltration is a relatively new technology by which stormwater is infiltrated in to the ground rather than conveyed through storm sewers. The enhanced infiltration system will provide several important benefits, including reduction of runoff volume, provision of a sustained supply of groundwater recharge, and maintenance of baseflow to watercourses.

The enhanced infiltration measures should be implemented as development occurs, and may include:

- perforated storm sewers,
- drywell manholes,
- infiltration wells,
- gravel soak-away pits,
- disconnected roof leaders,
- minimum topsoil requirement, and
- reduced pavement width on residential streets.

The effectiveness of these proposed measures is site specific, as it depends on local surface and subsurface geology. However, based on a preliminary hydrogeological assessment, it is anticipated that these systems would be effective and economically viable in the Yorkson Neighbourhood, particularly if deeper infiltration systems are utilized.

Measures must be taken to ensure that the quality of the local groundwater is protected. Runoff from rooftops and roadways can have elevated levels of hydrocarbons and heavy metals. Similarly, runoff from residential yards can contain pesticides and herbicides. Proper mitigation, typically using passive treatment methods such as wetlands or grass swales, is necessary to treat this runoff to an acceptable level. For this reason, it is recommended that the road drainage be routed through grass swales or French drains before discharging into the municipal storm sewer via catch basins.

6.4.3. SALMON RIVER WATERSHED

The southeastern portion of the Yorkson Neighbourhood Plan is within the Salmon River watershed, as shown on Map 3. This watershed has experienced lowland flooding, and both peak flow and volume control are recommended. Development in the Salmon River watershed portion of the Yorkson Neighbourhood Plan shall ensure that base flows to the Salmon River watershed are maintained.

6.5 HYDRO, TELEPHONE AND STREET LIGHTING

Main feeder lines are located along 200 Street, 208 Street, 216 Street, 80 Avenue and 72 Avenue. The overall capacity of the system is sufficient to accommodate future demand. As stipulated in the Township's Subdivision and Development Control Bylaw, new future hydro and telephone lines are to be underground.

Ornamental street lighting shall be provided on all streets.

7. FINANCIAL STRATEGY

The Yorkson financial strategy is intended to assist in the orderly, cost effective and equitable development of the neighbourhood. It is based on principles that the Township will not finance, nor assume a financial risk, in the provision of engineering services required for development. As such, water, sanitary sewer, drainage, highway services and parks are to be solely funded through the collection of Development Cost Charges (DCCs) or other appropriate cost recovery mechanisms. Finally, it is the responsibility of property owners and/or the proponents of development to frontend the construction of engineering services.

At the outset of the planning process, the Township clearly stated that property owners would be responsible for frontending all municipal infrastructure and amenities. This was agreed to by benefiting property owners (representing 75% of property owners or owners of 75% of the land base), who consented to frontend the required highway, sanitary sewer, water, drainage and park services, subject to the establishment of cost recovery agreement(s).

DCCs are levied against new development to assist in the financing of new servicing infrastructure and amenities required by, and benefiting, new development. The Township's Development Cost Charge Bylaw sets DCC rates for each engineering service and for parks and describes when and how they are to be paid. Rates are uniform across the Township so that similar developments are levied the same rate regardless of their location. In principle, DCCs collected must balance with required expenditures. However, in the Township's context, they may exceed or be in deficit within an individual neighbourhood.

Infrastructure which is eligible to be funded with DCC revenue is identified in the Township of Langley's 20 year DCC program. An analysis of Yorkson's sanitary sewer, water, highway and drainage servicing and park land requirements has been undertaken in consultation with the Township in order to identify DCC eligible infrastructure and amenities. If approved by the Township, newly identified items are included in the DCC program. Construction costs associated with identified DCC eligible infrastructure have been completed to determine total costs associated with individual services and amenities.[1]

[1] For more information see Section 6.0, and the accompanying financial and engineering servicing plans.

A comparison of DCC revenues and expenditures for Yorkson at the time of buildout reveals an estimated surplus of approximately $26,872,000 (see Table 7.1). Revenue projections are based on the Township's 1998 DCC rates and an estimated 5280 new dwelling units. It should be noted that the DCC balance sheet is subject to market conditions, capital costs, ultimate development densities and other variables which may alter projected revenues and/or expenditures. These projections will also change with the adoption of a new DCC program and bylaw. The balance sheet assists in revealing the impacts associated with Yorkson's development on the Township's DCC accounts and in planning for the construction and financing of capital works.

TABLE 7.1 - PROJECTED DCC REVENUES AND EXPENDITURES, AT BUILDOUT

	Projected DCC Revenues	**Projected DCC Expenditures**	**Balance Surplus (Deficit)**
Highways	$35,144,000	$18,315,000	**$16,829,000**
Drainage	$3,161,000	$7,973,000	**($4,812,000)**
Sanitary Sewer	$3,976,000	$3,129,000	**$847,000**
Water	$6,222,000	$1,562,000	**$4,660,000**
Parks	$28,055,000	$18,707,000	**$9,348,000**
TOTAL	**$76,558,000**	**$49,686,000**	**$26,872,000**

All engineering services and parks are anticipated to be in surplus at buildout, with the exception of drainage which has an estimated deficit of $4,812,000. DCC expenditures correspond to development phasing (see Section 8.3) and, as such, are distributed through the anticipated 20 year buildout period. This enhances the neighbourhood's financial viability by ensuring the generation of sufficient DCC revenues to match DCC infrastructure costs. In Yorkson, annual and cumulative DCC surpluses are estimated for water, highways and parks for the duration of the buildout period. Conversely, drainage will experience deficits throughout the entire buildout period, while sanitary sewer will be in a deficit for approximately the first 15 years.

As noted above, it is the responsibility of property owners, and/or the proponents of development, to frontend the construction of DCC infrastructure and parks. To assist in this regard the Township should consent to enter into cost recovery agreements. With respect to the financing of those services in deficit – drainage and sanitary sewer – the Township should review its DCC rates and the criteria used in identifying DCC works.

At present, the Township has infrastructure financing policies in place and has previously negotiated specific agreements to permit property owners to receive DCC credits to assist in the cost recovery of DCC works that they have constructed. Given the high cost of the sanitary sewer, drainage, highway and municipal water facilities required to permit development, the Township should provide full opportunities to the property owners to achieve cost recovery.

Several cost recovery mechanisms are available for consideration, including DCC credits, DCC reimbursement agreements, development works agreements, latecomers agreements, and local improvements areas.

Each of these offers the ability for frontending property owners to recover their infrastructure investments. However, it is critical that all agreements are structured to provide sufficient time for property owners to fully recover the considerable costs of trunk infrastructure. It is therefore recommended that the Township approve agreements with 10 – 20 year horizons. The Township gains from these agreements by acquiring municipal infrastructure which benefits the broader community without the financial risks typically associated with development.

8. IMPLEMENTATION

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8.1 PHASING

Development of the Yorkson neighbourhood may only proceed in phases defined on "Map 4 - Development Phasing". The phases are based on drainage catchment areas, but take into consideration elementary school catchment areas. Phases are not numbered, so as not to imply sequencing, but are named geographically.

8.2 GENERAL PREREQUISITES

The following general prerequisites must be satisfied prior to the adoption of a rezoning bylaw in any phase:

1. The designated elementary school site indicated for that phase, whether it is located in that phase or not, must be secured to the acceptance of the School District, subject to Sections 8.2.6 and 8.2.7;
2. The designated neighbourhood park site indicated for that phase, whether it is located in that phase or not, must be secured to the acceptance of the Township; subject to Section 8.2.6 and 8.2.7;
3. Prior to each phase opening up for development the required community stormwater detention site to serve that phase must be secured either by the Township or the development proponents and must be located to serve the entire storm catchment area. Interim on-site detention will not be allowed. If a stormwater detention pond is to be located on a school or park site, a suitable, equally sized, alternative site in an immediately abutting location approved by the Township and School District must be secured and conveyed to either the Township or School District, as required, prior to development;
4. Major roads and engineering services, including drainage, water and sanitary sewer, storm detention ponds and road dedications, widenings and rights-of-way must be provided and extended (at no cost to the Township) to accommodate the proposed development. Various means of recovering servicing costs, such as Latecomers, Development Works Agreement, DCC rebates and Front Ender Agreements may be considered, where applicable, to the acceptance of the General Manager of Engineering.

5. The initial development in each phase must provide an overall layout plan for the phase that addresses:
   - roads,
   - pedestrian links, greenways, and watercourses
   - land use and housing types.

   to the acceptance of the General Manager of Community Development. The Layout Plan is to function as an evolving guide to development. All development in the phase shall adhere to the Layout Plan, except that with the permission of the General Manager of Community Development it may be varied and/or updated to reflect new proposals. An applicant proposing a variation to the Layout Plan must demonstrate, to the acceptance of the General Manger of Community Development, that the variation complies with this Neighbourhood Plan and does not compromise the development potential of surrounding properties.
6. Prior to considering the first rezoning in each phase, staff shall report to Council on the status of the above development prerequisites;

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03.10.11

7. Sections 8.2.1 and 8.2.2 shall not apply to commercial or industrial development that does not include a residential component, nor shall they apply to mixed-use development located in sub-zones CD-89 (A), (B), (C), and (D) as shown in Section 989.12 of the Township of Langley Zoning Bylaw 1987 No. 2500, as amended.
8. Elementary school and neighbourhood park sites shall be:
   - 2 hectares (5 acres) in size abutting each other;
   - flat;
   - not abutting an arterial road; and
   - abutting two roads, one of which is a collector road.

8.3 DEVELOPMENT PREREQUISITES IN THE TOWN CENTRE AND MIXED USE AREAS

Prior to Council's consideration of first and second reading of a rezoning bylaw, the following shall be completed to the satisfaction of the Township:

1. Where applicable, prepare and provide comprehensive development plan for the Town Centre area including land use, pedestrian and traffic circulation, massing and location of buildings, location of 'landmark' buildings, architectural continuity, streetscape design, parking and the location and use of the heritage school house and appropriate landscaping around the building to the acceptance of the General Manager of Community Development.

2. Were applicable, prepare and provide a concept plan for the Mixed Use area that addresses the items in Section 4.2.4.3 to the acceptance of Township of Langley.

8.4 SPECIFIC DEVELOPMENT PREREQUISITES

The following development prerequisites must be resolved to the satisfaction of the Township prior to adoption of a rezoning bylaw. This list is not deemed to be exhaustive, as other requirements may be added based on site specific conditions and changes to Township bylaw, policies and procedures.

1. Enter into a servicing agreement with the Township to secure required road and utility upgrades/extensions, and a stormwater management plan in accordance with the servicing provision of this neighbourhood plan together with existing servicing standards as set out in the Township's Subdivision and Development Control Bylaw and the Erosion and Sediment Control Bylaw as amended from time to time;
2. Secure road dedications and widenings in accordance with Section 6.1.2, the Subdivision and Development Control Bylaw and the Master Transportation Plan as amended from time to time, to the acceptance of the General Manager of Engineering;
3. Compliance with Subdivision and Development Control Bylaw (Tree Protection) No. 4470, including provision of a final tree management plan incorporating tree retention, replacement and protection details, to the acceptance of the Manager of Parks Design and Development;
4. Transfer any designated greenway, trail, or any other greenspace as shown on the land use plan or as determined by the Manager of Parks Design and Development;
5. Where green space is designated on the subject lands, security must be provided within the Servicing Agreement for all approved Greenway/ Trail construction;
6. Implementation of environmental protection as outlined within the plan and/or by DFO including transfer of environmental non-disturbance areas to the Township for environmental protection purposes;
7. Provide a Stage 1 Preliminary Site Investigation (Environmental), to the acceptance of the Township, where land is proposed to be transferred or provided by right-of-way to the Township for conservation, park, greenway and/or trail use. If any indicators of site contamination are found during this initial assessment, further investigation will be required to confirm the existence, type and extent of contamination, and provide recommendations regarding remedial work. A Certificate of Compliance (or equivalent) will be required to be submitted to and accepted by the Township. All remedial work will be at the sole cost of the proponent;
8. Secure (through the Servicing Agreement) fencing for all developments that abut the greenways, parks and environmental area to municipal standard and to the acceptance of the Manager of Parks Design and Development;
9. Secure a child friendly amenity area in accordance with Section 111.5 of the Zoning Bylaw and to the acceptance of the Manager of Parks Design and Development;
10. Restoration/relocation, or other means of treatment of heritage resources listed with the plan to the satisfaction of the Manager of Community & Heritage Services;
11. Secure public access right-of-way through detached condominium strata developments for roads and sidewalks only. Public access shall not extend to on-street parking;
12. Register a restrictive covenant on title preventing detached condominium strata developments from constructing or placing any barriers – physical or psychological (i.e. fences, gates, signage. etc.);
13. Registration of restrictive covenants that may include, but not limited to
    - Non-disturbance setbacks;
    - Driveway access/ location;
    - Building setback restrictions;
    - Restrict on-street parking; and
    - Exterior Design Control Agreement for single family developments.

14. Secure a public access right-of-way through the pathway portion of the green links and commons. No public access is to be granted for private entrances onto the green links and commons.
15. Register a restrictive covenant on title for the maintenance and upkeep of the green links and commons. The covenant shall address preventing developments construction or placement of any barriers – physical or psychological (i.e. fences, gates, signage, etc.) that would prevent or discourage public access through the green links and commons;
16. Register a restrictive covenant on title for the purpose of conserving and maintaining the hedgerow of amenity coniferous trees on the south side of 83 Avenue;
17. Payment of rezoning, development permit and neighbourhood planning fees and open space levy; and.
18. Replace the sewer main near the Northwest Langley Treatment Plant in accordance with the Yorkson Neighbourhood Plan Engineering Services at approximately 60% build-out.

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8.5 TRANSITIONAL DEVELOPMENT POLICIES

Where a development is located within the northeast phase of the Yorkson Plan or in the southeast phase north of 80 Avenue (as delineated on Map 4, Development Phasing), the following transitional provisions shall apply.

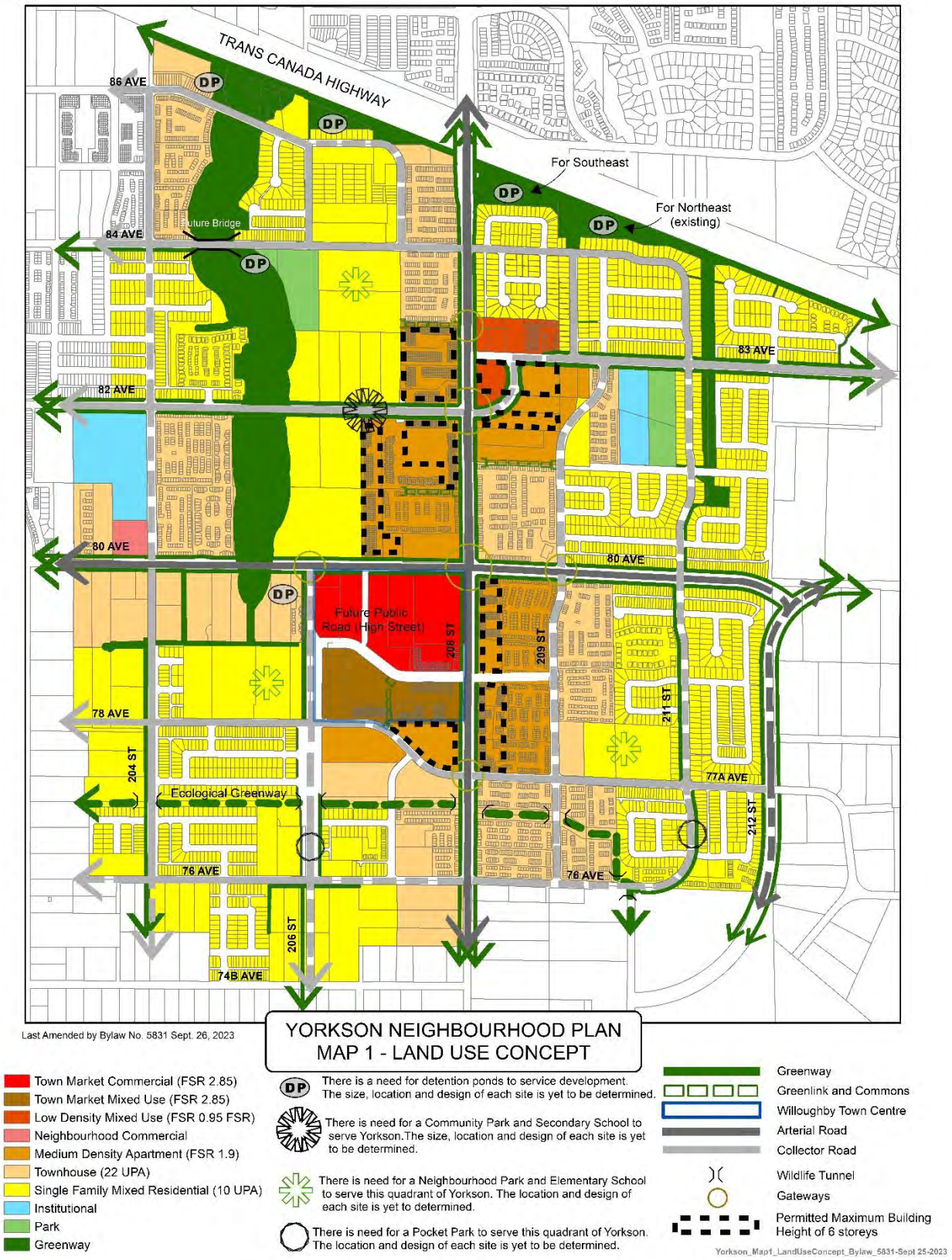
1. Lands designated Single Family Mixed Residential located in the Northeast Phase as indicated on Map 4, Development Phasing, may be developed under the Residential Density Bonus 2 provisions of the Willoughby Community Plan.
2. For land designated “Single Family Mixed Residential” located south of 81A Avenue and north of 80 Avenue, applications received prior to first and second readings of Bylaw No. 4586, Schedule ‘D’ Table 1 may be modified by reducing the housing type mix (column C) to a minimum of two single family residential types and a minimum of one attached residential type.
3. For lands designated “Medium Density Apartment”, applications received prior to 1st and 2nd readings of Bylaw 4586, Schedule ‘D’ Table 1 may be modified by reducing the minimum gross density to 35 units per acre (column D).

4932 11.09.17

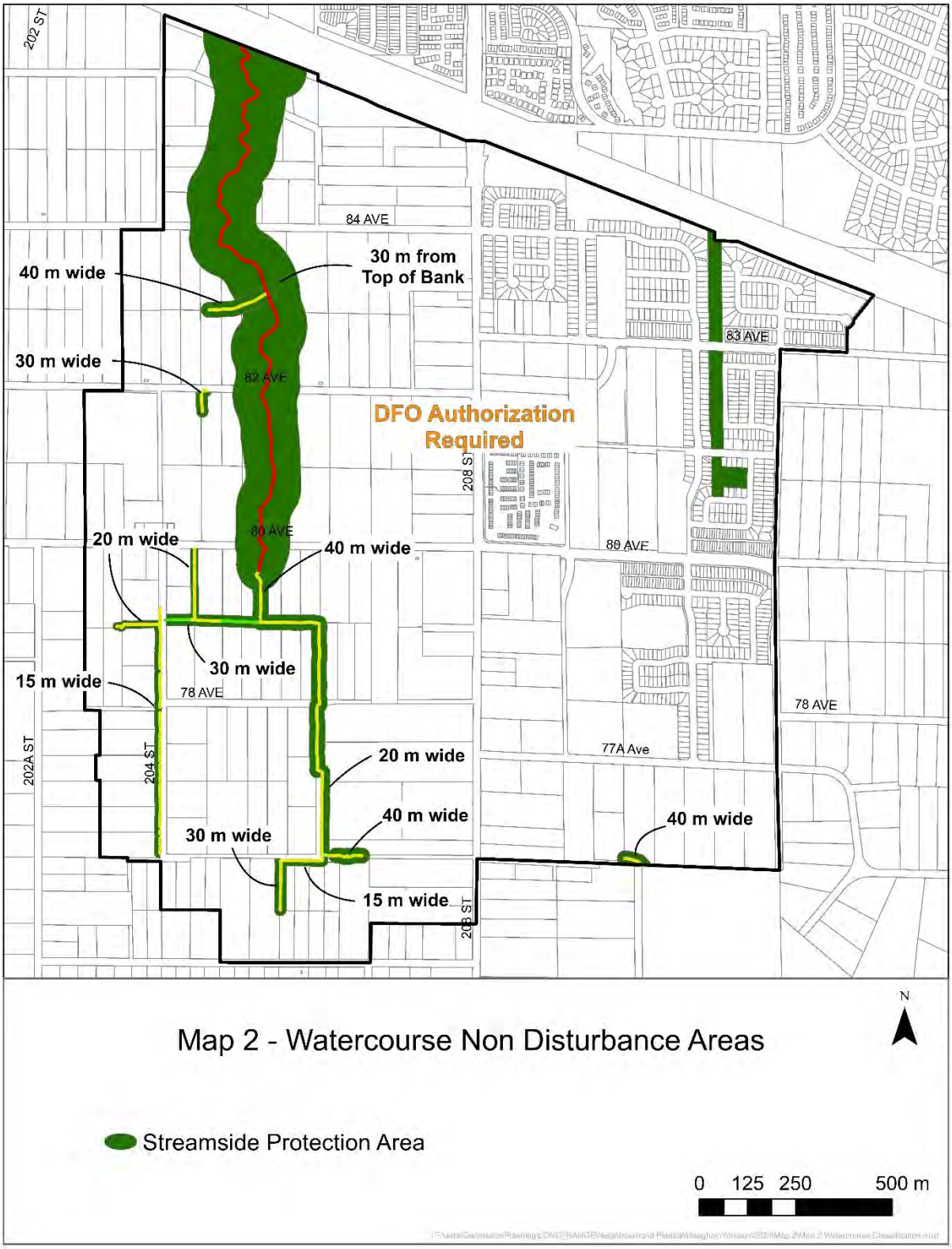
4. For lands legally described as Lot 11 Section 25 Township 8 New Westminster District Plan 1137 and designated “Single Family Mixed Residential” located north of 83 Avenue in the Northeast Phase as indicated on Map 4, Development Phasing, Table 4.1 may be modified by increasing the maximum permitted percentage of any one single family residential type (Column C) to 70%, by increasing the maximum permitted percentage of any one attached residential type (Column C) to 70%, and by reducing the minimum gross density (Column D) to 18.3 units per hectare (7.4 units per acre).
5. For all other lands the Revised Yorkson Neighbourhood Plan (Bylaw No. 4586) provisions shall apply.

04.02.08 Bylaw 4586 deleted Appendix A - Housing and Population Estimates & Appendix B - Heritage Building Inventory

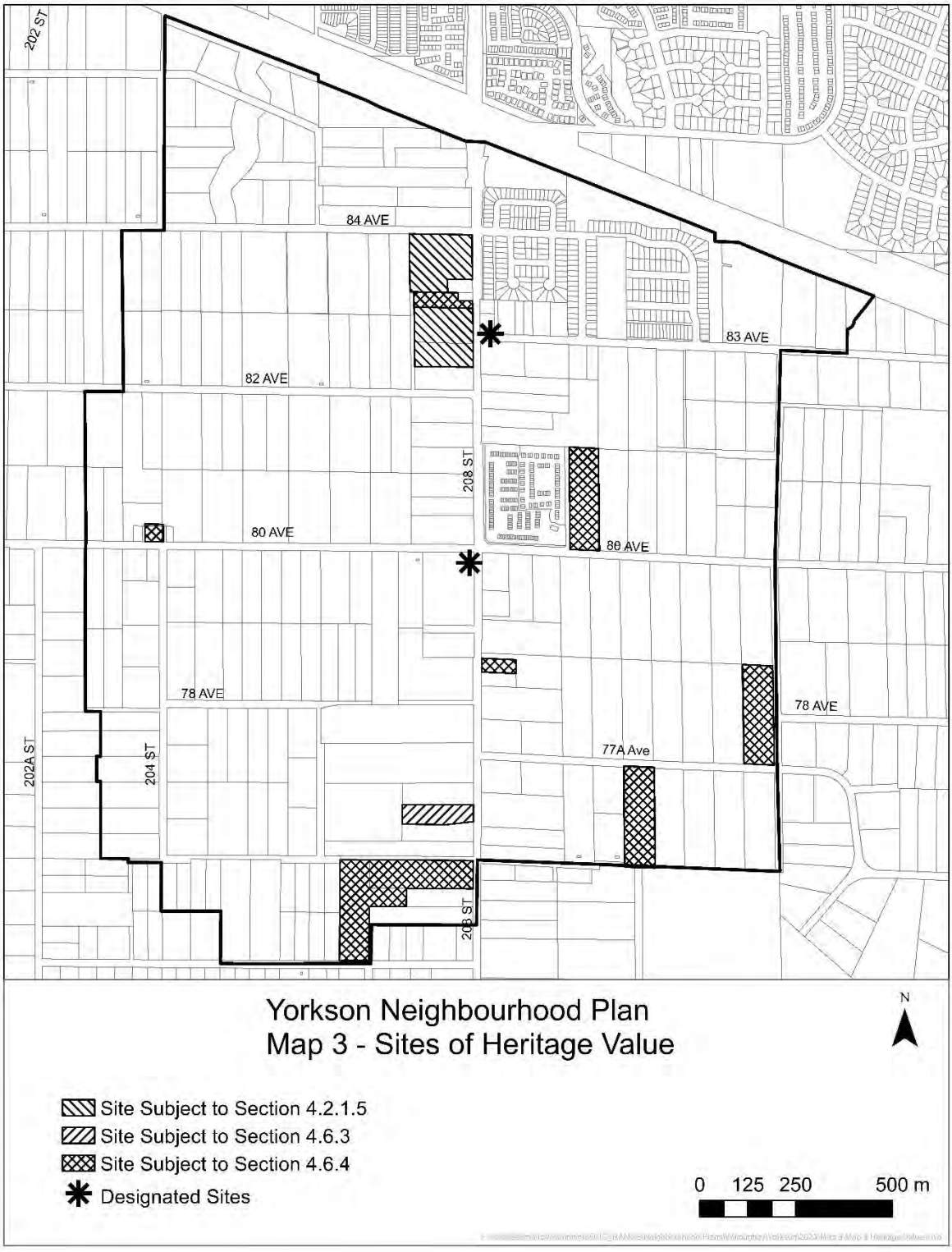
MAP 1 - LAND USE CONCEPT



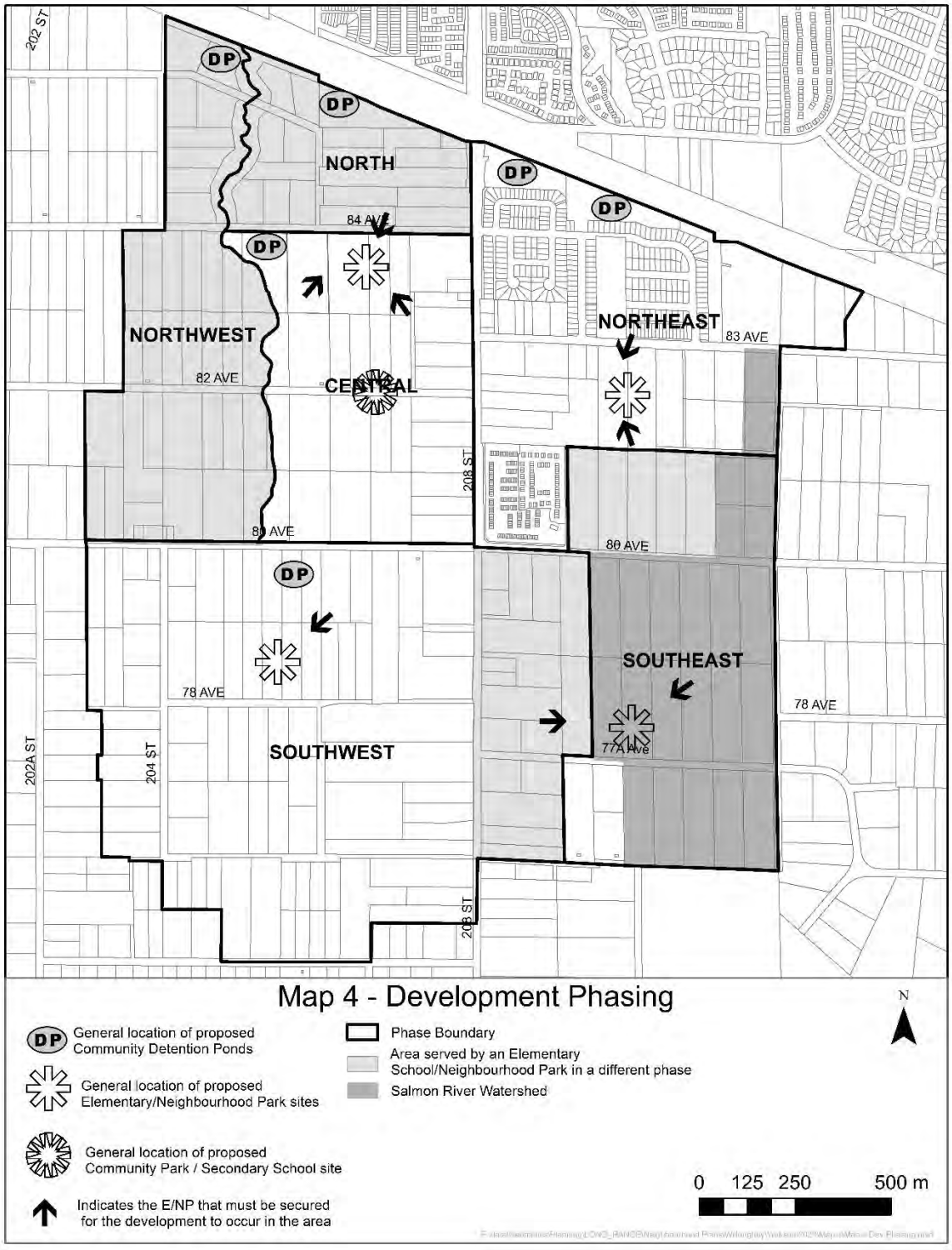
MAP 2 – WATERCOURSE CLASSIFICATION



MAP 3 – SITES OF HERITAGE VALUE



MAP 4 – DEVELOPMENT PHASING



Township of Langley

Est. 1873

Township of Langley
20338 - 65 Avenue
Langley, British Columbia V2Y 3J1

Community Development Division
604.533.6034

tol.ca

ATTACHMENT K

Township of Langley
Est. 1873

COUNCIL POLICY

WILLOUGHBY COMMUNITY PLAN PRECURSOR APPLICATION TRANSITION

POLICY NUMBER:
EFFECTIVE DATE:

DRAFT

1. Purpose

1.1 The purpose of this policy is to provide a transition period for precursor in-stream development applications that may be subject to changes in land use policies and regulations within the updated Willoughby Community Plan and to provide a transition period for completion of in-stream applications under existing Neighbourhood Plan policies which predate adoption of the updated Willoughby Community Plan.

1.2 Definitions

For the purposes of this policy the following definitions will apply:

"Applicant" means the owner or authorized agent of lands subject to a redevelopment application.

"Council-initiated Rezoning" means lands "pre-zoned" for residential development by Township Council to permit the use and density of use consistent with the Official Community Plan, as amended.

"Density Benefits Zoning Bylaw" means a zoning bylaw referred to in LGA section 482(1) that includes a conditional density rule respecting the provision of amenities, affordable and special needs housing units that permits additional density and building height subject to applicable conditions being met.

"Inclusionary Zoning Bylaw" means a zoning bylaw referred to in LGA section 482.7(1) respecting the mandatory provision of affordable and special needs housing units as a portion of a residential development. Additional density and building height may be applied to an Inclusionary Zoning Bylaw per LGA section 482.7(1)(c).

"In-stream" means an application that is not determined, rejected or withdrawn per LGA section 568(1)

"Land Use Designation" means the regulation of land uses and corresponding density conditions that are planned to guide the development of land in accordance with a Neighbourhood Plan or Community Plan.

"LGA" means the Local Government Act [RSBC 2015].

"Precursor Application" means an application in relation to a building permit that includes: an application for the issuance of a building permit, an application for issuance of a

development permit, or an application for an amendment to a zoning bylaw (rezoning), provided that the applicable fees have been paid and the application pre-dates the adoption of the updated Willoughby Community Plan.

"Township" means the Corporation of the Township of Langley.

2. Background

2.1 This policy pertains to lands within the Willoughby Community Plan (WCP) area. The amended WCP comprises five (5) Neighbourhood Plans for the Willoughby Transit Corridor, Yorkson, Williams, Smith and Gordon neighbourhoods.

The 2025 WCP update included the consolidation of several Neighbourhood Plans to simplify the regulatory framework while supporting development or infilling of remaining greenfield development areas. The WCP establishes a new planning paradigm for transit-oriented development in the Willoughby Transit Corridor (consolidation of Carvolth, Latimer, Jericho, Routley and Southwest Gordon Estate Neighbourhood Plans); the consolidation of Central Gordon and Northeast Gordon Estate into one Neighbourhood Plan; maintains the integrity of the existing Yorkson, Smith and Williams Neighbourhood Plans; and considers existing stormwater drainage catchment areas, topography and watercourses.

Policies respecting land use designation, density of use, circulation, transportation, servicing utilities, environmental protections, sustainability and the form and character of development are now contained in five Neighbourhood Plans. The provision of amenities including street greenways, pocket parks and plazas is regulated by the Willoughby Greenway Amenity Policy (Policy No. 07-234), as amended, that shall remain in place and in effect for all land within WCP.

With the new WCP, certain areas may be subject to changes in land use designations, density of use and form and character of development, along with an expanded range of amenities and new infrastructure elements that enable more sustainable community and neighbourhood design. Impacted areas will include land in proximity to future Rapid Bus Transit (BRT) stations planned along the 200 Street corridor, potentially resulting in a future Transit-Oriented Area designation.

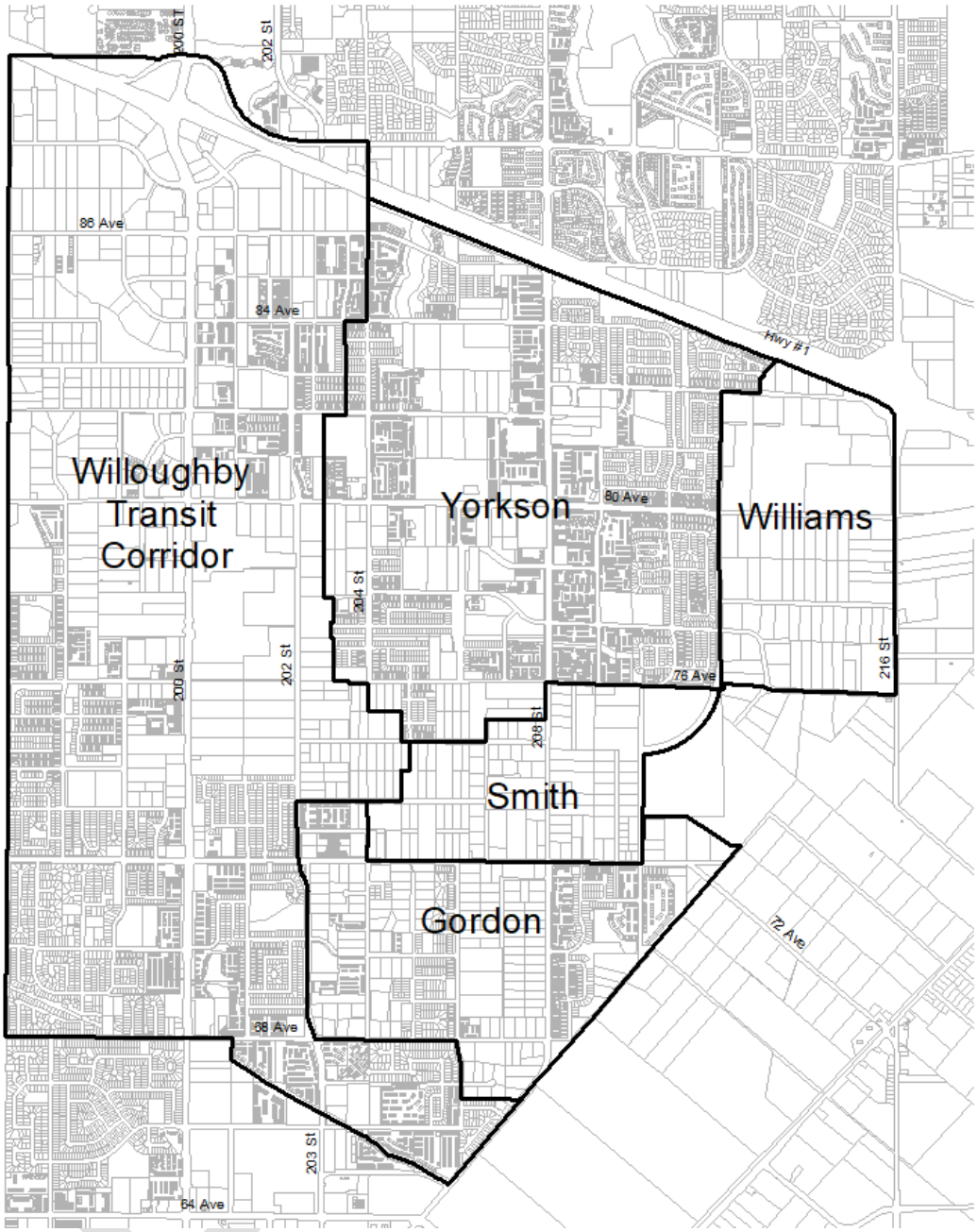
In addition, new Density Benefits and Inclusionary zoning bylaws will be created to support higher density forms of development. It is envisioned that these zones may be implemented through a Township Council-initiated rezoning process (i.e. pre-zoning).

Given that precursor applications will be in-stream on the date that the Willoughby Community Plan Update (2025) bylaw is adopted, a method of managing the transition of these applications is considered necessary. In consideration of sections 482.5, 482.94 and 568 (1) of the LGA, the adoption of the WCP bylaw will have no effect with respect to the construction, alteration or extension of a building or structures if a precursor application to that building permit is in-stream on the date the bylaw is adopted for a period of twenty-four (24) months (the "grace period").

After the end of the grace period, a precursor application that is still in-stream, will be required to comply with any applicable policies and regulations included in the new WCP. Applications for Rezoning, Development Permit or Building Permit received after the date of bylaw adoption for the new WCP will be subject to the new land use policies and regulations.

DRAFT

Map 1: Willoughby Community Plan Area



3. Policy

3.1 This policy provides for a twenty-four (24) month grace period for precursor applications that are in-stream within the WCP area. Changes in land use designation, development policies and regulations in the new WCP will have no effect on in-stream applications over the duration of the grace period. Precursor application that are in-stream within the Gordon, Smith, Williams, and Yorkson Neighbourhood Plan (NP) areas will be granted a twenty-four (24) month grace period, commencing upon the date of adoption of the new Willoughby Community Plan.

3.2 For precursor development applications that are in-stream within the new Willoughby Transit Corridor (previously Carvolth, Latimer, Jericho, Routley and Southwest Gordon Estate Neighbourhood Plans), applicants will be granted a twenty-four (24) month grace period commencing upon the date of adoption of the new Willoughby Transit Corridor Plan. This will result in a "staggered" start to the grace period for applications in the new Willoughby Transit Corridor area. Changes in land use designation, development policies and regulations in the new Willoughby Transit Corridor Plan area will have no effect on in-stream applications over the duration of the grace period.

3.3 Upon termination of the respective grace periods identified in 3.1 and 3.2 of this policy, in-stream applications that have not received final adoption of rezoning or building permit issuance will be required to comply with the new development policies and regulations of the applicable Willoughby Community Plan Neighbourhood areas.

3.4 New precursor applications received during the respective grace periods identified in 3.1 and 3.2 of this policy will be required to comply with the new development policies and regulations of the applicable Willoughby Community Plan Neighbourhood areas.

3.5 Applicants with precursor applications that are in-stream within the updated Willoughby Community Plan area subject to the different grace period termination times, may elect at their option, in writing, to have their applications considered under the new policies and regulations provided in the updated Willoughby Community Plan Neighbourhood areas.

Approval History

Approved
Revised

DRAFT

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	SEPTEMBER 15, 2025 - REGULAR MEETING	**REPORT:**	25-140
FROM:	ENGINEERING DIVISION	**FILE:**	5260-26-026
SUBJECT:	BUILDING PERMIT CONDITIONS FOR 21020 76 AVENUE (THE BOARD OF EDUCATION OF SCHOOL DISTRICT NO. 35)		

RECOMMENDATIONS:

That Council require the following conditions be added to and be satisfied by the owner of 21020 76 Avenue, prior to the issuance of a building permit for any building or structure on the property:

a. That access to the upper parking lot, which is to remain separated from the lower parking lot, from 76 Avenue be limited to right-in/left-out movements only, with physical traffic control devices installed to restrict turning movements; and

b. That the owner secure access rights for the southwest vehicular access point and complete all associated intersection works at the 21000 Block of the 212 Street Connector, including the construction of a signalized intersection at 210 Street.

EXECUTIVE SUMMARY:

At the July 21, 2025, Regular Meeting, Council directed staff to review two additional conditions for Development Variance Permit No. 100195, to support the approved parking variance and ensure safe and functional access to the Smith Middle and Secondary Schools site. While these conditions were reviewed in the context of the approved parking variance, they are to be implemented through the building permit process and must be satisfied prior to issuance of any building permit for the site.

The first condition, based on findings from a traffic impact study, requires that access to the upper parking lot from 76 Avenue be restricted to right-in/left-out movements only, which is required, in part, due to the reduced parking and the need to ensure proper traffic flows to and from the property. Physical traffic control devices must be installed to enforce these restrictions. This measure is intended to reduce traffic impacts on surrounding residential areas (resulting from the reduced parking), discourage cut-through traffic, and support broader transportation objectives by limiting vehicle trips and encouraging active and alternative modes of travel. These latter objectives (e.g. limiting vehicle trips and encouraging other modes of travel) are necessary, in part, due to the reduced number of parking spaces that will result from the proposed parking variance.

The second condition requires the owner to secure access rights for the southwest vehicular access point and complete intersection works at the 21000 Block of the 212 Street Connector. This includes the construction of a signalized intersection at 210 Street. These improvements are essential to maintaining site functionality, preserving the approved parking supply, and ensuring safe and efficient circulation for vehicles accessing the site.

In particular, the reduction in parking spaces resulting from the proposed variance will put additional pressure on local traffic and parking supply, and this condition (including intersection works at the 21000 Block) are required to address this pressure and related issues. Without the intersection works, a driveway would be required on the subject school site, resulting in further issues on site (such as less parking). In short, without this second condition, the proposed development would not be able to proceed as designed. Refer to Attachment A for the proposed site layout and access configuration.

PURPOSE:

To outline additional conditions, as directed by Council, to support the approved parking variance and ensure safe and functional site access through coordinated intersection and access improvements.

BACKGROUND/HISTORY:

At the July 21, 2025, Regular Meeting, Council authorized the issuance of Development Variance Permit No. 100195 for the property located at 21020 76 Avenue, subject to the following:

- Section 107.3(b)(iii) – Required Off-Street Parking Requirements of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to reduce the number of required parking spaces on an overall site basis for a combined secondary school, middle school, and associated group children's daycare from 624 parking spaces to 470 parking spaces.
- Finalization of the site plan (Schedule A) to align with the 212 Street Connector final design.

At the same meeting, Council also passed the following secondary motion:

> *Subject to the following conditions being satisfied by the owner of the property (by construction or security) prior to issuance of a building permit for any building or structure on the property, given that these conditions are required, as described in a Report to Mayor and Council, to address the reduction of the number of parking spaces on the property:*
>
> *a. That the proponent limit the upper lot access from 76 Avenue for only right-in/left-out with physical traffic devices to restrict turning; and*
>
> b. *That the proponent secure the access rights for the southwest vehicular access point and provision of 21000 block intersection works to ensure intersection functionality*.

DISCUSSION/ANALYSIS:

This report pertains to the secondary motion passed by Council at the July 21, 2025, Regular Meeting. It outlines how the required access restrictions and intersection improvements support the approved parking variance and mitigate traffic impacts. These conditions are not part of the Development Variance Permit itself. As directed by Council, they will be secured through the building permit process to ensure implementation prior to construction and to support the approved parking variance.

Upper Lot Access from 76 Avenue:

As directed by Council at the December 2, 2024, Regular Meeting, staff retained a qualified professional to conduct a traffic impact study for the area surrounding the proposed Smith Athletic Park and the adjacent Smith Middle and Secondary Schools. Council further directed that access to the schools be limited to the 212 Street Connector unless the study confirmed that access via 76 Avenue would not significantly impact the park or surrounding residential neighbourhoods. The study was also to identify any necessary upgrades or infrastructure improvements to support the increased institutional use in the area.

The study assessed three access scenarios for the proposed Smith Middle and Secondary Schools, focusing on their impacts to the surrounding road network and residential areas.

Scenario 1 directed all vehicle access through the 212 Street Connector, with 76 Avenue reserved for emergency access only. An internal connection between the upper and lower parking lots supported circulation. This approach minimized traffic on 76 Avenue but placed significant pressure on the 212 Street Connector and 208 Street, with potential for shortcutting through local streets.

Scenario 2 allowed full movement access from 76 Avenue to the upper parking lot, designated for staff use. Without an internal connection between parking lots, all traffic to the upper lot relied solely on 76 Avenue, increasing traffic volumes through the neighbourhood, particularly east of the school site.

Scenario 3 introduced restricted access from 76 Avenue, permitting only right-in/left-out movements. This configuration included an internal connection between parking lots, allowing vehicles to also access the upper lot via the 212 Street Connector. It helped prevent cut-through traffic to the northeast and distributed traffic more evenly, though it required physical infrastructure to enforce turning restrictions and resulted in slightly higher traffic volumes west of the school.

Council's motion is reflective of combined elements of Scenarios 2 and 3. The upper parking lot will be accessible from 76 Avenue, with physical barriers installed to restrict movements to right-in/left-out only. However, consistent with Scenario 2, the upper and lower parking lots will remain separated, with no internal vehicle connection except for emergency vehicles. This configuration maintains controlled access to the site while minimizing traffic impacts on surrounding residential neighbourhoods and reducing the likelihood of cut-through traffic, which would otherwise result from, among other things, the requested reduction in parking.

The traffic study identified a clear relationship between parking supply and traffic volumes. With access to the upper lot restricted to right-in/left-out movements from 76 Avenue, a reduced parking supply will require reduced vehicle trips, a need to mitigate the risk of queuing or spillback, and support for broader transportation objectives by encouraging active and sustainable travel modes. These requirements/objectives (e.g. reducing vehicle trips, mitigating queuing, and encouraging other modes of travel) are necessary, in part, due to the reduced number of parking spaces that will result from the proposed parking variance.

Intersection Works at 212 Street Connector and 210 Street:

As part of the next phase of the 212 Street Connector, a signalized intersection at 210 Street is required. To provide access from the lower parking lot in the southwest corner of the Smith Middle and Secondary Schools site to this intersection, a right-of-way across the Smith Athletic Park property is necessary. The Smith Athletic Park project has accounted for this connection and includes space to accommodate it. The location of the proposed southwest access and intersection works is illustrated in Attachment A.

If this access is not secured, the school site would require a direct driveway to the 212 Street Connector with right-in and right-out restrictions. This alternative would limit circulation options, reduce operational flexibility, and increase congestion both on and off the site. It would also compromise the overall functionality of the site and may result in the need to reduce parking beyond what has already been authorized. Additionally, conditions imposed by the Agricultural Land Commission (ALC), as outlined in ALC Order #56444 (Resolution #319/2021), require formalized road access to the Agricultural Land Reserve (ALR) portion of the property and the construction of a fence along the ALR boundary, which would restrict the ability to establish driveways along the frontage.

Securing the southwest access and completing the intersection works at 210 Street are essential to maintaining the current local parking supply and ensuring the site operates safely and efficiently.

These measures support coordinated infrastructure delivery, enable balanced traffic distribution, and preserve the intended capacity of the site without requiring additional changes to parking or access. Further, the reduction in parking spaces resulting from the proposed variance will put additional pressure on local traffic and parking supply, and this condition (including intersection works at the 21000 Block) are required to address this pressure and related issues.

As noted above, without the intersection works, a driveway would be required on the subject school site, resulting in further issues on site (such as less parking). Without this second condition, and resulting intersection works, the proposed development would not be able to proceed as designed (including the reduction of parking contained in the variance requested).

Respectfully submitted,

Aaron Ruhl
DIRECTOR, ENGINEERING AND PUBLIC WORKS
for
ENGINEERING DIVISION

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

CONCURRENCES	
Division / Department	**Name**
COMMUNITY DEVELOPMENT	S. Richardson
PROPERTY SERVICES	C. Roche
PERMITS, LICENCES AND INSPECTIONS	R. Cesaretti

ATTACHMENT A Smith Middle and Secondary Schools Site Plan

ATTACHMENT A



Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	SEPTEMBER 15, 2025 – REGULAR MEETING	**REPORT:**	25-138
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	07-26-0168
SUBJECT:	DEVELOPMENT VARIANCE PERMIT APPLICATION NO. 100197 AND DEVELOPMENT PERMIT APPLICATION NO. 101469 (BLASCHEK / 3685 - 207 STREET)		

PROPOSAL:

Application to vary Section 402.4 1) – Siting of Buildings and Structures of the Township of Langley Zoning Bylaw 1987 No. 2500 to increase the principal building maximum setback from the front lot line from 7.5 m (24.6 ft) to 23.2 m (76.1 ft) and issue Development Permit No. 101469 (Neighbourhood Forest Fire Hazard Reduction) to retain an existing single family dwelling involved in a subdivision to create two R-1E lots.

RECOMMENDATION SUMMARY

That Council issue Development Variance Permit No. 100197 and Development Permit No. 101469.

RATIONALE:

The proposed variance and development permit would facilitate a subdivision to create a 1,206 m^2 (12,978 ft^2) lot fronting 207 Street, a 961 m^2 (10,347 ft^2) lot fronting 206A Street and retain an existing single family dwelling on proposed Lot 1 (Attachment C).

RECOMMENDATIONS:

That Council authorize issuance of Development Variance Permit No. 100197 for property located at 3685 - 207 Street subject to the following:

a. Section 402.4 1) - Siting of Buildings and Structures of the Township of Langley Zoning Bylaw 1987 No. 2500 to increase the principal building maximum setback from the front lot line from 7.5 m (24.6 ft) to 23.2 m (76.1 ft) on proposed Lot 1 to accommodate the existing single family dwelling as shown in Schedule “A” and facilitate a subdivision to create a 1,206 m^2 (12,978 ft^2) lot fronting 207 Street and a 961 m^2 (10,347 ft^2) lot fronting 206A Street. All new buildings and structures are subject to compliance with all of the Bylaws of the Municipality of Langley.

That Council authorize issuance of Development Permit No. 101469 for Neighbourhood Forest Fire Hazard Reduction for property located at 3685 – 207 Street subject to the following:

a. Neighbourhood Forest Fire Hazard Reduction Development Permit Areas design consistent with Schedule “A” and Section 10.5.4 of the Brookswood-Fernridge Community Plan as amended including registration of an exterior design control agreement at time of subdivision consistent with Section 10.5.4.1.2 - Buildings of the Brookswood-Fernridge Community Plan.

EXECUTIVE SUMMARY:

The proposed variance and development permit facilitate a subdivision to create a 1,206 m^2 (12,978 ft^2) lot fronting 207 Street and a 961 m^2 (10,347 ft^2) lot fronting 206A Street with retention of an existing single family dwelling on proposed Lot 1 (Attachment C).

Staff recommend that Council consider issuance of Development Variance Permit No. 100197 and Development Permit No.101469 provided as Attachment A and B to this report respectively.

PURPOSE:

The purpose of this report is to provide recommendations to Council regarding proposed Development Variance Permit No. 100197 and Development Permit No. 101469 for property at 3685 - 207 Street.

REFERENCE:

Owner:	Rachelle and Stephen Blaschek 3685 - 207 Street Langley BC V3A 4X5
Agent:	Sutton Premier Realty 3726 - 202 Street Langley BC V3A 1R7
Location:	3685 - 207 Street
Legal Description:	Parcel "A" (533524E) Lot 21 Except: Part Subdivided By Plan 51951, Section 26 Township 7 New Westminster District Plan 19716
Area:	0.2 ha (0.5 ac)
Existing Zoning:	Residential Zone R-1E
Brookswood-Fernridge Community Plan:	Traditional Brookswood
Development Permit Area:	'D' Neighbourhood Forest Fire Hazard Reduction

BACKGROUND/HISTORY:

- The subject property has a lot area of 0.2 ha (0.5 ac), is zoned Residential Zone R-1E and is designated Traditional Brookswood in the Brookswood-Fernridge Community Plan.
- The subject property accommodates an existing legal non-conforming single family dwelling.
- To facilitate the Provincial Housing Legislation for Small-Scale Multi-Unit Housing (SSMUH), the R-1E zone was amended November 18, 2024 by Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Small-Scale Multi-Unit Housing) Bylaw No. 6020 to propose a maximum front lot line setback with the intent of preserving rear yard outdoor space for SSMUH applications. As a result of the bylaw, the siting of the single family home at 3685 – 207 Street became legal non-conforming.
- An application for subdivision to create a 1,206 m^2 (12,978 ft^2) lot fronting 207 Street and a 961 m^2 (10,347 ft^2) lot fronting 206A Street and retain the existing single-family dwelling in its current location on a newly created lot requires a variance for the principal building maximum front lot line setback.

DISCUSSION/ANALYSIS:

- The applicant proposes a subdivision to vary the principal building maximum setback from the front lot line from 7.5 m (24.6 ft) to 23.2 m (76.1 ft) to facilitate a subdivision to create a 1,206 m^2 (12,978 ft^2) lot fronting 207 Street and retain a single family dwelling and create a 961 m^2 (10,347 ft^2) lot fronting 206A Street.
- The subject site is located in Development Permit Area 'D' of the Brookswood-Fernridge Community Plan (BFCP) requiring a development permit for Neighbourhood Forest Fire Hazard Reduction.

Adjacent Uses:

	Existing Use:	Brookswood-Fernridge Community Plan Designation:	Existing Zoning:
North:	Single family dwelling	Traditional Brookswood	Residential Zone R-1E
South:	Single family dwelling	Traditional Brookswood	Residential Zone R-1E
East:	207 Street, beyond which are existing single family properties	Traditional Brookswood	Residential Zone R-1E
West:	206A Street, beyond which are existing single family properties	Traditional Brookswood	Residential Zone R-1E

Proposed Variance:

- The applicant proposes to vary the principal building maximum setback from the front lot line from 7.5 m (24.6 ft) to 23.2 m (76.1 ft) to facilitate a subdivision to create a 1,206 m^2 (12,978 ft^2) lot fronting 207 Street and retain a single family dwelling and create a 961 m^2 (10,347 ft^2) lot fronting 206A Street.
- Proposed Development Variance Permit No. 100197 is included as Attachment A and only applies to the existing single family home.
- Lot 1 as proposed on the subdivision plan proposes a rear yard with an approximate depth of 8 m (26 ft) as well as the retained front yard with an approximate depth of 23 m (75 ft).
- The variance to retain the existing home would facilitate a subdivision to create two lots consistent with the surrounding block pattern and meet the minimum lot size of 930 m^2 (10,000 ft^2) for properties designated Traditional Brookswood.

	Residential Zone R-1E Requirements	Proposed Lot 1	Variance
Minimum Front Lot Line Setback:	6.0 m	23.1 m	No
Maximum Front Lot Line Setback:	7.5 m	23.2 m	Yes
Minimum Interior Side Lot Line Setback (North):	1.2 m	2.3 m (Existing to Remain)	No
Minimum Interior Side Lot Line Setback (South):	1.2 m	4.8 m (Existing to Remain)	No
Minimum Rear Lot Line Setback:	3.0 m	7.6 m (Existing to Remain)	No

- The applicant has provided a letter (Attachment D) in support of their request to increase the principal building maximum setback from the front lot line from 7.5 m (24.6 ft) to 23.2 m (76.1 ft) including the following rationale:

  "*This variance is required solely to legalize the existing siting of the principal residence within the new subdivision layout. The home is sited well back from the*

street on a deep lot, a pattern common to earlier subdivisions in Brookswood. While the zoning bylaw requires a 7.5m maximum setback for new homes, this dwelling is not being redeveloped; it is being preserved.

- *The variance will not increase site coverage, density, or traffic impacts.*
- *There is no obstruction to road sightlines, utilities, or future servicing layouts.*
- *The large setback helps preserve mature landscaping, contributing positively to the tree canopy goals of the BFCP.*"

Development Permit:

- Development Permit Area 'D' applies to all properties shown on Map 11 - Development Permit Areas of the BFCP for the purpose of protecting development from hazardous conditions, pursuant to section 488(1)(b) of the *Local Government Act*.
- Consistent with Development Permit Area 'D', the applicant has applied for a development permit for neighbourhood forest fire hazard reduction. Registration of a Section 219 Restrictive Covenant requiring an exterior design control agreement incorporating relevant guidelines is included as a condition of proposed Development Permit No. 101469, required prior to subdivision approval.
- Pursuant to Sections 10.5.4.1.1 and 10.5.4.1.2 of the BFCP, staff complete a technical review of general guidelines and require a building scheme or restrictive covenant for building material provisions as a condition of subdivision.
- Further consideration of Development Permit Area 'D', including but not limited to, delegation of authority to a Delegated Official to issue a Development Permit within Hazardous Conditions Development Permit Areas along with updates to the Brookswood-Fernridge Community Plan will be advanced for Council consideration at a later date.

Policy Considerations:

Development Variance Permit No. 100197 and Development Permit No. 101469 facilitate a subdivision to create a 1,206 m^2 (12,978 ft^2) lot fronting 207 Street with retention of an existing single family dwelling and create a 961 m^2 (10,347 ft^2) lot fronting 206A Street. The proposal is consistent with the overall objectives of the Brookswood-Fernridge Community Plan. Staff recommend that Council issue Development Variance Permit No. 100197 and Development Permit No. 101469.

Respectfully submitted,

Lindsay Roberts
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A	Development Variance Permit No. 100197
ATTACHMENT B	Development Permit No. 101469
ATTACHMENT C	Maps and Graphics
ATTACHMENT D	Rationale Letter

ATTACHMENT A

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Development Variance Permit No. 100197

This Permit is issued this _____day of _____, 2025 to:

1. Name: Rachelle and Stephen Blaschek

   Address: 3685 – 207 Street
   Langley, BC V3A 4X5

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: Proposed Lot 1 Section 26 Township 7 New Westminster District Plan EPP _____

   CIVIC ADDRESS: 3685 - 207 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. Section 402.4 1) - Siting of Buildings and Structures of the Township of Langley Zoning Bylaw 1987 No. 2500 to increase the principal building maximum setback from the front lot line from 7.5 m (24.6 ft) to 23.2 m (76.1 ft) on proposed Lot 1 to accommodate the existing single family dwelling as shown in Schedule “A” and facilitate a subdivision to create a 1,206 m^2 (12,978 ft^2) lot fronting 207 Street and a 961 m^2 (10,347 ft^2) lot fronting 206A Street. All new buildings and structures are subject to compliance with all of the Bylaws of the Municipality of Langley.

4. The land described herein shall be developed strictly in accordance with the terms, conditions and provisions of this permit.

   This permit is not a building permit.

   All developments forming part of this Development Variance permit shall be substantially commenced within two years after the date the Development Variance 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

TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVATION PLAN OF LOT PARCEL "A" (533524E) LOT 21 EXCEPT: PART SUBDIVIDED BY PLAN 51951, SECTION 26 TOWNSHIP 7 NWD PLAN 19716

PID: 004–514–742

Civic Address:

#3685 – 207th Street,
Township of Langley, B.C.

Elevation Derivation:

Elevations are geodetic derived
from the City of Township of Langley
Control Monument No.85H0973
Datum CVD28GVRD 2018
Elevation=50.165m

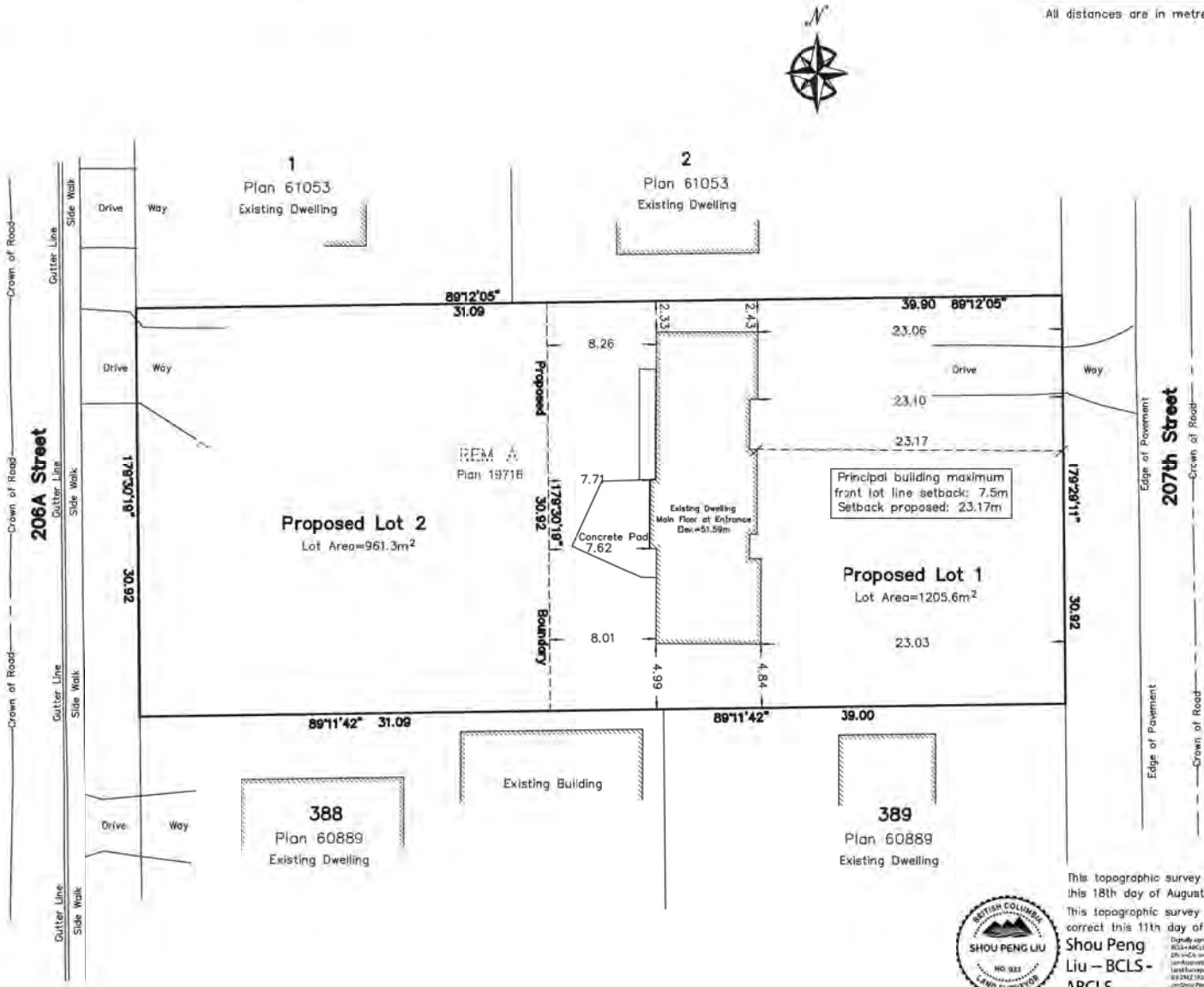
Legend:

EB	⊠	Denotes electronic box
UUB	⊠	Denotes underground utility box
SN		Denotes traffic sign
PP		Denotes power pole
WV		Denotes water valve
CMH		Denotes concrete manhole
RTW		Denotes retaining wall
x 0.00		Denotes spot elevation
x 0.00T		Denotes top of wall elevation
DT		Denotes deciduous tree
CT		Denotes coniferous tree
STP		Denotes stump of tree
DL		Denotes tree's dripline radius

SCALE 1:300

0 5 10 15 20

All distances are in metres and decimal



Lot dimensions according to field survey and Land Title and Survey Authority records.

This plan does not show non-plan charges, liens or interests.

This plan was prepared for inspection purposes and is for the exclusive use of our client. This documents shows the relative location of the surveyed structures and features with respect to the boundaries of the parcel described above. This document shall not be used to define property lines or property corners.

All rights reserved.
© Copyright

COMPASS LAND SURVEYING LTD.
Professional Land Surveyors

#202–8381 128th Street
Surrey, B.C. V3W 4G1
Tel: 604–503–5898
Email: Office@CompassSurveys.com
File No.: 2409008 TS2

This topographic survey re[illegible]tified correct this 18th day of August, 2[illegible].

This topographic survey co[illegible]eted and certified correct this 11th day of O[illegible]er, 2024.

Shou Peng Liu – BCLS - ABCLS

SHOUPENG LIU B.C.L.S.

SCHEDULE A

E.14

ATTACHMENT B

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Development Permit No. 101469

This Permit is issued this _____ day of _____, 2025 to:

1. NAME: Rachelle and Stephen Blaschek

   ADDRESS: 3685 – 207 Street
   Langley BC V3A 4X5

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: Parcel "A" (533524E) Lot 21 Except: Part Subdivided By Plan 51951, Section 26 Township 7 New Westminster District Plan 19716

   CIVIC ADDRESS: 3685 – 207 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. Neighbourhood Forest Fire Hazard Reduction Development Permit Areas design consistent with Schedule “A” and Section 10.5.4 of the Brookswood-Fernridge Community Plan as amended including registration of an exterior design control agreement at time of subdivision consistent with Section 10.5.4.1.2 - Buildings of the Brookswood-Fernridge Community Plan.

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

TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVATION PLAN OF LOT PARCEL"A" (533524E) LOT 21 EXCEPT: PART SUBDIVIDED BY PLAN 51951, SECTION 26 TOWNSHIP 7 NWD PLAN 19716

PID: 004–514–742

Civic Address:

#3685 – 207th Street,
Township of Langley, B.C.

Elevation Derivation:

Elevations are geodetic derived
from the City of Township of Langley
Control Monument No.85H0973
Datum CVD28GVRD 2018
Elevation=50.165m

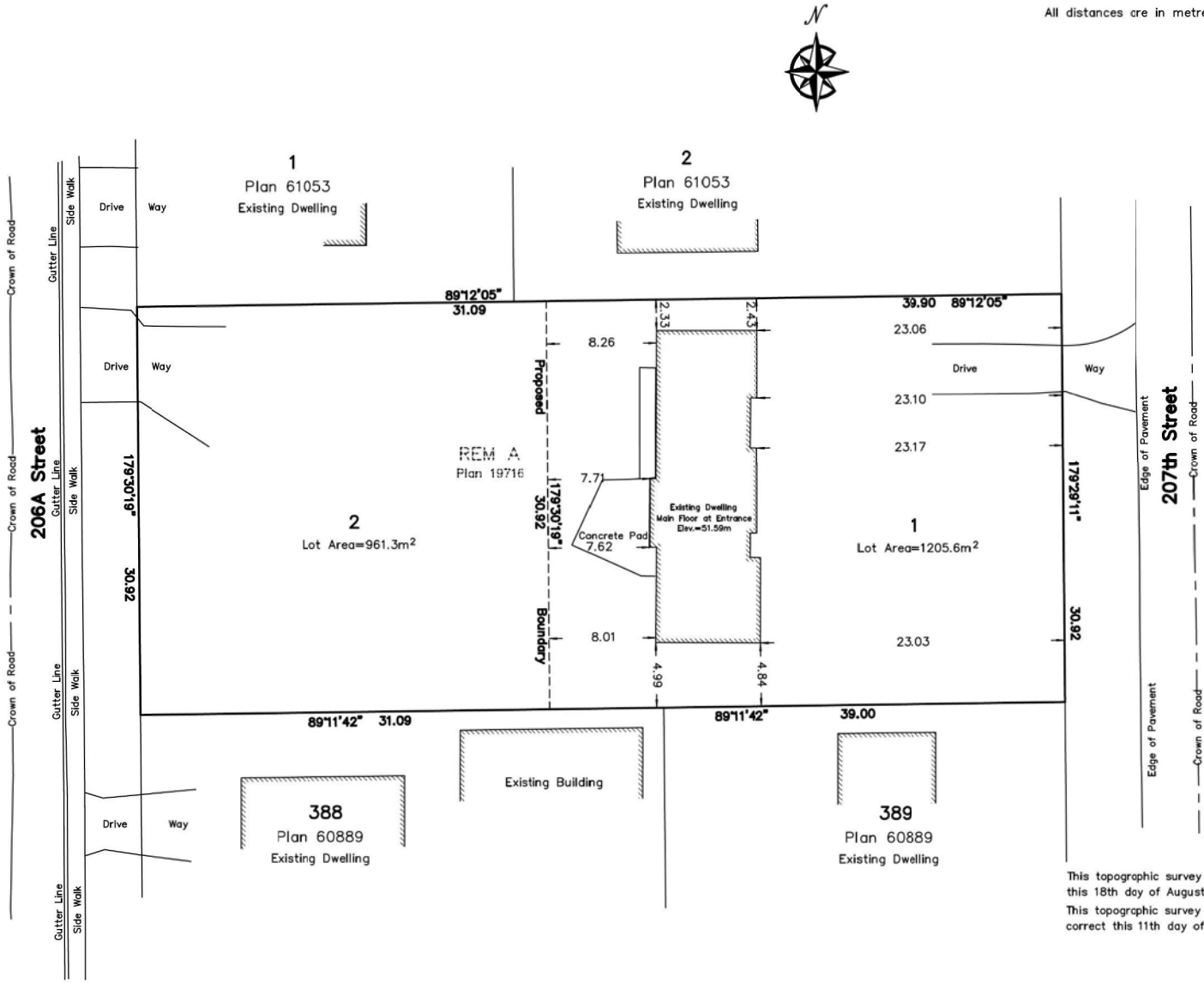
Legend:

EB		Denotes electronic box
UUB		Denotes underground utility box
SN		Denotes traffic sign
PP		Denotes power pole
WV		Denotes water valve
CMH		Denotes concrete manhole
RTW		Denotes retaining wall
× 0.00		Denotes spot elevation
× 0.00T		Denotes top of wall elevation
DT		Denotes deciduous tree
CT		Denotes coniferous tree
STP		Denotes stump of tree
UL		Denotes tree's dripline radius

SCALE 1:300

0 5 10 15 20

All distances are in metres and decimal



Lot dimensions according to field survey and Land Title and Survey Authority records.

This plan does not show non–plan charges, liens or interests.

This plan was prepared for inspection purposes and is for the exclusive use of our client. This documents shows the relative location of the surveyed structures and features with respect to the boundaries of the parcel described above. This document shall not be used to define property lines or property corners.

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COMPASS LAND SURVEYING LTD.
Professional Land Surveyors

#202–8381 128th Street
Surrey, B.C. V3W 4G1
Tel: 604–503–6898
Email: Office@CompassSurveys.com
File No.: 2409008 TS2

This topographic survey re–certified correct this 18th day of August, 2025.

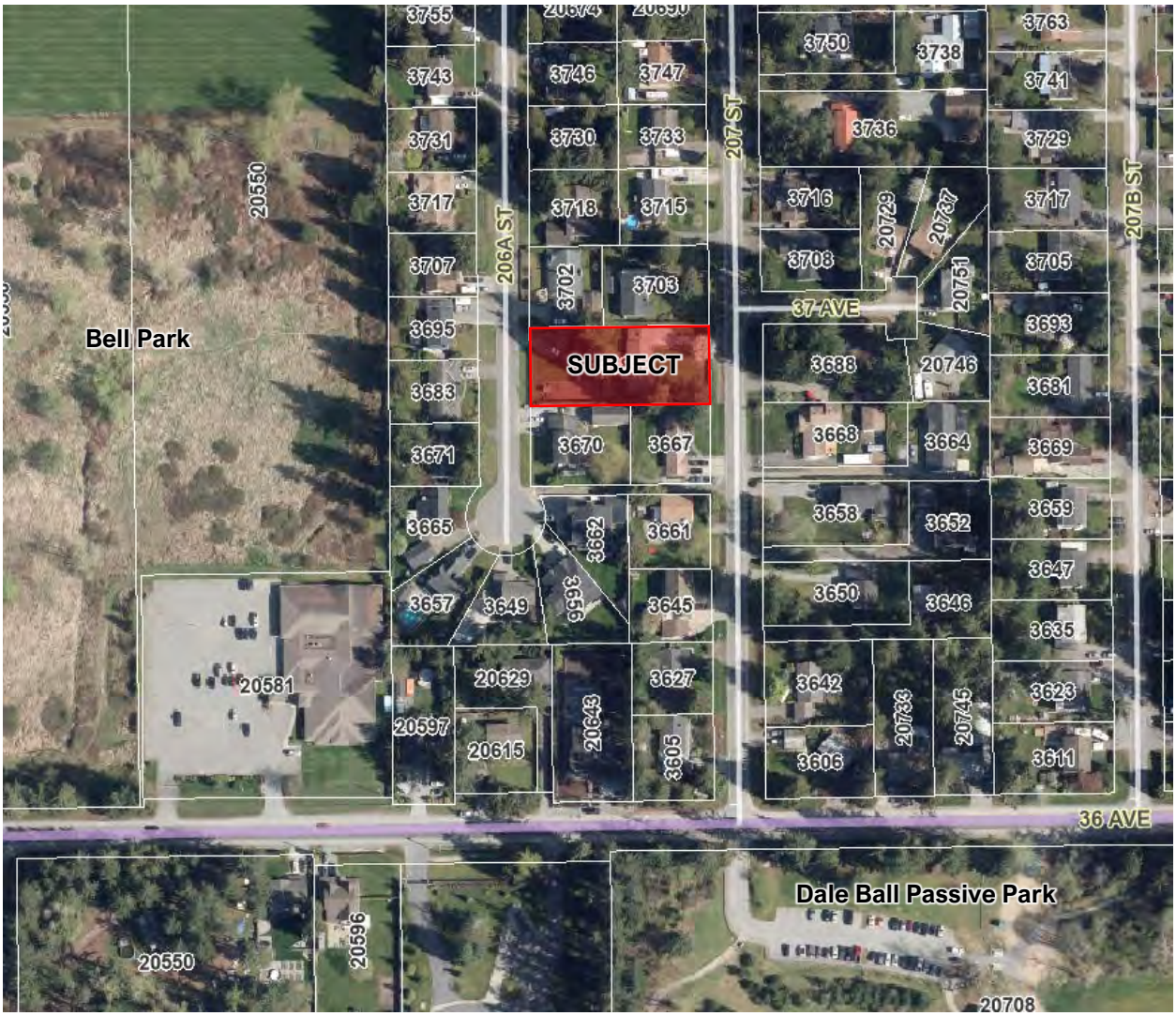
This topographic survey completed and certified correct this 11th day of October, 2024.

SHOUPENG LIU B.C.L.S.

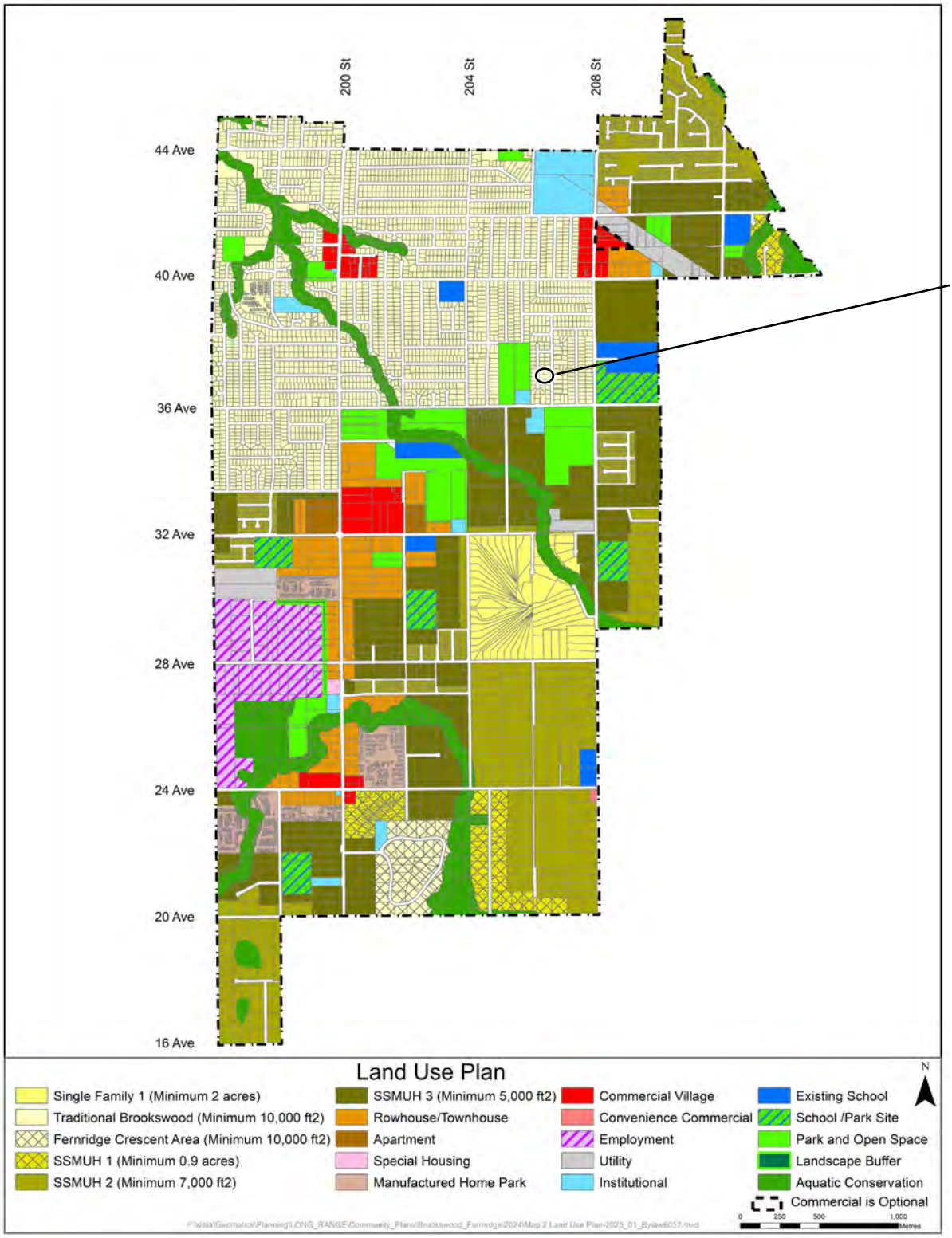
SCHEDULE A

E.14

ATTACHMENT C

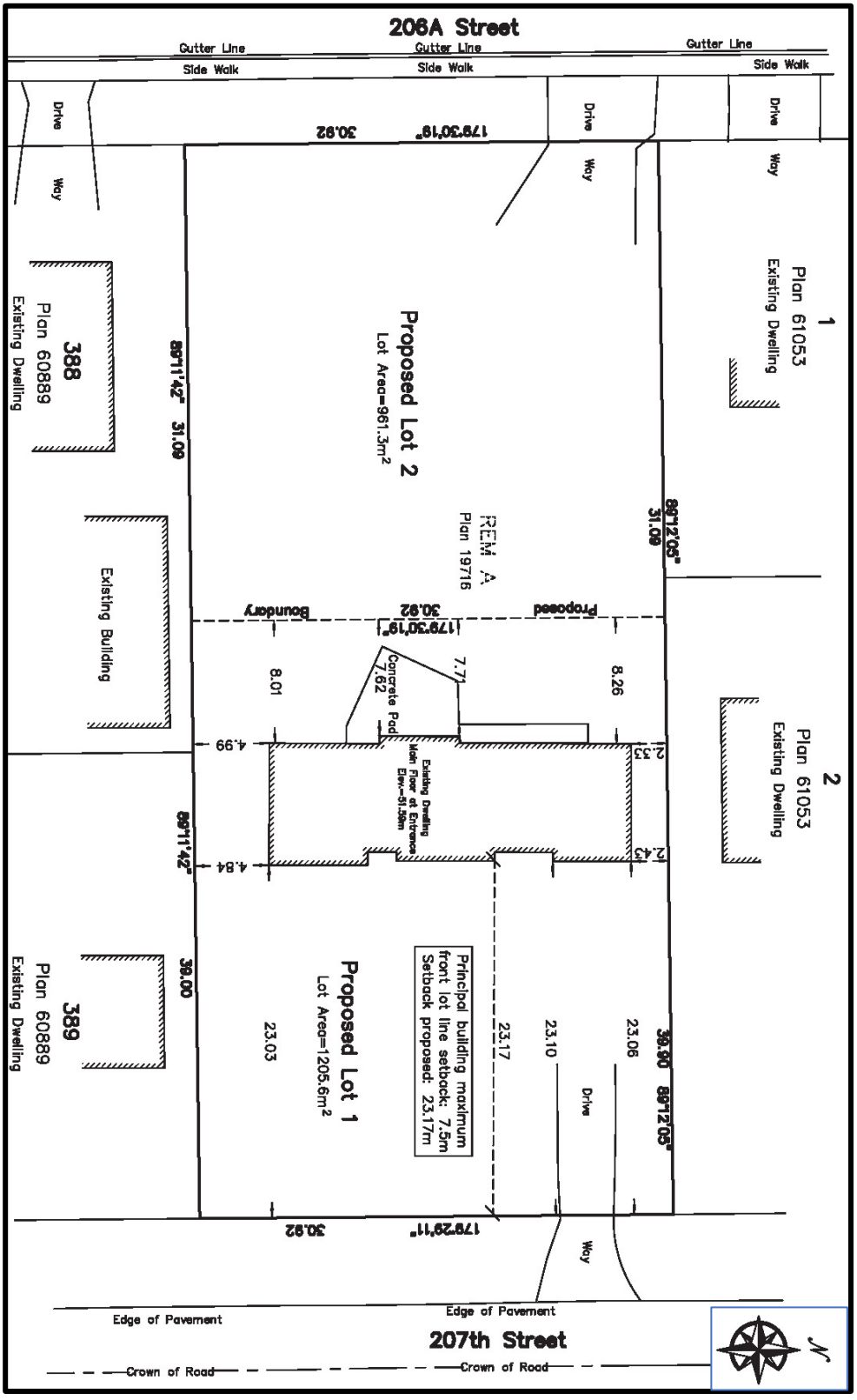


AERIAL CONTEXT MAP


200 St
204 St
208 St
44 Ave
40 Ave
36 Ave
32 Ave
28 Ave
24 Ave
20 Ave
16 Ave
SUBJECT
Land Use Plan
N
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
0
250
500
1,000
Metres



ZONING BYLAW NO. 2500



SITE PLAN – SUBMITTED BY APPLICANT

ATTACHMENT D

Township of Langley
Community Development Division
20338 65 Avenue
Langley, BC V2Y 3J1

Subject: Development Variance Permit – 3685 207 Street, Langley BC
Request for Front Lot Line Setback Relaxation (Section 402.4(1), Zoning Bylaw 1987 No. 2500)

Dear Planning Staff,

On behalf of the registered owners, **Stephen and Rachelle Blaschek**, I respectfully submit this letter in support of a **Development Variance Permit (DVP)** application for **3685 207 Street**, Langley, BC.

This request pertains to a proposed subdivision of the subject property from **one lot into two**, while retaining the existing **single-storey rancher** on proposed **Lot 1**. The subdivision meets all applicable zoning requirements of the **R-1E zone**; however, a variance is required to allow the existing home to remain in place at its current setback of approximately **23 metres** from the front lot line, whereas the **maximum permitted setback is 7.5 metres** under Section 402.4(1).

Planning Context & Rationale

This application presents a unique opportunity to align with multiple **key planning principles** of the **Brookswood-Fernridge Community Plan (BFCP)** and **Township Official Community Plan (OCP)**:

- **Gentle Infill & Housing Choice:** The proposal introduces one additional single-family lot through subdivision, consistent with the OCP and the BFCP's policy goal to "provide housing choices" while maintaining existing neighbourhood character (BFCP Guiding Principle #7).
- **Character Retention:** The rancher, constructed in **1965**, predates current zoning regulations. It has been **continuously occupied by the original owners**, and its design and placement are fully in keeping with the **low-scale, spacious, and wooded character** that defines Brookswood (BFCP Section 3.5 – Community Character and Identity).
- **No Form or Massing Impact:** No changes are proposed to the dwelling's height, massing, or exterior appearance. As such, the requested variance would result in **zero visual or functional impact** on neighbouring lots or the street.

Justification for Setback Variance

This variance is required solely to **legalize the existing siting of the principal residence** within the new subdivision layout. The home is sited well back from the street on a deep lot, a pattern common to earlier subdivisions in Brookswood. While the zoning bylaw requires a 7.5m **maximum** setback for new homes, this dwelling is not being redeveloped; it is being preserved.

- The variance will **not increase site coverage, density, or traffic impacts.**
- There is **no obstruction to road sightlines,** utilities, or future servicing layouts.
- The large setback helps **preserve mature landscaping**, contributing positively to the tree canopy goals of the BFCP.

Policy Alignment

This application supports all levels of policy direction:

- **Brookswood-Fernridge Community Plan (BFCP):**
  - Section 3.5 supports preserving homes that contribute to neighbourhood identity, especially those built prior to modern zoning constraints.
  - Section 4.1 encourages a diversity of residential options that make efficient use of land and infrastructure.
- **Township of Langley Official Community Plan:**
  - Designates the area for **Urban Development,** encouraging efficient, serviced growth within established neighbourhoods.
  - Supports "intensification where appropriate and respectful of existing character."
- **Provincial Housing Mandates** (e.g., Bill 44 – Small-Scale Multi-Unit Housing):
  - The subdivision aligns with the Province's directive to **increase housing supply** within serviced urban areas without requiring significant infrastructure upgrades or displacing current residents.

Conclusion

The requested variance is a **technical requirement** stemming from the subdivision geometry and does not represent an actual land use or development concern. On the contrary, this project supports:

- **Sensitive and appropriate infill**
- **Character preservation**
- **Land and infrastructure efficiency**
- **Provincial and municipal housing goals**

We respectfully request that this application be considered favourably and welcome the opportunity to work collaboratively with Township staff throughout the review process.

Should any clarification or supplemental documentation be required, please do not hesitate to contact me directly.

Sincerely,

PJ Cheema
Agent for Stephen & Rachelle Blaschek
604-725-1258 | pjcheema@gmail.com

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	SEPTEMBER 15, 2025 – REGULAR MEETING	**REPORT:**	25-137
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	07-26-0169
SUBJECT:	DEVELOPMENT VARIANCE PERMIT APPLICATION NO. 100192 AND DEVELOPMENT PERMIT APPLICATION NO. 101508 (JASSAR / 3650 – 203A STREET)		

PROPOSAL:

Development Variance Permit application to vary Section 110.1 – Minimum Subdivision Requirements of the Township of Langley Zoning Bylaw 1987 No. 2500 to reduce the minimum lot area requirement of Residential Zone R-1E from 930 m^2 (10,010 ft^2) to 894.1 m (9,624 ft^2) for one lot of a two lot subdivision and issue Development Permit No. 101508 (Neighbourhood Forest Fire Hazard Reduction).

RECOMMENDATION SUMMARY:

That Council issue Development Variance Permit No. 100192 and Development Permit No. 101508.

RATIONALE:

The proposed lot size variance is minor (3.86%) and the applicant has committed to providing a Neighbourhood Character Study and registering an exterior design control agreement covenant at time of subdivision.

RECOMMENDATIONS:

That Council authorize Development Variance Permit No. 100192 for property located at 3650 – 203A 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 area requirement of Residential Zone R-1E from 930 m^2 (10,010 ft^2) to 894.1 m^2 (9,624 ft^2) for proposed Lot 2 of a two lot subdivision as indicated in Schedule “A”.
b. Registration of an exterior design control agreement guided by a Neighbourhood Character Study.

That Council authorize Development Permit No. 101508 for Neighbourhood Forest Fire Hazard Reduction for property located at 3650 – 203A Street subject to the following:

a. Neighbourhood Forest Fire Hazard Reduction Development Permit Areas design consistent with Schedule “A” and Section 10.5.4 of the Brookswood-Fernridge Community Plan as amended including registration of an exterior design control agreement at time of subdivision consistent with Section 10.5.4.1.2 – Buildings of the Brookswood-Fernridge Community Plan.

EXECUTIVE SUMMARY:

The applicant is seeking approval to vary the minimum subdivision requirements to reduce the minimum lot area requirement of Residential Zone R-1E from 930 m^2 (10,010 ft^2) to 894.1 m^2 (9,624 ft^2) for one lot of a proposed two lot subdivision as shown in the preliminary subdivision plan included in this report.

In support of the proposed variance, the applicant has committed to providing a Neighbourhood Character Study and registering an exterior design control agreement at time of subdivision. Staff note, the proposed lots will meet or exceed the minimum lot depth and frontage requirements. A required Neighbourhood Forest Fire Hazard Reduction Development Permit is running concurrently with this subdivision and Development Variance Permit application.

Staff recommend that Council issue Development Variance Permit No. 100192 and Development Permit No. 101508 provided as Attachment C and D to this report respectively.

PURPOSE:

The purpose of this report is to provide information to Council regarding proposed Development Variance Permit No. 100192 and Development Permit No. 101508 for property at 3650 – 203A Street.

REFERENCE:

Owner:	Inderjit Singh Jassar 3513 Stevenson Street Port Coquitlam, BC V3B 4M5
Agent:	Coastland Engineering & Surveying Ltd. 101, 19292 – 60 Avenue Surrey, BC V3S 3M2
Location:	3650 – 203A Street
Legal Description:	Lot 281 Section 26 Township 7 New Westminster District Plan 43609
Area:	1,824.1 m^2 (19,634 ft^2)
Zoning:	Residential Zone R-1E
Brookswood-Fernridge Community Plan:	Traditional Brookswood
Development Permit Area:	DPA 'D' Neighbourhood Forest Fire Hazard Reduction

BACKGROUND/HISTORY:

- The subject 1,824.1 m^2 (19,634 ft^2) property is zoned Residential Zone R-1E and designated Traditional Brookswood in the Brookswood-Fernridge Community Plan. There is an existing single family dwelling on the property proposed to be removed.

DISCUSSION/ANALYSIS:

- The applicant proposes a two lot subdivision. Proposed Lot 2 requires a variance to reduce the minimum lot area in Residential Zone R-1E from 930 m² (10,010 ft²) to 894.1 m² (9,624 ft²), representing a reduction of 35.9 m² (386 ft²) or approximately 3.86%.
- Section 110.2 of the Township of Langley Zoning Bylaw 1987 No. 2500 permits up to a 10% reduction in minimum lot size for Residential Zone R-1E lots if the proposed lot is within 100 m of an existing smaller lot. A smaller lot of 712.6 m^2 is located 120 m southeast of the subject site, 20 m beyond the 100 m requirement.
- Both proposed lots meet or exceed the minimum lot depth requirement of 25 m (82 ft) for the Residential Zone R-1E and the minimum frontage requirement of 8 m (26.2 ft) for residential cul-de-sac bulbs, as per Subdivision Council Policy No. 07-230.

	Residential Zone R-1E Requirements	**Proposed**	
		Lot 1	**Lot 2**
Minimum Lot Area:	930 m^2	930 m^2	894.1 m^2
Minimum Frontage:	22 m	n/a	n/a
Minimum Cul-de Sac Frontage (07-230):	8 m	16.3 m	20.6 m
Minimum Lot Depth:	25 m	55.5 m (average)	50.4 m (average)

- In support of the application, the proponent has provided:
  - A letter of intent with a neighbourhood context plan outlining the rationale for the variance (Attachment B).
  - A commitment to complete a Neighbourhood Character Study and register an exterior design control agreement at the time of subdivision.

Adjacent Uses:

	Existing Use	Brookswood-Fernridge Community Plan Designation	Zoning
North:	Single family properties	Traditional Brookswood	Residential Zone R-1E
South:	Single family property	Traditional Brookswood	Residential Zone R-1E
East:	Single family property	Traditional Brookswood	Residential Zone R-1E
West:	203A Street and a single family property	Traditional Brookswood	Residential Zone R-1E

Proposed Variance:

- The applicant has provided a summary and context plan (Attachment B) of 45 nearby properties. Key findings identified by the applicant include:
  - lot sizes range from 925 m^2 to 2,233 m^2
  - six lots (13 %) are smaller than the 930 m^2 required by the R-1E Zone
- To maintain neighbourhood character, the applicant proposes to register an exterior design control agreement, guided by a Neighbourhood Character Study prepared by an accredited design consultant to ensure compatible home designs along 203A Street and is included as a condition of proposed Development Variance Permit No. 100192.

Development Permit:

- The subject site is located in Development Permit Area 'D' – Neighbourhood Forest Fire Hazard Reduction.
- Proposed Development Permit No. 101508 is attached to this report and includes the proposed subdivision plan for the development. The Development Permit addresses the requirements for Development Permit Area 'D' – Neighbourhood Forest Fire Hazard Reduction. Registration of a Section 219 Restrictive Covenant requiring an exterior design control agreement incorporating relevant guidelines is included as a condition of proposed Development Permit No. 101508 required prior to subdivision approval.

Policy Considerations:

Development Variance Permit No. 100192 proposes to vary Section 110.1 – Minimum Subdivision Requirements of the Township of Langley Zoning Bylaw 1987 No. 2500 to reduce the minimum lot area requirement of Residential Zone R-1E from 930 m^2 (10,010 ft^2) to 894.1 m^2 (9,624 ft^2) for one lot of a two lot subdivision (3.86% approximate reduction).

Staff note that the proposed lot sizes meet or exceed the minimum lot depth requirement of 25 m (82 ft) for the Residential Zone R-1E, as well as the minimum frontage requirement of 8 m (26.2 ft) for residential cul-de-sac bulbs, in accordance with Subdivision Council Policy No. 07-230.

Registration of an exterior design control agreement guided by a Neighbourhood Character Study and the Neighbourhood Forest Fire Reduction Development Permit Area Guidelines at the time of subdivision will ensure that the homes constructed have compatible architectural elements with the existing streetscape and align with the applicable Neighbourhood Forest Fire Hazard Reduction Guidelines.

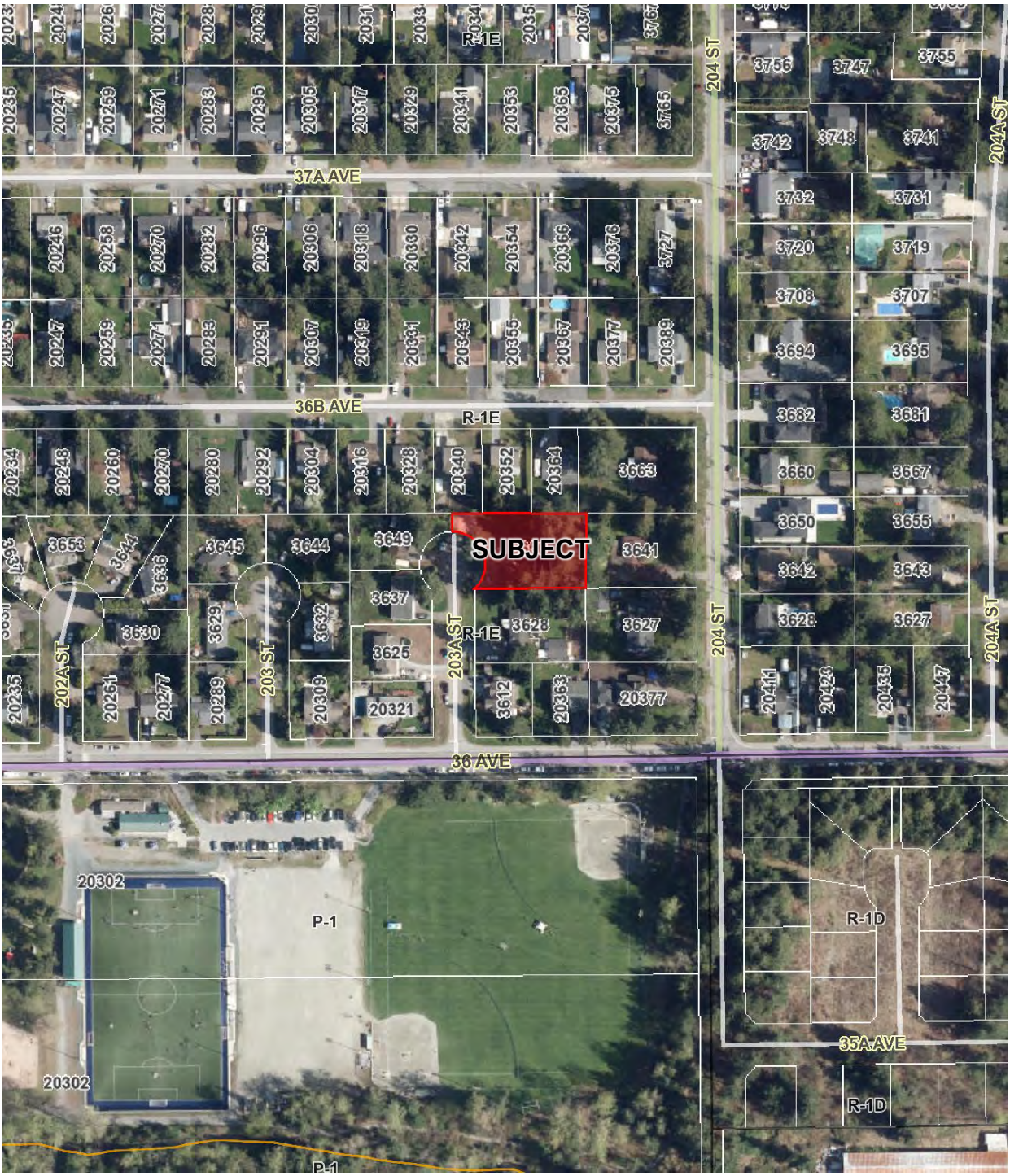
Staff recommend that Council issue Development Variance Permit No. 100192 and Development Permit 101508 provided as Attachment C and D to this report.

Respectfully submitted,

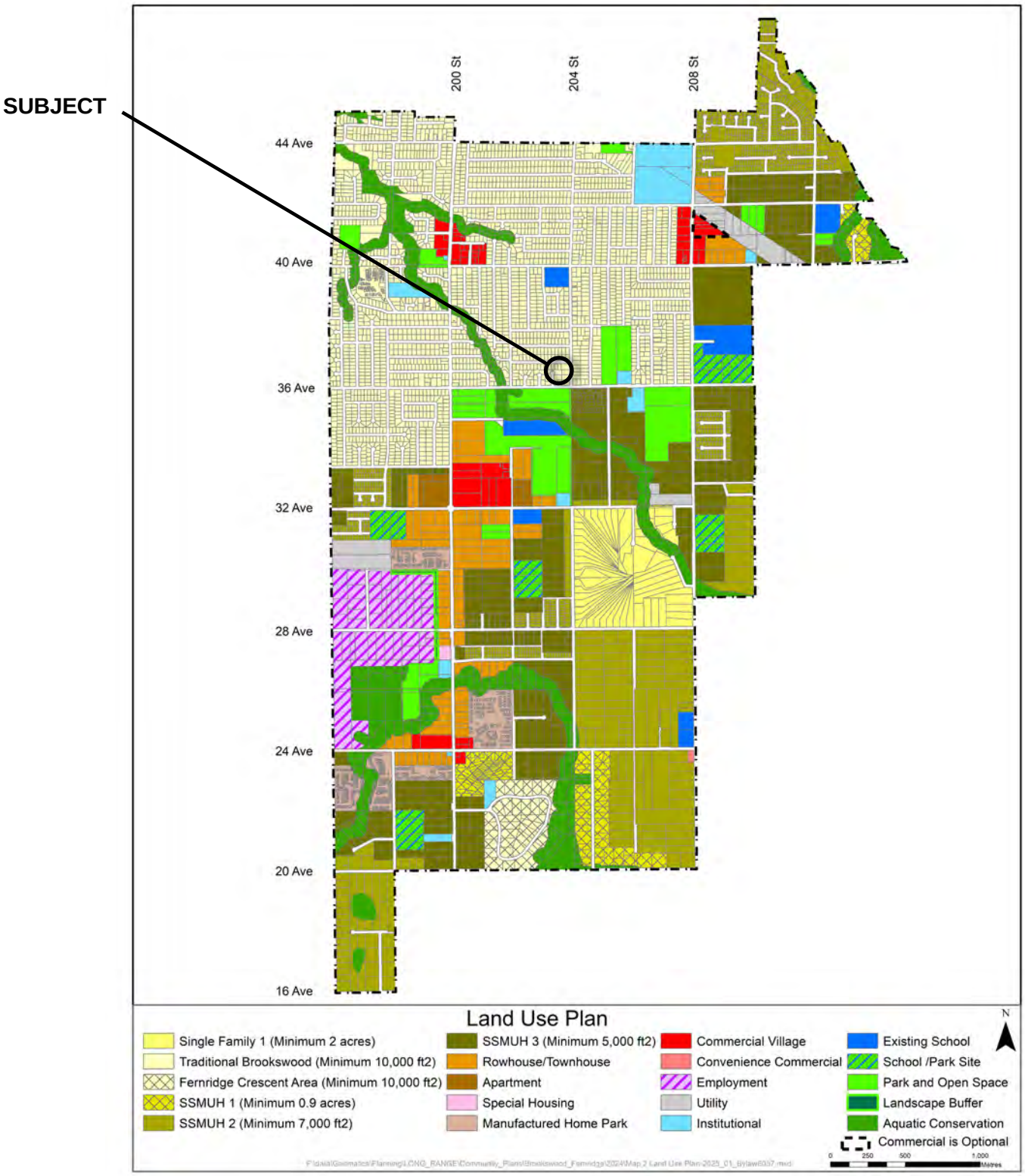
Rob Nordrum
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

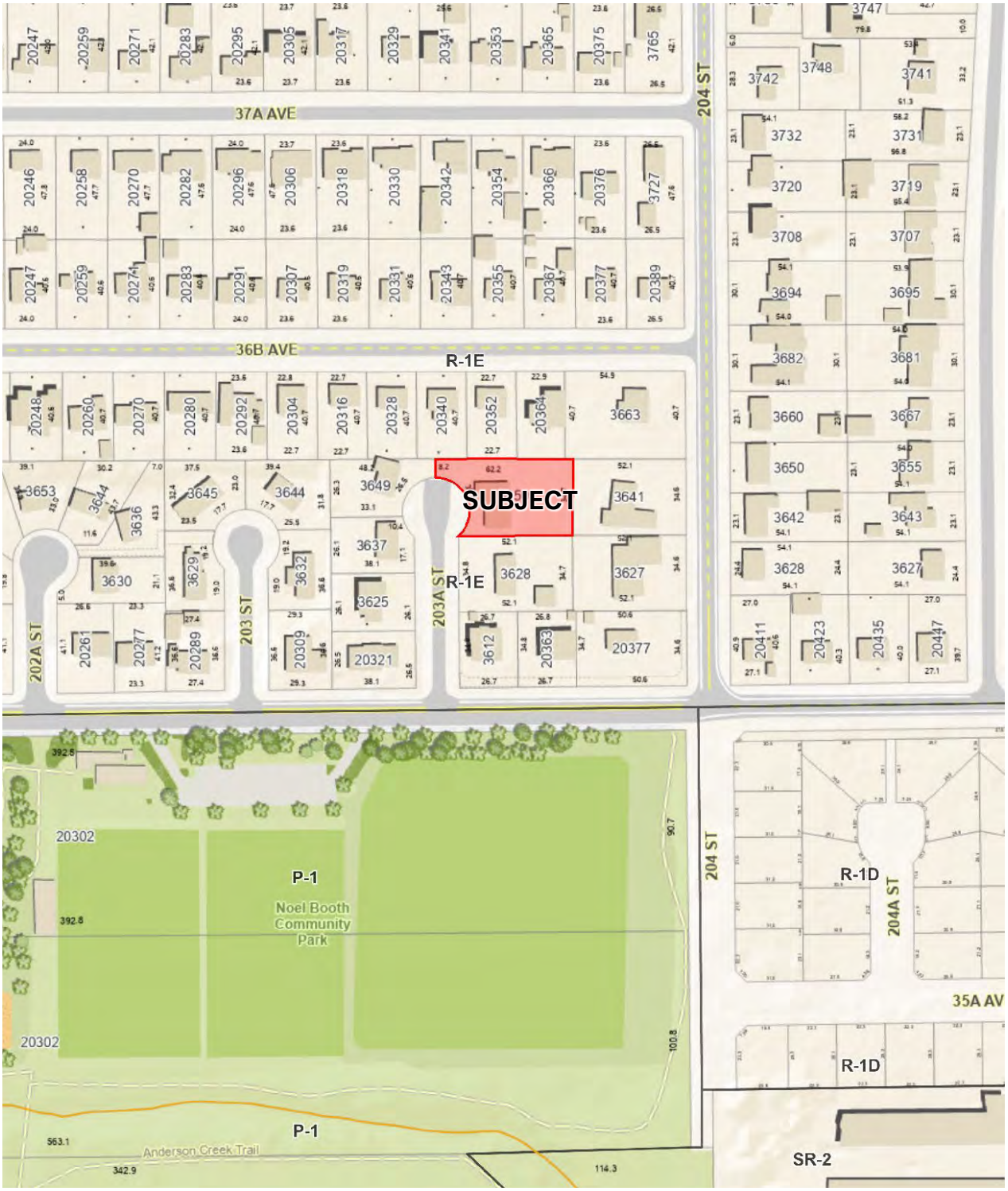
ATTACHMENT A	Maps and Graphics
ATTACHMENT B	Letter of Intent and Context Plan
ATTACHMENT C	Development Variance Permit No. 100192
ATTACHMENT D	Development Permit No. 101508

ATTACHMENT A

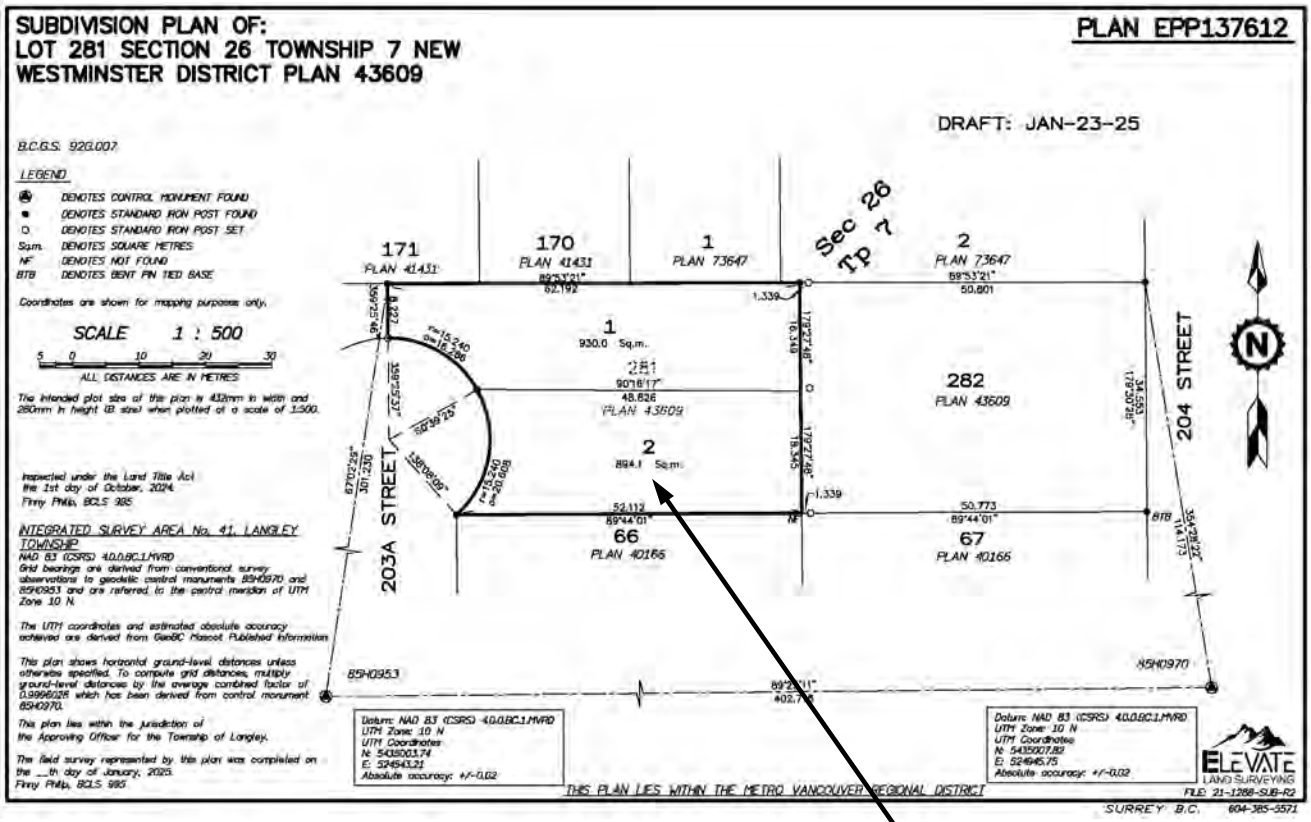


AERIAL CONTEXT MAP


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
N
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
0
250
500
1,000
Metres



ZONING BYLAW NO. 2500



PROPOSED LOT 2
(894.1 m^2)

SITE PLAN – SUBMITTED BY APPLICANT

Coastland
engineering & surveying ltd.

Willowbrook Business Centre
#101, 19292 - 60th Avenue
Surrey, B.C. V3S 3M2
Tel: 604-532-9700
Fax: 604- 532-9701

M.E. HELLE, A.Sc.T., CPWI 3

ATTACHMENT B

Incorporated 1976 Civil Engineering Consultants · Land Development · Municipal Engineering

June 12, 2025

Langley File: 07-26-0169

Township of Langley
Development Planning
20338 - 65 Avenue
Langley, BC V2Y 3J1

Attention: Rob Nordrum, MPlan | Planner

Re: Rationale Letter for Proposed 2 Lots at 3650 – 203 'A' Street

This rationale letter is supported by, and refers to, supplemental drawings provided by Coastland Engineering & Surveying Ltd. which includes a context site plan along with a number of adjacent lots which form the context area and the proposed lot layout.

Overview:

The subject property is currently zoned R1-E and the Zoning Bylaw states all lots created through subdivision in the R1-E zone shall have a minimum lot size of 930.0 sq.m. and a minimum frontage of 22m. The current proposal involves a 2 lot subdivision, with lot 1 proposed at 930.0 sq.m. at 16.3 m width and lot 2 proposed at 894.1 sq.m. at 18.3m width.

This rationale letter is to support the proposal layout by examining the context area of the neighbourhood to determine if there is a precedent of existing lots which are undersized in area and/or less than minimum frontages.

Context Area:

The site plan indicates the context area of the neighbourhood. This context area represents the surrounding neighbourhood to which the proposed new lots would belong to. The context area is seen as the lots adjacent to the proposed development and would generally be considered as part of the visual streetscape. The context area includes a total of 45 properties not including the proposed lots at the subject site.

Synopsis:

Of the 45 properties which make up the context area, 6 parcels or 13% are less than the minimum 930.0 sq.m. in lot area, for the R1-E zone. The size of all lots within the context area is significantly different compared to each other, ranging from 925 sq.m. to 2233 sq.m. 6 parcels or 13% of the context area, have frontages less than 22m.

Rationale:

The proposed lot layout for the new 2 lot subdivision is not significantly different from the adjacent lots in the context area with respect to lot size or frontages in the proposed lots are located in a cul-de-sac. Although, one lot is proposed to be less than the minimum area, the lot is not significantly less and would not be perceived as an anomaly when compared to the surrounding properties. The new homes which will be built on the proposed new lots will not appear to be significantly different than any other home on the adjacent lots within the context neighborhood.

Additional Support:

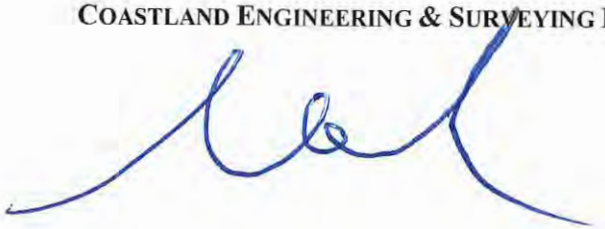
This is considered an infill condition within surrounding properties that will not see any further densification. To respect the character of the existing neighbourhood, the Developer has agreed to provide a Character Study of the area, performed by an accredited Design Consultant, and this Character Study would form a Building Scheme to be registered on the lots in the form of an Exterior Design Control Agreement. The Design Consultant will ensure that new homes built on the lots would generally suit the area by ensuring compliance with the Design Guidelines within the Building Scheme.

Conclusion:

We trust the provided rationale and supporting materials will be carefully considered by the Township and the proposed layout of the two lot subdivision at the subject site will be supported moving forward.

Yours truly,

COASTLAND ENGINEERING & SURVEYING LTD.



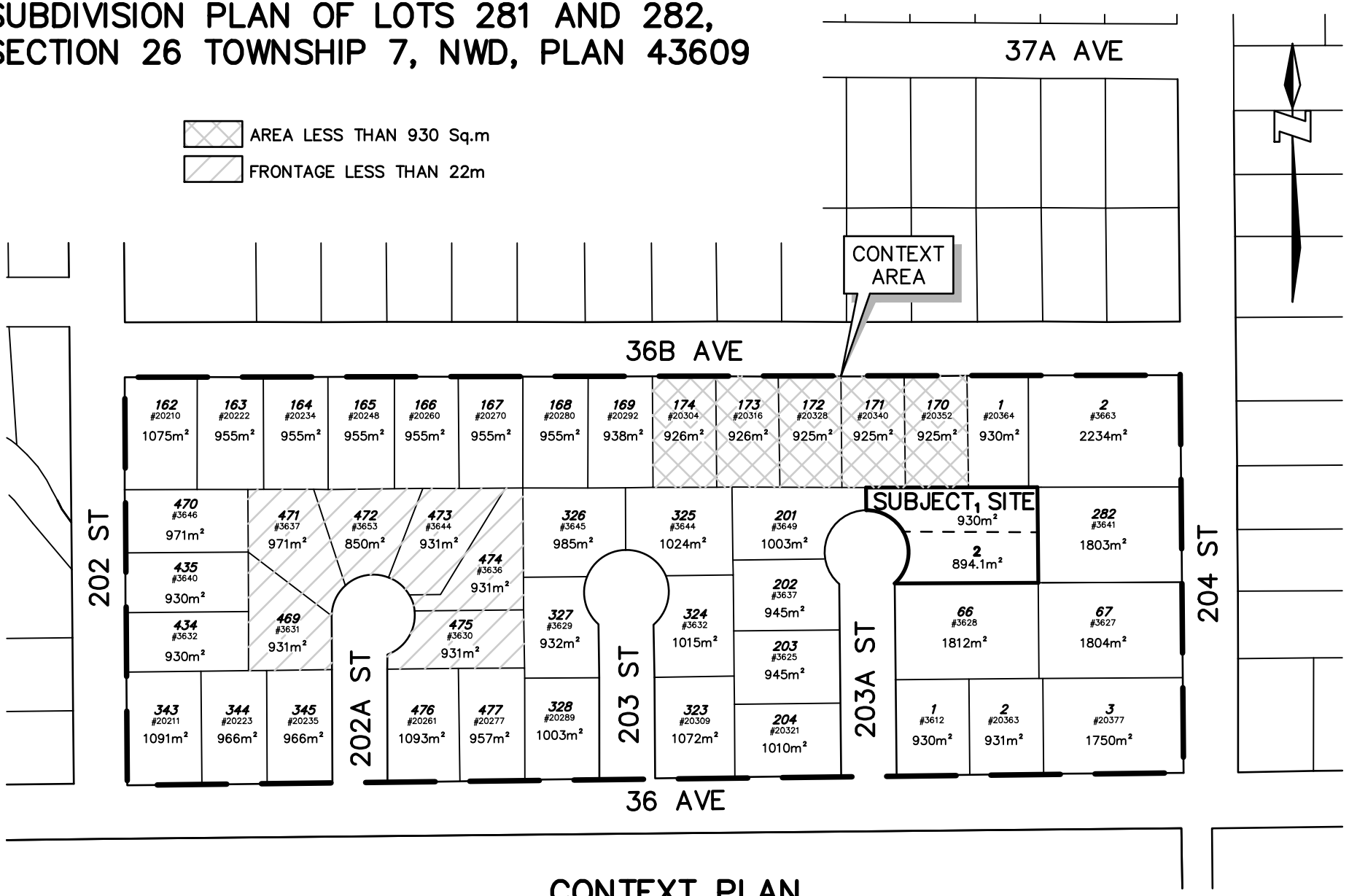
Michael E. Helle, A.Sc.T., CPWI 3

MEH/cme

cc: 1315487 BC Ltd.

G:\2912\2912 Rationale Letter.docx

SUBDIVISION PLAN OF LOTS 281 AND 282, SECTION 26 TOWNSHIP 7, NWD, PLAN 43609



CONTEXT PLAN

MUNICIPAL PROJECT: 07-26-0169
CESL PROJECT No: #2912
SCALE: 1:2000
DATE: JUNE, 2025

Coastland
engineering & surveying ltd.

REVISED: June 12, 2025
February 10, 2025

CESL File: 2912
Previous TOL File: 07-26-0163

LETTER OF INTENT

Address: **3650 – 203 'A' Street**

Existing Parcel Size: **0.4507 acres (0.1824 ha)**

Existing Zoning: **R-1E**

Proposal is to subdivide the existing R-1E parcel to create 2 single family lots, one at a minimum size of 930 sq.m. and one with an area reduction to 894.1 sq.m. = 3.86% reduction.

G:\2912\PLANNING\2912 REVISED Langley Letter of Intent.docx

ATTACHMENT C

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Development Variance Permit No. 100192

This Permit is issued this _____day of _____, 2025 to:

1. NAME: Inderjit Singh Jassar
   ADDRESS: 3513 Stevenson Street
   Port Coquitlam, BC V3B 4M5

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: Proposed Lot 2 Section 26 Township 7 New Westminster District Plan EPP137612

   CIVIC ADDRESS: 3650 – 203A 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. Section 110.1 – Minimum Subdivision Requirements of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to reduce the minimum lot area requirement of Residential Zone R-1E from 930 m^2 (10,010 ft^2) to 894.1 m^2 (9,624 ft^2) for proposed Lot 2 of a two lot subdivision as indicated in Schedule “A”.
   b. Registration of an exterior design control agreement guided by a Neighbourhood Character Study.

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 variance permit shall be substantially commenced within two years after the date the development variance 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.

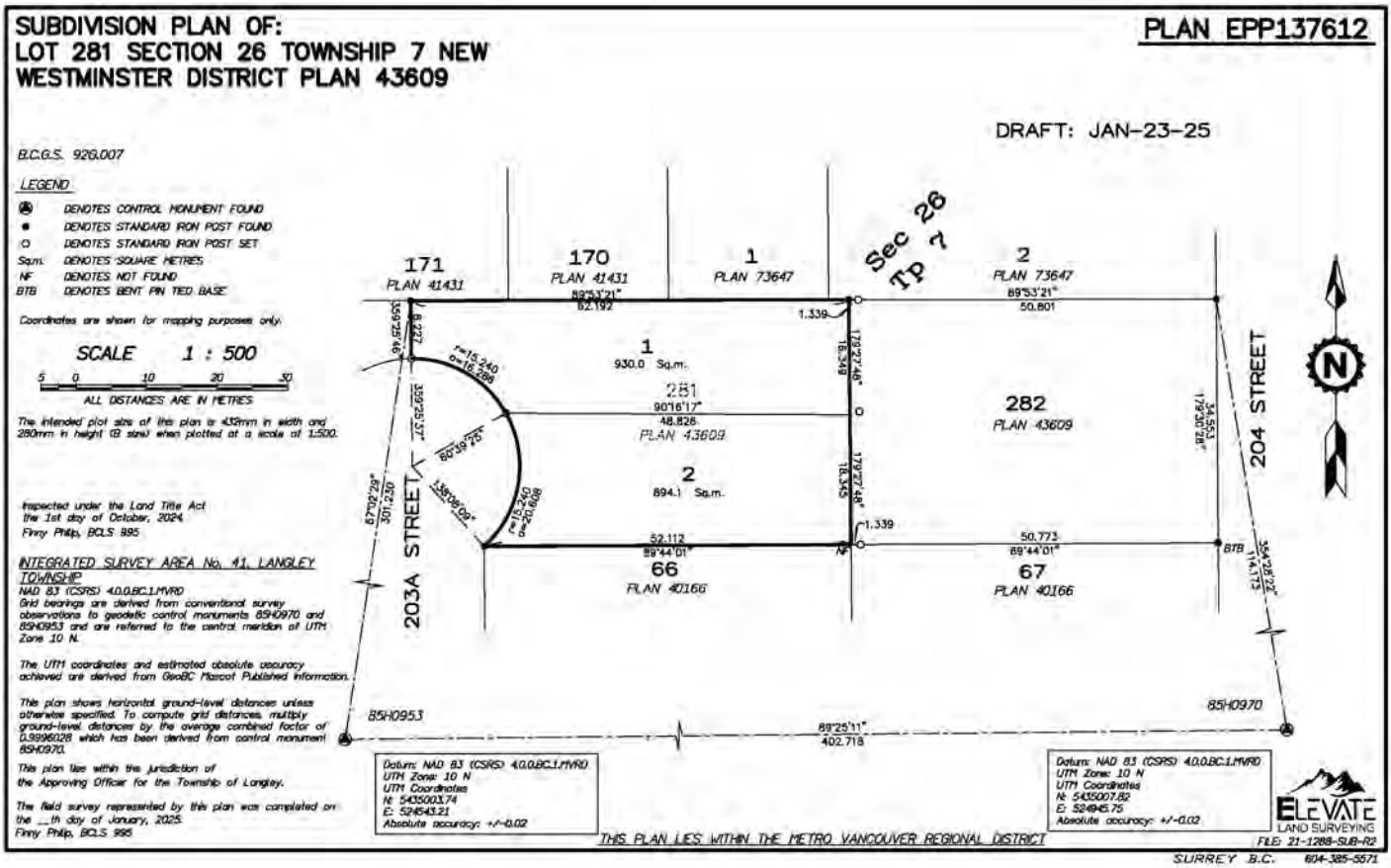
   This permit shall enure to the benefit of and be binding upon the parties hereto and their respective heirs, executors, administrators, successors and assigns.

AUTHORIZING RESOLUTION PASSED BY COUNCIL THIS ____ DAY OF _____, 2025.

Attachments:

SCHEDULE A Site Plan

SCHEDULE A


SUBDIVISION PLAN OF:
LOT 281 SECTION 26 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 43609
PLAN EPP137612
DRAFT: JAN-23-25
B.C.G.S. 92G.007
LEGEND
DENOTES CONTROL MONUMENT FOUND
DENOTES STANDARD IRON POST FOUND
DENOTES STANDARD IRON POST SET
Sq.m. DENOTES SQUARE METRES
NF DENOTES NOT FOUND
BTB DENOTES BENT PIN TIED BASE
Coordinates are shown for mapping purposes only.
SCALE 1 : 500
5 0 10 20 30
ALL DISTANCES ARE IN METRES
The intended plot size of this plan is 432mm in width and 280mm in height (B size) when plotted at a scale of 1:500.
Inspected under the Land Title Act the 1st day of October, 2024.
Finny Philip, BCLS 995
INTEGRATED SURVEY AREA No. 41, LANGLEY TOWNSHIP
NAD 83 (CSRS) 4.0.0.BC.1.MVRD
Grid bearings are derived from conventional survey observations to geodetic control monuments 85H0970 and 85H0953 and are referred to the central meridian of UTM Zone 10 N.
The UTM coordinates and estimated absolute accuracy achieved are derived from GeoBC Mascot Published information.
This plan shows horizontal ground-level distances unless otherwise specified. To compute grid distances, multiply ground-level distances by the average combined factor of 0.9996028 which has been derived from control monument 85H0970.
This plan lies within the jurisdiction of the Approving Officer for the Township of Langley.
The field survey represented by this plan was completed on the __th day of January, 2025.
Finny Philip, BCLS 995
171
PLAN 41431
170
PLAN 41431
1
PLAN 73647
Sec 26
Tp 7
2
PLAN 73647
89°53'21"
82.192
50.801
1.339
1
930.0 Sq.m.
281
90°16'17"
48.828
PLAN 43609
282
PLAN 43609
2
894.1 Sq.m.
52.112
89°44'01"
50.773
89°44'01"
66
PLAN 40166
67
PLAN 40166
203A STREET
204 STREET
85H0953
85H0970
89°25'11"
402.718
Datum: NAD 83 (CSRS) 4.0.0.BC.1.MVRD
UTM Zone: 10 N
UTM Coordinates
N: 5435003.74
E: 524543.21
Absolute accuracy: +/-0.02
Datum: NAD 83 (CSRS) 4.0.0.BC.1.MVRD
UTM Zone: 10 N
UTM Coordinates
N: 5435007.82
E: 524945.75
Absolute accuracy: +/-0.02
THIS PLAN LIES WITHIN THE METRO VANCOUVER REGIONAL DISTRICT
ELEVATE LAND SURVEYING
FILE: 21-1288-SUB-R2
SURREY B.C. 604-385-5571

ATTACHMENT D

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Development Permit No. 101508

This Permit is issued this _____day of _____, 2025 to:

1. NAME: Inderjit Singh Jassar
   ADDRESS: 3513 Stevenson Street
   Port Coquitlam, BC V3B 4M5

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 281 Section 26 Township 7
   New Westminster District Plan 43609

   CIVIC ADDRESS: 3650 – 203A 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. Neighbourhood Forest Fire Hazard Reduction Development Permit Areas design consistent with Schedule “A” and Section 10.5.4 of the Brookswood-Fernridge Community Plan as amended including registration of an exterior design control agreement at time of subdivision consistent with Section 10.5.4.1.2 – Buildings of the Brookswood-Fernridge Community Plan.

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.

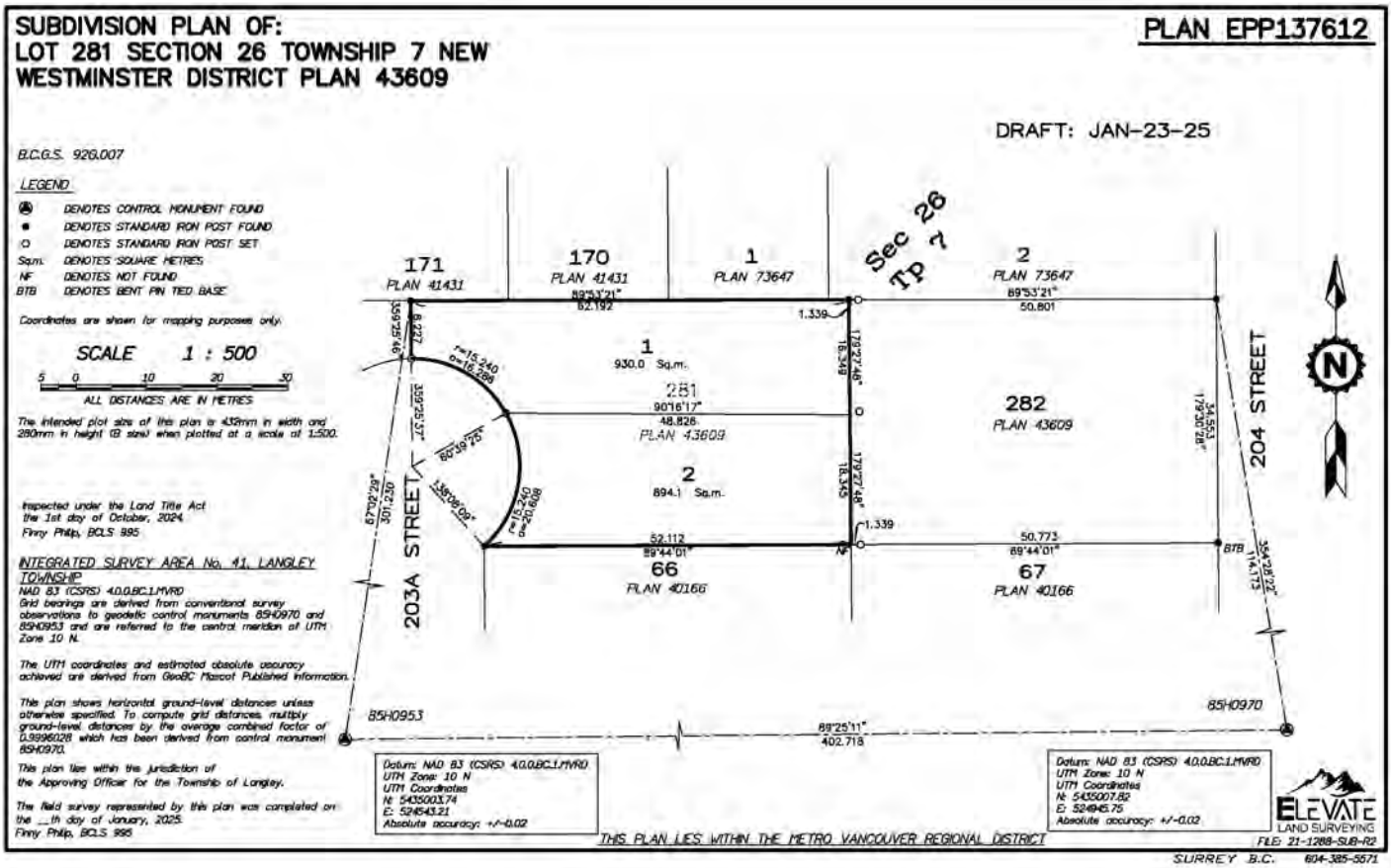
   This permit shall enure to the benefit of and be binding upon the parties hereto and their respective heirs, executors, administrators, successors and assigns.

AUTHORIZING RESOLUTION PASSED BY COUNCIL THIS ____ DAY OF _____, 2025.

Attachments:

SCHEDULE A Site Plan

SCHEDULE A


SUBDIVISION PLAN OF:
LOT 281 SECTION 26 TOWNSHIP 7 NEW WESTMINSTER DISTRICT PLAN 43609
PLAN EPP137612
DRAFT: JAN-23-25
B.C.G.S. 92G.007
LEGEND
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ALL DISTANCES ARE IN METRES
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INTEGRATED SURVEY AREA No. 41, LANGLEY TOWNSHIP
NAD 83 (CSRS) 4.0.0.BC.1.MVRD
Grid bearings are derived from conventional survey observations to geodetic control monuments 85H0970 and 85H0953 and are referred to the central meridian of UTM Zone 10 N.
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This plan shows horizontal ground-level distances unless otherwise specified. To compute grid distances, multiply ground-level distances by the average combined factor of 0.9996028 which has been derived from control monument 85H0970.
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The field survey represented by this plan was completed on the __th day of January, 2025.
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PLAN 43609
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Datum: NAD 83 (CSRS) 4.0.0.BC.1.MVRD
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UTM Zone: 10 N
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Absolute accuracy: +/-0.02
THIS PLAN LIES WITHIN THE METRO VANCOUVER REGIONAL DISTRICT
ELEVATE LAND SURVEYING
FILE: 21-1288-SUB-R2
SURREY B.C. 604-385-5571

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	SEPTEMBER 15, 2025 – REGULAR MEETING	**REPORT:**	25-127
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	08-35-0273
SUBJECT:	DEVELOPMENT PERMIT APPLICATION NO. 101443 (MARINELLI INVESTMENTS LTD. / 9494 – 200 STREET)		

PROPOSAL:

Development Permit application (including variances) to facilitate development of a 5,015 m^2 (53,981 ft^2) industrial warehouse building on property located at 9494 – 200 Street.

RECOMMENDATION SUMMARY:

That Council authorize issuance of Development Permit No. 101443 subject to eight (8) conditions.

RATIONALE:

The proposal is consistent with the Development Permit Area provisions of the the Northwest Langley Community Plan and complies with the site's Service Industrial M-1A zoning with the exception of the proposed variances.

RECOMMENDATIONS:

That Council authorize issuance of Development Permit No. 101443 to Marinelli Investments Ltd. for property located at 9494 – 200 Street subject to the following conditions:

a. Building plans being in substantial compliance with Schedule "A".
b. Landscaping plans being in substantial compliance with Schedule "B" and in compliance with Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) and the Township's Street Trees and Boulevard Plantings Policy.
c. Provision of a final tree management plan incorporating tree retention, replacement and protection details in compliance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection).
d. All signage being in substantial compliance with Schedule "A" and with the Township's Sign Bylaw.
e. Section 701.6 – Siting of Buildings and Structures of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to decrease the minimum rear (east) lot line setback abutting a Residential zone from 10 m (32.8 ft) to 0 m (0 ft) as indicated in Schedule "A".
f. Section 111.4 – Parking Lot Landscaping of the Township of Langley Zoning Bylaw 1987 No. 2500 being varied to decrease the required parking lot landscaping on the north side of the site from one tree per six stalls to zero trees per six stalls as indicated in Schedule "A".
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 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. Road and utility upgrades and extensions in accordance with the Township's Subdivision and Development Servicing Bylaw.
b. Off-site and on-site landscaping being secured by a letter of credit and landscaping plans finalized at the Building Permit stage.
c. Tree retention, replacement and protection in compliance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) being secured by letter of credit including payment of associated administration fees.
d. Completion of a site specific on-site servicing and stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw.
e. Completion of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
f. 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.
g. Payment of Development Cost Charges, supplemental development permit application fees and building permit administration fees.

EXECUTIVE SUMMARY:

Conwest Developments Ltd. has applied on behalf of the owner for a development permit to facilitate development of a 5,015 m^2 (53,981 ft^2) industrial warehouse building on property located at 9494 – 200 Street. The development permit includes variances to decrease the minimum rear (east) lot line setback abutting a Residential zone and to decrease the minimum parking lot landscaping requirements on the north side of the site.

The development proposal complies with the Development Permit Area guidelines in the Northwest Langley Community Plan. The proposal also complies with the site's Service Industrial M-1A zoning, with the exception of the proposed variances.

Issuance of Development Permit No. 101443 is recommended subject to eight (8) conditions, plus seven (7) conditions to be applied at the building permit stage.

PURPOSE:

The purpose of this report is to provide information and recommendations to Council regarding proposed Development Permit No. 101443.

REFERENCE:

Owner:	Marinelli Investments Ltd. 401, 1930 Pandora Street Vancouver, BC V5L 0C7
Agent:	Conwest Developments Ltd. 401, 1930 Pandora Street Vancouver, BC V5L 0C7
Legal Description:	Lot B Section 35 Township 8 New Westminster District Plan EPP142521
Location:	9494 – 200 Street
Area:	0.9 ha (2.3 ac)
Existing Zoning:	Service Industrial Zone M-1A
Northwest Langley Community Plan:	Light Industrial

BACKGROUND/HISTORY:

- The site is designated Light Industrial and is located in an Industrial Development Permit Area in the Northwest Langley Community Plan.
- The existing industrial building on the site is proposed to be removed as part of the development.
- BC Hydro and FortisBC statutory rights-of-way are located on the northerly portion of the site.
- A lot line adjustment was completed in February 2025 with the property located directly adjacent to the north (20020 – 96 Avenue) to shift the interior side (north) lot line approximately 14.7 m (48.2 ft) to the north to add existing parking and landscape areas onto the subject site.

DISCUSSION/ANALYSIS:

- Conwest Developments Ltd. has applied on behalf of the owner for a development permit to facilitate development of a 5,015 m^2 (53,981 ft^2) industrial warehouse building on property located at 9494 – 200 Street.
- The proposed development permit includes variances to decrease the minimum rear (east) lot line setback abutting a Residential zone and to decrease the minimum parking lot landscaping on the north side of the site.
- The proposal is consistent with the overall objectives of the Northwest Langley Community Plan and is compliant with the Service Industrial Zone M-1A with the exception of the proposed variances.

Adjacent Uses:

	Existing Use:	Northwest Langley Community Plan Designation:	Official Community Plan Designation:	Existing Zoning:
North:	A property with an existing light industrial use	Light Industrial	Mixed Employment	Service Industrial Zone M-1A
South:	A property with an existing gas service station	Light Industrial	Mixed Employment	Service Industrial Zone M-1A
East:	A property with an existing single family dwelling currently under application (ToL Project No. 08-35-0271) for a temporary use permit to allow commercial truck parking	Light Industrial	Mixed Employment	Rural Zone RU-1
West:	200 Street, beyond which are properties with existing light industrial uses	N/A	Mixed Employment	Service Industrial Zone M-1A

Development Permit:

- The subject site is located in an Industrial Development Permit Area in the Northwest Langley Community Plan.
- The form and character of the proposed 5,015 m^2 (53,981 ft^2) industrial building is consistent with the Industrial Development Permit Area guidelines.
- Proposed Development Permit No. 101443, inclusive of the proposed variances, is attached to this report as Attachment B.
- Vehicular access to the site is proposed from the existing access on 200 Street.

Development Variance Permit:

The applicant is seeking the following variances:

- Section 701.6 – Siting of Building and Structures of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to decrease the rear (east) lot line setback abutting a Residential zone from 10 m (32.8 ft) to 0 m (0 ft). The property located directly east of the subject site is currently zoned Rural Residential Zone RU-1 but is designated for Light Industrial uses in the Northwest Langley Community Plan. The proposed variance will align with future industrial development of the easterly adjacent property as no building setback is required from a rear lot line abutting an Industrial zone.
- Section 111.4 – Parking Lot Landscaping of the Township of Langley Zoning Bylaw 1987 No. 2500 being varied to decrease the required parking lot landscaping on the north side of the site from one tree per six stalls to zero trees per six stalls. The variance is requested due to the FortisBC statutory right-of-way (located where the parking lot

landscaping is required on the north side of the property) which does not permit landscaping islands or trees.

Staff do not object to the proposed variances given future development potential for light industrial uses on the adjacent property to the east, as well as the BC Hydro and FortisBC statutory rights-of-way on the northerly portion of the site.

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
9	3	61	61	2	66

Policy Considerations:

The proposed development complies with the Development Permit Area provisions of the Northwest Langley Community Plan and complies with the site's existing Service Industrial M-1A zoning requirements, with the exception of the proposed variances.

Staff recommend that Council give issuance to Development Permit No. 101443 subject to eight (8) conditions, plus seven (7) conditions to be applied at the building permit stage.

Respectfully submitted,

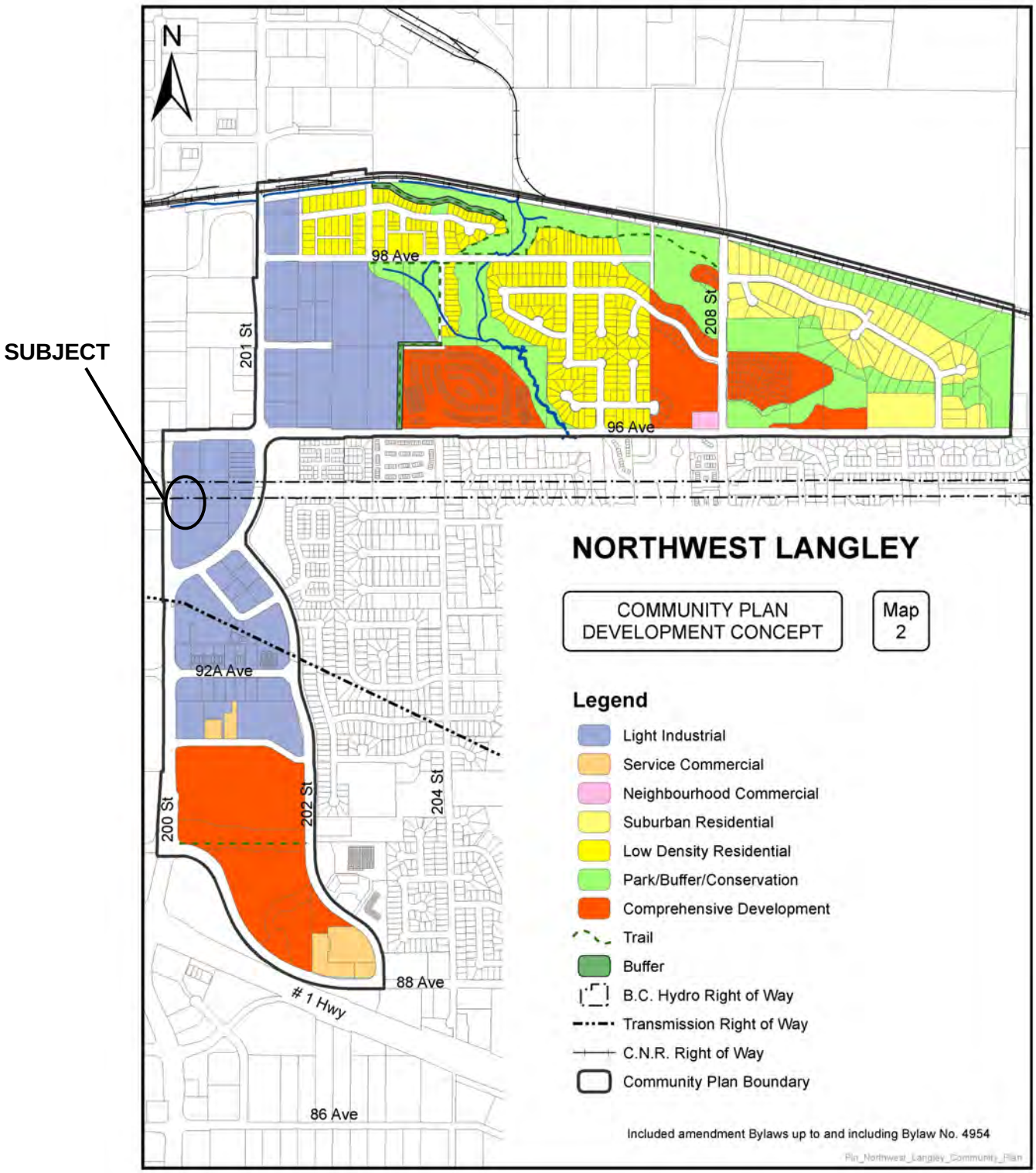
Alex Rowley
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A	Maps and Graphics
ATTACHMENT B	Development Permit No. 101443

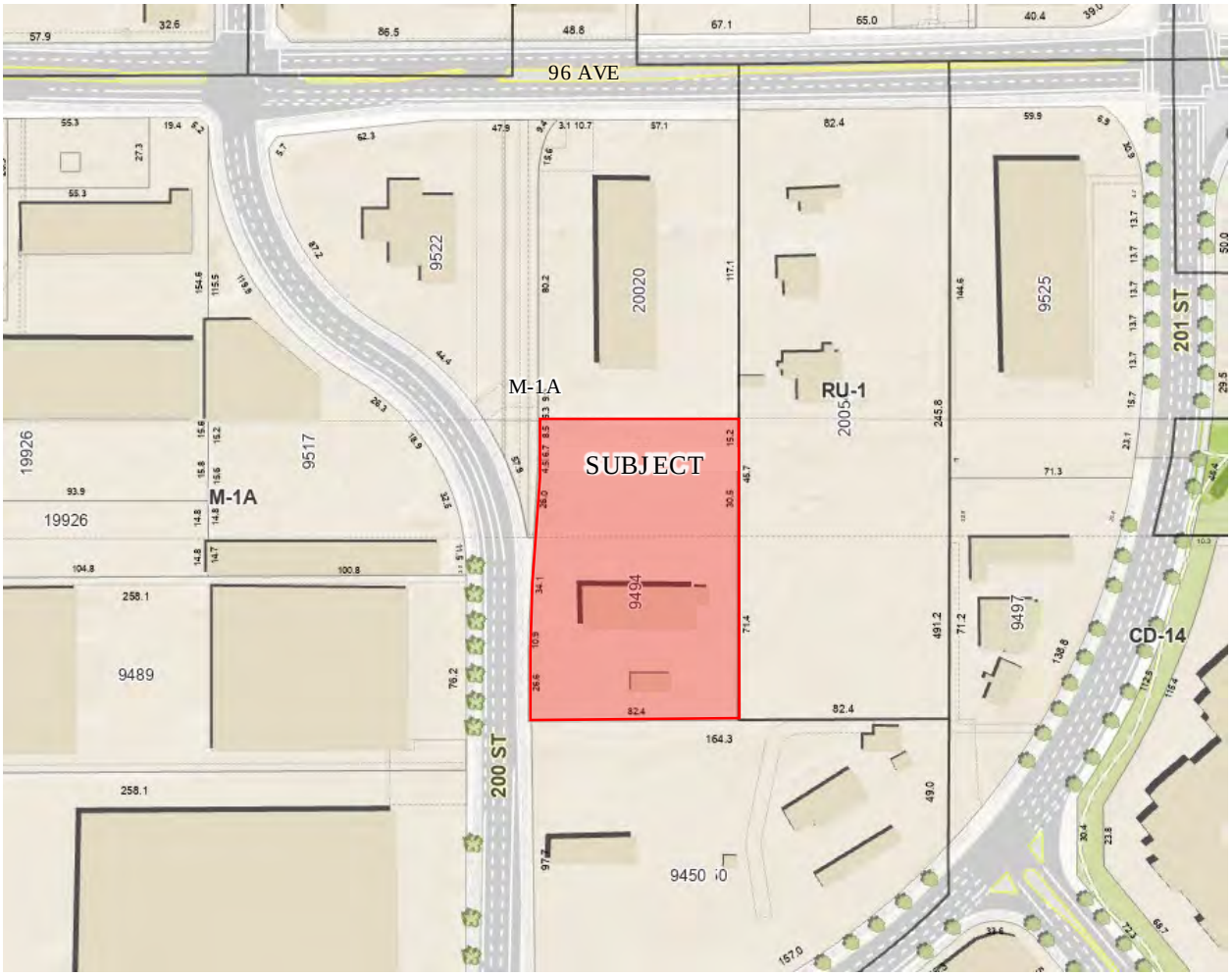
ATTACHMENT A



AERIAL CONTEXT MAP



NORTHWEST LANGLEY COMMUNITY PLAN



ZONING BYLAW NO. 2500



SITE PLAN – SUBMITTED BY APPLICANT

ATTACHMENT B

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Development Permit No. 101443

This Permit is issued this _____day of _____, 2025 to:

1. Name: Marinelli Investments Ltd.

   Address: 401, 1930 Pandora Street
   Vancouver, BC V5L 0C7

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 B Section 35 Township 8 New Westminster District Plan EPP142521

   CIVIC ADDRESS: 9494 – 200 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 and subject to the following conditions being satisfied to the acceptance of the Township of Langley:

   a. Building plans being in substantial compliance with Schedule “A”.
   b. Landscaping plans being in substantial compliance with Schedule “B” and in compliance with Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) and the Township’s Street Trees and Boulevard Plantings Policy.
   c. Provision of a final tree management plan incorporating tree retention, replacement and protection details in compliance with the Township’s Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection).
   d. All signage being in substantial compliance with Schedule “A” and with the Township’s Sign Bylaw.
   e. Section 701.6 – Siting of Buildings and Structures of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to decrease the minimum rear (east) lot line setback abutting a Residential zone from 10 m (32.8 ft) to 0 m (0 ft) as indicated in Schedule “A”.
   f. Section 111.4 – Parking Lot Landscaping of the Township of Langley Zoning Bylaw 1987 No. 2500 being varied to decrease the required parking lot landscaping on the north side of the site from one tree per six stalls to zero trees per six stalls as indicated in Schedule “A”.
   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 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. Road and utility upgrades and extensions in accordance with the Township’s Subdivision and Development Servicing Bylaw.
   b. Off-site and on-site landscaping being secured by a letter of credit and landscaping plans finalized at the Building Permit stage.

c. Tree retention, replacement and protection in compliance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) being secured by letter of credit including payment of associated administration fees.
d. Completion of a site specific on-site servicing and stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw.
e. Completion of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
f. 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.
g. Payment of Development Cost Charges, supplemental development permit application fees 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	Landscape Drawings

ZONING BY-LAW ANALYSIS

PROJECT DATA

CIVIC ADDRESS	9494 200th STREET, TOWNSHIP OF LANGLEY, BC V1M 3K6	
LEGAL ADDRESS	LT 2, SEC 36, TWP 8, NWD, PL EPP40545	
BUILDING USE	LIGHT INDUSTRIAL	
GROSS BUILDING AREA	4,575.39 m²	49,249.1 ft²

ZONING BYLAW ANALYSIS (TOWNSHIP OF LANGLEY)

1. ZONING: M-1A

2. SITE AREA: 9,422.58 m² | 0.94 hectare | 101,423.88 ft² | 2.38 acres

3. SITE COVERAGE + BUILDING AREAS:

BUILDING FOOTPRINT AREA CALCULATIONS

SITE AREA SQ M	SITE AREA SQ FT	PROP. SITE COVERAGE	BUILDING AREA SQ M	BUILDING AREA SQ FT	MAXIMUM SITE COVERAGE %	MAXIMUM SITE COVERAGE SQ M	MAXIMUM SITE COVERAGE SQ FT
9,422.58	101,423.8	48.66%	4,575.39	49,249.1	60.00%	5,653.55	60,854.3

GROSS FLOOR AREA CALCULATIONS

LEVEL	OCCUPANCY	FLOOR AREA SQ M	FLOOR AREA SQ FT
SECOND FLOOR	D: BUSINESS + PERSONAL SERVICES OCCUPANCIES	442.98	4,768.2
MAIN FLOOR	D: BUSINESS + PERSONAL SERVICES OCCUPANCIES	289.48	3,792.2
MAIN FLOOR	F-2: MEDIUM HAZARD INDUSTRIAL OCCUPANCIES	4,312.22	46,456.4
TOTAL		5,014.68	53,976.8

FLOOR SPACE RATIO CALCULATIONS

PROPOSED FSR	ALLOWABLE FSR
0.53	1.00

4. BUILDING HEIGHT:
MAXIMUM HEIGHT: 12 M (39'-5")
PROPOSED HEIGHT: 11.5 M (37'-9")

5. REQUIRED SETBACKS:

	REQUIRED	PROVIDED
FRONT YARD (WEST)	10.0 m (32'-9 1/2")	10.2 m (33'-5")
SIDE YARD (NORTH)	0.6 m (2')	47.1 m (154'-4 1/2")
SIDE YARD (SOUTH)	0.0 m (0')	0.2 m (8")
REAR YARD (EAST)	10.0 m (32'-9 1/2")	0.0 m (0") VARIANCE REQUESTED

6. LANDSCAPING REQUIREMENTS:
LANDSCAPING AREA, LANDSCAPING SCREENS AND FENCING SHALL COMPLY WITH SECTION 111, EXCEPT PROVISION FOR PARKING ISLANDS AT NORTH EDGE OVER PORTIS ROW. VARIANCE REQUESTED

7. VEHICLE PARKING AND LOADING:
REFER TO LOCAL ZONING REQUIREMENTS FOR USE CLASSIFICATION AND PARKING REQUIREMENTS. ALL AREAS ARE BASED ON GROSS AREA CALCULATIONS, UNLESS NOTED OTHERWISE

VEHICLE PARKING REQUIREMENT CALCULATIONS

PARKING CLASSIFICATION	BY-LAW DEFINITION USED	CALCULATION METHOD	LOCAL BYLAW REQUIREMENTS GROSS AREA SQ M	GROSS AREA SQ FT	PERCENTAGE OF GROSS AREA (%)	SPACES	AREA (SM)	SPACES REQUIRED
BUILDING SERVICES	INDUSTRIAL	GFA	34.35	369.8	100	1	186.00 m²	0.2
HORZ. CIRC.	INDUSTRIAL	GFA	87.72	944.2	100	1	186.00 m²	0.5
INDUSTRIAL	INDUSTRIAL	GFA	4,151.78	44,689.4	100	1	186.00 m²	22.3
OFFICE	OFFICES	GFA	259.40	2,792.2	100	1	35.00 m²	7.4
VERT. CIRC.	INDUSTRIAL	GFA	36.37	413.0	100	1	186.00 m²	0.2
OFFICE	OFFICES	GFA	442.98	4,768.2	300	1	35.00 m²	12.7
TOTAL VEHICLE PARKING SPACES REQUIRED:			5,014.61	53,976.8				43.3

VEHICLE PARKING PROVIDED

PARKING TYPE	NO. of SPACES
ACCESSIBLE PARKING	1
SMALL CAR	4
STANDARD PARKING	39
TOTAL PARKING SPACES PROVIDED:	44

STALL DIMENSIONS:
STANDARD STALL DIMENSIONS (TYPICAL): 2.8 m (9'-0 1/2") W, 5.8 m (19'-0 1/2") L
ACCESSIBLE STALL DIMENSIONS: 3.7 m (12'-1 1/2") W, 5.8 m (19'-0 1/2") L
SMALL CAR STALL DIMENSIONS: 2.4 m (8'-0") W, 4.9 m (15'-9") L

DRIVE AISLE WIDTH: 6.7 m (22'-0") at 90° (TWO WAY)

LOADING CALCULATION
TOTAL LANDING SPACES REQUIRED: 7
LOADING SPACES PROVIDED: 7

LOADING DIMENSIONS: 3.0 m (9'-10") W, 9.3 m (30'-4") L

8. BICYCLE PARKING:
WAREHOUSE:
BICYCLE PARKING REQUIRED: FLOOR AREA OR OCCUPANT LOAD x 0.05% 1 STALLS REQUIRED

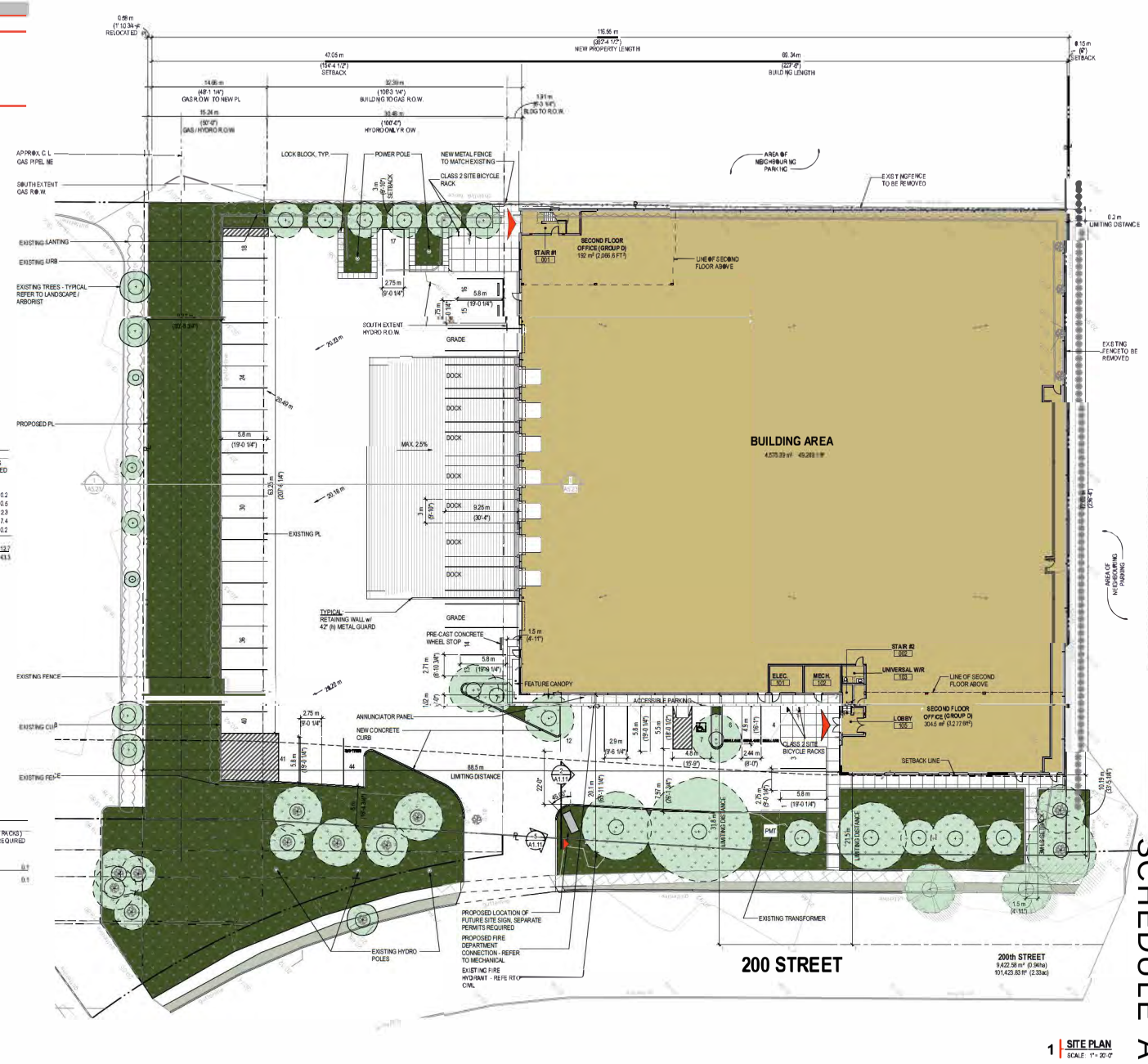
OFFICE:
BICYCLE PARKING REQUIRED: 6 STALLS REQUIRED

BICYCLE PARKING REQUIREMENT CALCULATIONS

AREA CLASSIFICATION	GROSS AREA SQ M	GROSS AREA SQ FT	PERCENTAGE OF GROSS AREA	LOCAL BYLAW REQUIREMENTS BYLAW SPACES CLASS 2 (RACKS)	BYLAW AREA	CLASS 1 (LOCKER OR ROOM) SPACES REQUIRED	CLASS 2 (RACKS) SPACES REQUIRED
INDUSTRIAL	4,151.78	44,689.4	100	0.05	0 m²	0.0	0.1
TOTAL BICYCLE SPACES REQUIRED	4,151.78	44,689.4				0.0	0.1

BICYCLE PARKING PROVIDED

CLASS	BICYCLES
CLASS 2 SITE BICYCLE RACK	8
TOTAL	8



1 SITE PLAN
SCALE: 1" = 20'-0"

arc studio
Vancouver Office
12834 Bonny Plain Road NW
Edmonton, AB
T5N 3N7
p 604.678.8916

TRUE NORTH

REVISIONS

NO.	DATE	DESCRIPTION	DRAWN	CHECKED
	2024.12.16	ISSUED FOR BUILDING PERMIT		
	2024.12.05	ISSUED FOR CLIENT REVIEW		
	2024.11.06	ISSUED FOR COORDINATION		
	2024.11.01	ISSUED FOR CLIENT REVIEW		
	2024.10.24	ISSUED FOR CLIENT REVIEW		
	2024.04.24	ISSUED FOR DP		
	2024.04.18	ISSUED FOR CLIENT REVIEW		
	2024.03.21	ISSUED FOR CLIENT REVIEW		
	2024.04.04	ISSUED FOR CLIENT REVIEW		
	2024.02.23	ISSUED FOR CLIENT REVIEW		
	2024.02.09	ISSUED FOR CLIENT REVIEW		
	2024.02.06	ISSUED FOR CLIENT REVIEW		
	2024.01.30	ISSUED FOR CLIENT REVIEW		
	2024.01.26	ISSUED FOR CLIENT REVIEW		
	2024.01.16	ISSUED FOR CLIENT REVIEW		
	2023.12.14	ISSUED FOR CLIENT REVIEW		
	2023.12.11	ISSUED FOR CLIENT REVIEW		
	2023.11.30	ISSUED FOR CLIENT REVIEW		
	2023.11.09	FOR CLIENT REVIEW		
	2023.10.19	REVISED SET		

DOCUMENT PHASE

ISSUED FOR REVIEW

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PROJECT
200th STREET

CLIENT
CONWEST DEVELOPMENTS

DRAWING TITLE
SITE PLAN, VICINITY MAP AND PROJECT INFORMATION

SCHEDULE A

DRAWN:	CHECKED:
DATE: 2024.12.13	SCALE: As indicated
PROJECT NO. 230001	SHEET NO. A1.01

2025-03-12 10:38:46 AM

SITE LEGEND

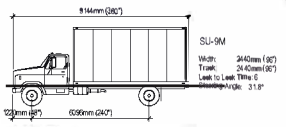
- PROPOSED BUILDING FOOTPRINT
- EXISTING BUILDING FOOTPRINT
- LANDSCAPE AREA
- CONCRETE SIDEWALK
- CONCRETE PAD
- ASPHALT PAVING
- PERMEABLE ASPHALT PAVING - REFER TO CIVIL
- PEDESTRIAN WALKWAY
- SITE GRAVEL
- LANDSCAPE AREA
- PMT c/w BOLLARDS - REFER TO ELECTRICAL
- EXISTING TREE TO BE RETAINED (SIZE VARIES)
- PROPERTY LINE
- EASEMENT
- RIGHT OF WAY (R.O.W.)
- BUILDING SETBACK
- CHAINLINK / MESH FENCE
- CONCRETE SOUND BARRIER
- OMEGA FENCE
- RETAINING WALL REFER TO CIVIL AND STRUCTURAL
- CATCH BASIN AND AWN DRAIN REFER TO CIVIL AND MECHANICAL
- TRENCH DRAIN REFER TO CIVIL AND MECHANICAL
- TRAVEL DIRECTION ARROWS
- BUILDING FACADE LIGHTS REFER TO ELECTRICAL
- POST MOUNTED LIGHTS REFER TO ELECTRICAL
- SITE FURNITURE REFER TO LANDSCAPING
- BUILDING ENTRY
- EXISTING FIRE HYDRANT - REFER TO CIVIL
- NO PARKING / LOADING ZONE

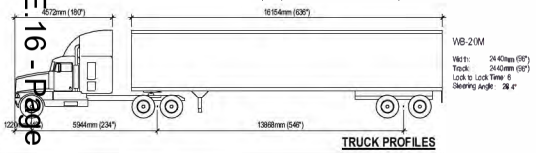
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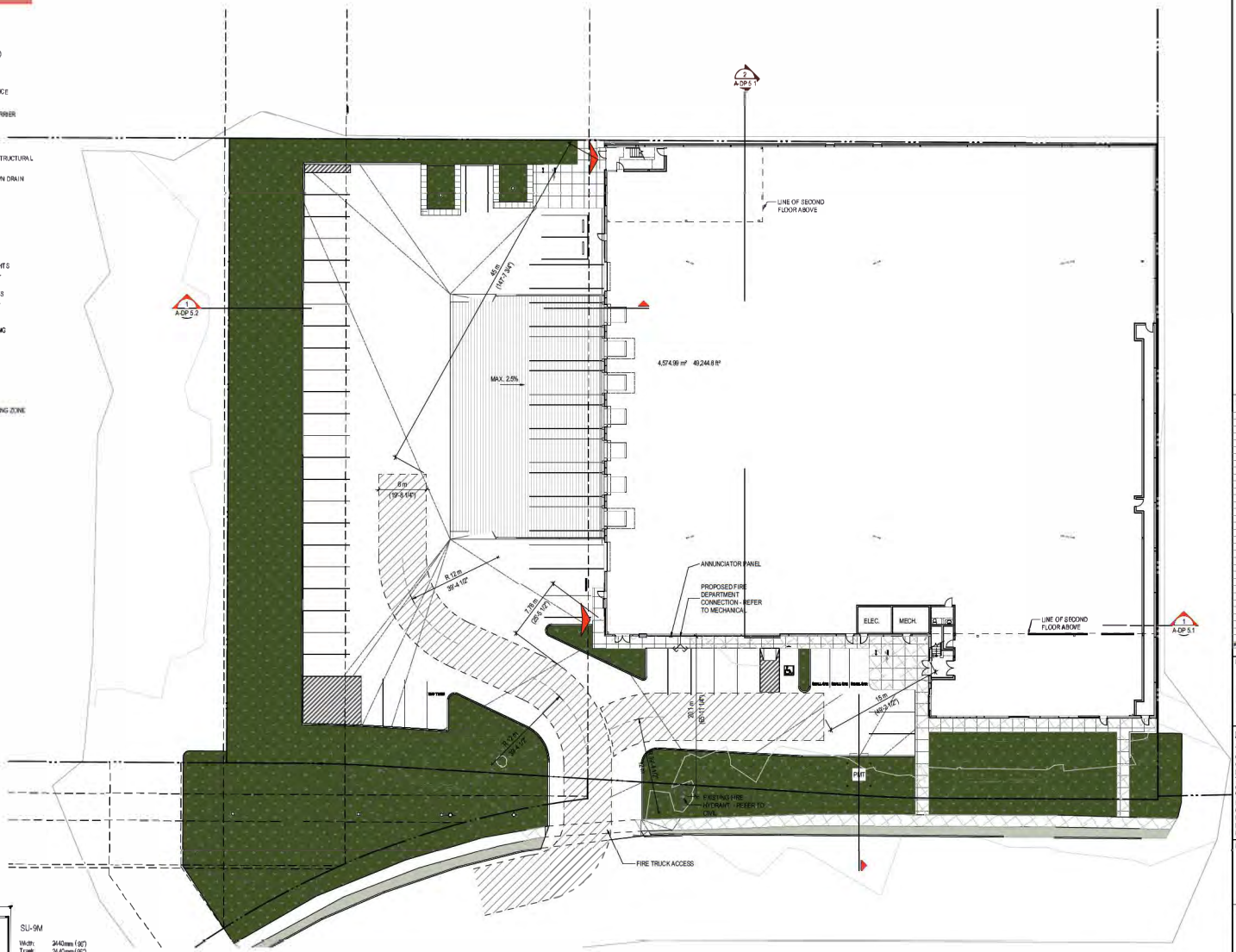
CONTEXT PLAN

TRUE NORTH





TRUCK PROFILES



1 SITE PLAN - FIRE TRUCK ACCESS
SCALE 1 : 250

arc STUDIO

Edmonton Office
12834 Stony Plain Road NW
Edmonton, AB
T5N 3N7
p 780.909.2991

PROJECT NORTH

REVISIONS

REV	DATE	DESCRIPTION	DRAWN	CHECKED
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	2024.10.24	ISSUED FOR CLIENT REVIEW		
	2024.04.24	ISSUED FOR DP		
	2024.04.18	ISSUED FOR CLIENT REVIEW		
	2024.04.04	ISSUED FOR CLIENT REVIEW		
	2024.03.21	ISSUED FOR CLIENT REVIEW		
	2024.02.22	ISSUED FOR CLIENT REVIEW		
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	2023.12.11	ISSUED FOR CLIENT REVIEW		
	2023.11.30	ISSUED FOR CLIENT REVIEW		
	2023.11.09	FOR CLIENT REVIEW		
	2023.10.19	REVISED SET		

DOCUMENTS PHASE

ISSUED FOR REVIEW

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PROJECT

200th STREET

CLIENT

CONWEST

DRAWING TITLE

FIRE TRUCK ACCESS + CONTEXT PLAN

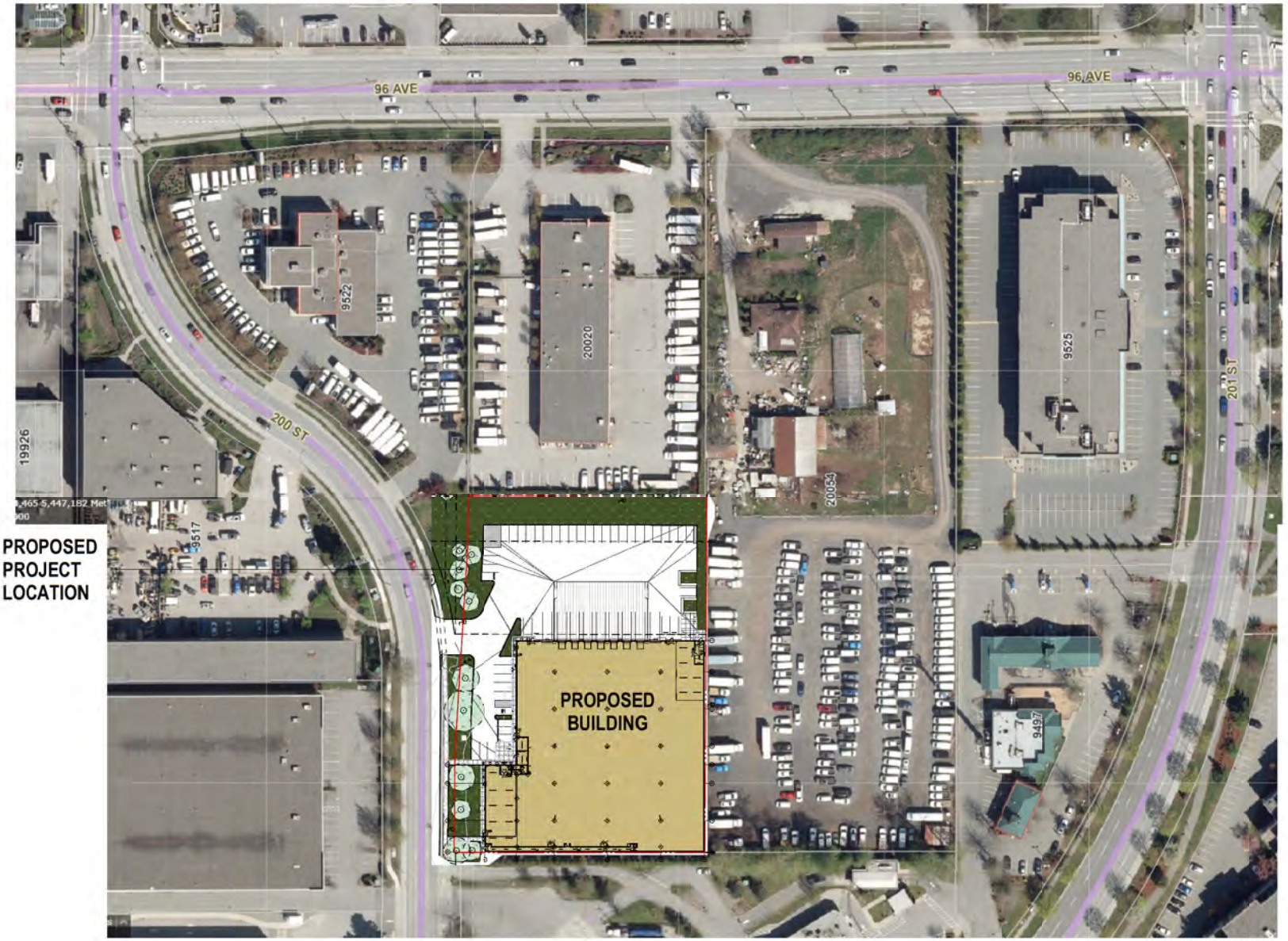
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DATE: SCALE: As indicated

PROJECT NO. 230001

SHEET NO. A-DP 1.1

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2024-11-05 1:19:47 PM



1 ENLARGED CONTEXT PLAN
N.T.S

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12534 Sony Plain Road NW
Edmonton, AB
T5N 3N7
p 604.678.5916

TRUE NORTH

PRELIMINARY - NOT FOR CONSTRUCTION

REVISIONS

NO.	DATE	DESCRIPTION	DRAWN	CHECKED
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	2024.11.01	ISSUED FOR CLIENT REVIEW		
	2024.10.24	ISSUED FOR CLIENT REVIEW		
	2024.04.24	ISSUED FOR DP		
	2024.04.15	ISSUED FOR CLIENT REVIEW		
	2024.04.04	ISSUED FOR CLIENT REVIEW		
	2024.03.21	ISSUED FOR CLIENT REVIEW		
	2024.02.27	ISSUED FOR CLIENT REVIEW		

DOCUMENTS PHASE

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PROJECT

200th STREET

CLIENT

CONWEST DEVELOPMENTS

DRAWING TITLE

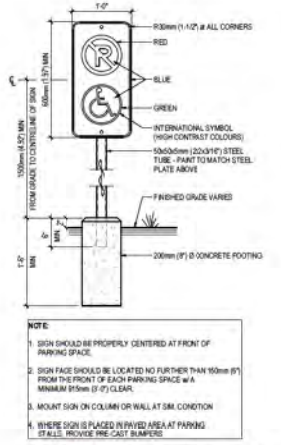
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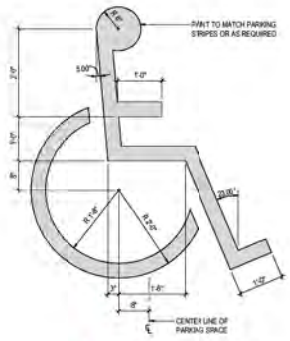
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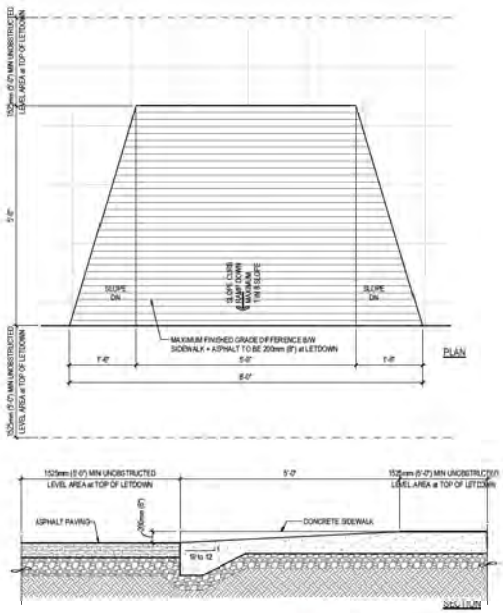
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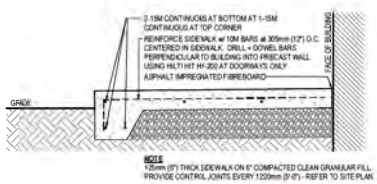
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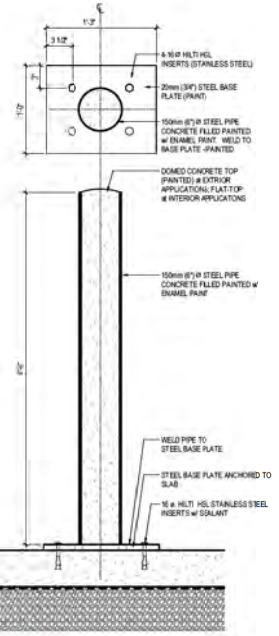
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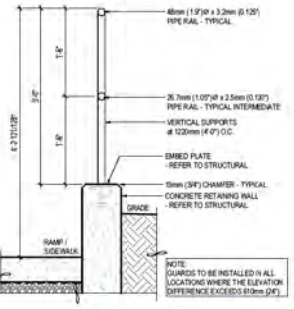
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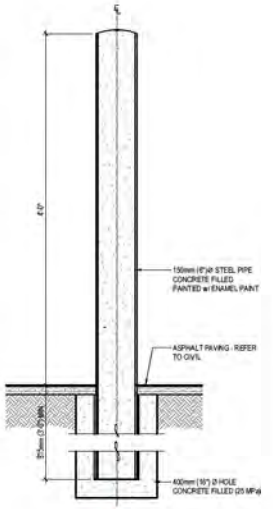
4 SIDEWALK
SCALE: 1" = 1'-0"



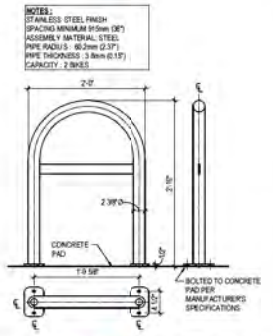
5 SURFACE-MOUNTED METAL BOLLARD
SCALE: 1 1/2" = 1'-0"



6 RETAINING WALL GUARDRAIL
SCALE: 1" = 1'-0"



7 IN-GROUND METAL BOLLARD
SCALE: 1 1/2" = 1'-0"



8 INVERTED 'U' BIKE RACK
SCALE: 1" = 1'-0"

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	2024.02.09	ISSUED FOR CLIENT REVIEW		
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	2024.01.16	ISSUED FOR CLIENT REVIEW		
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SITE DETAILS

E.16

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DATE: SCALE: As indicated

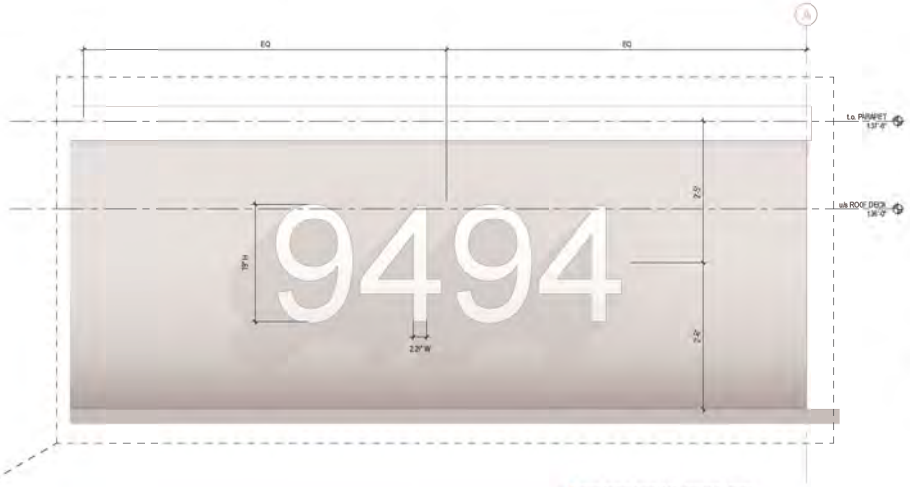
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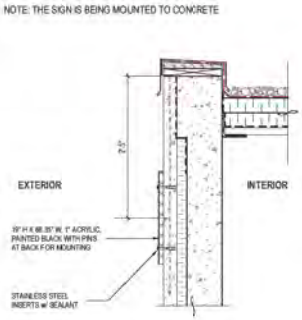
TOWNSHIP OF LANGLEY SIGN BYLAW 2012 NO. 4927

1) One Freestanding Sign each Street abutting a Lot, provided that:
a) A Freestanding Sign shall not exceed an Area of 1.0% of the lot area on which the Sign is located, to a maximum of 20 m² (215.3 ft²) and subject to the maximum dimensions stipulated in section 8.3 2.).
8.3 ADDITIONAL REQUIREMENTS
2) Except for development signs as specified in sections 3.8, the maximum height and width of any freestanding sign shall be 7.6 m (24.9 ft).

A FREESTANDING SIGN AREA: ONE SIDE 9.9 m2, TWO SIDES 19.8 m2.
DIMENSIONS: 4.13m X 2.4m.
OVERALL HEIGHT: 6.96m (22'-10")
LOT AREA 9422.58 m2



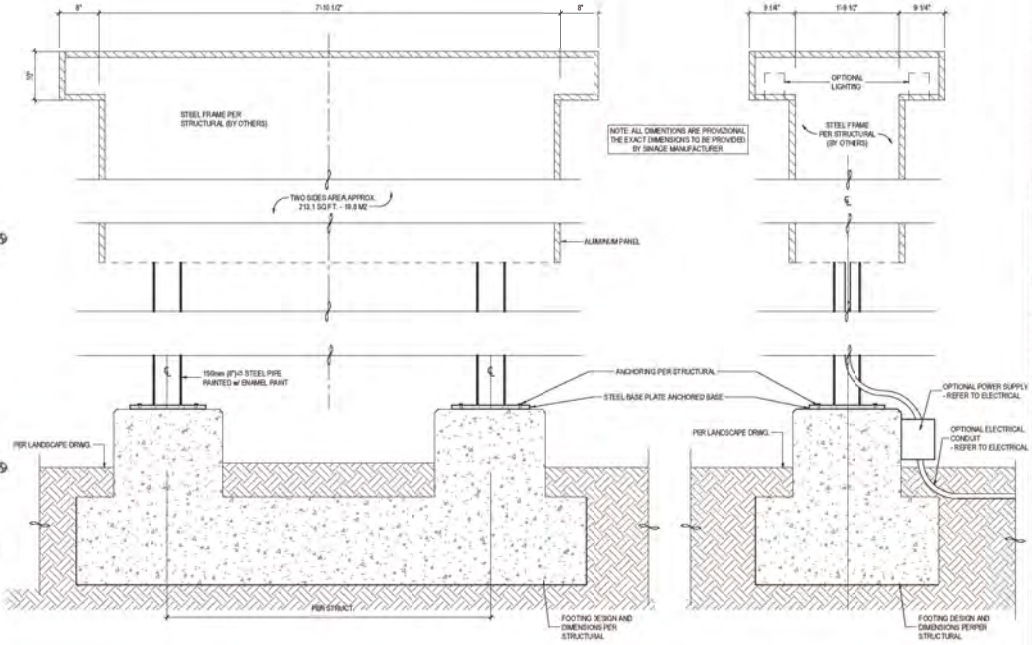
3 | BUILDING SIGNAGE FRONT VIEW
SCALE: 1" = 1'-0"



4 | WALL MOUNTED SIGN SECTION DETAIL
SCALE: 1" = 1'-0"



2 | SITE SIGN VIEW
SCALE: 3/16" = 1'-0"



5 | SIGN FRONT ELEVATION
SCALE: 3/16" = 1'-0"

1 | MONUMENT SIGN GENERIC SECTIONS
SCALE: 1" = 1'-0"

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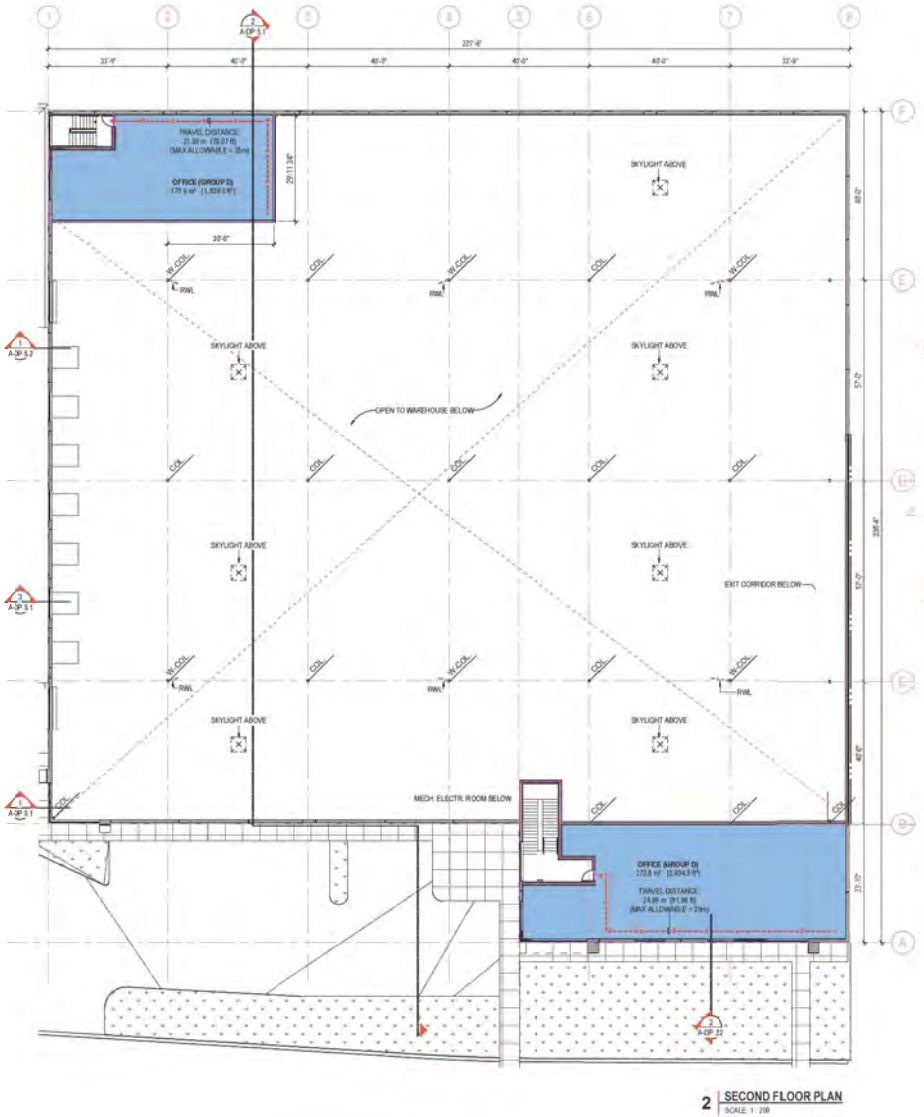
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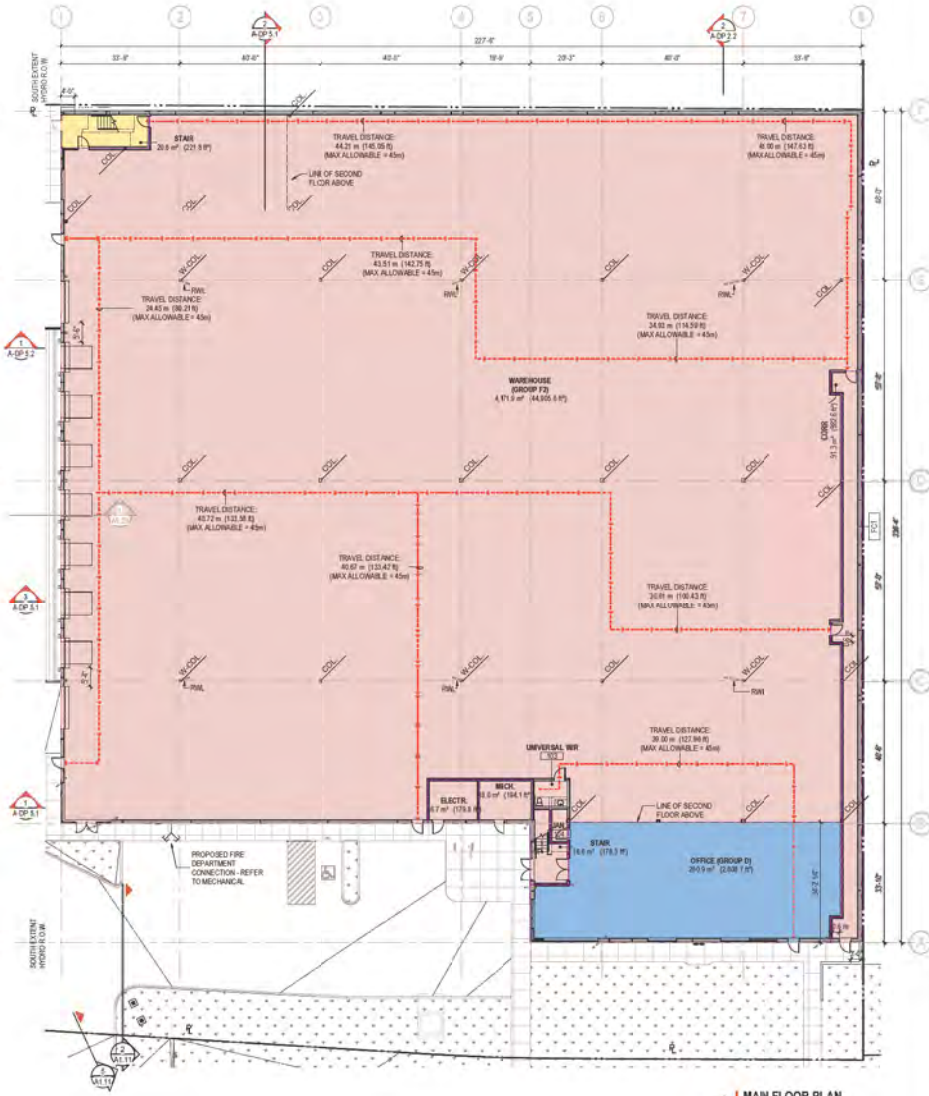
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SHEET NO.
A1.11

E.16



2 SECOND FLOOR PLAN
SCALE: 1 : 200



1 MAIN FLOOR PLAN
SCALE: 1 : 200

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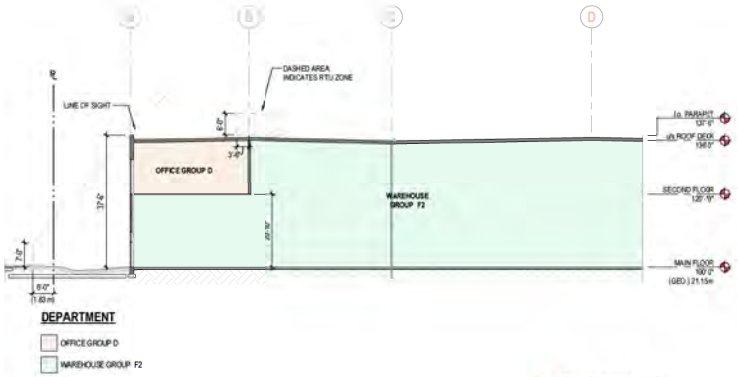
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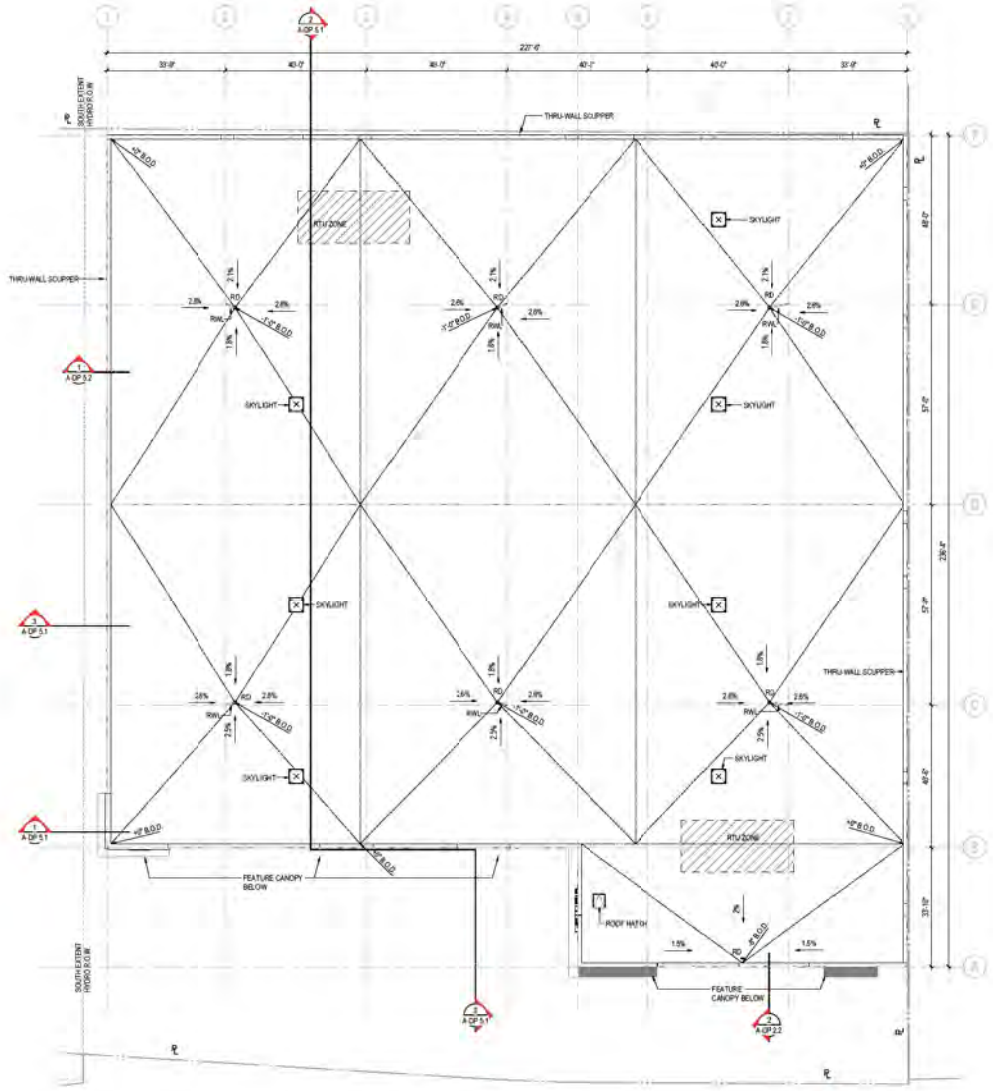
E16

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2 SECTION RTU ZONE
SCALE: 1 : 200



1 ROOF PLAN
SCALE: 1 : 200

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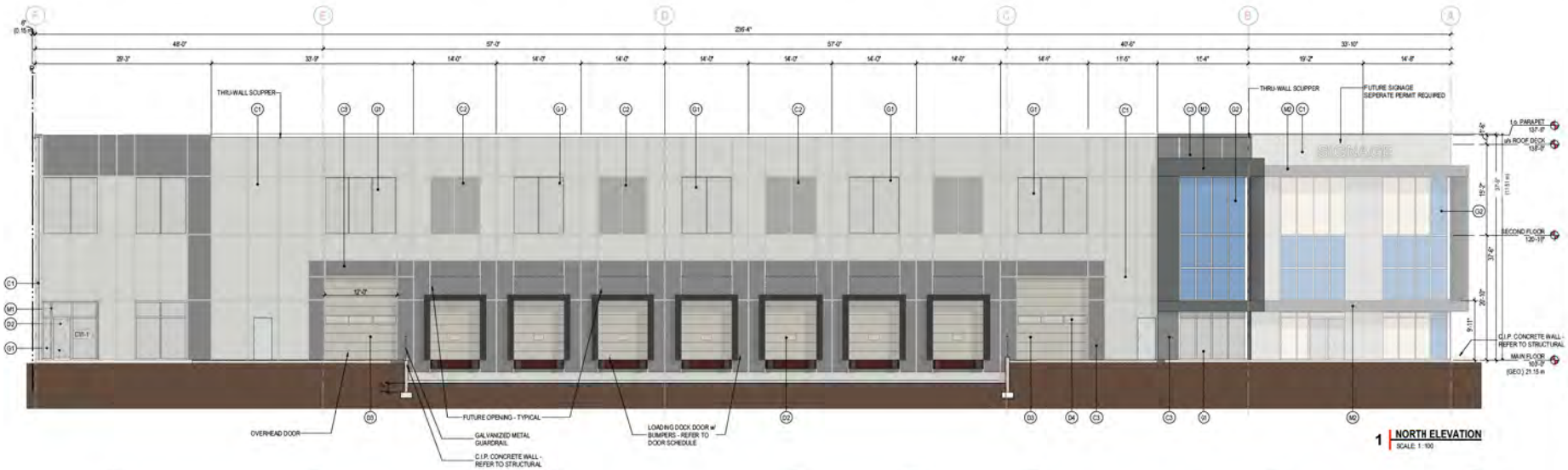
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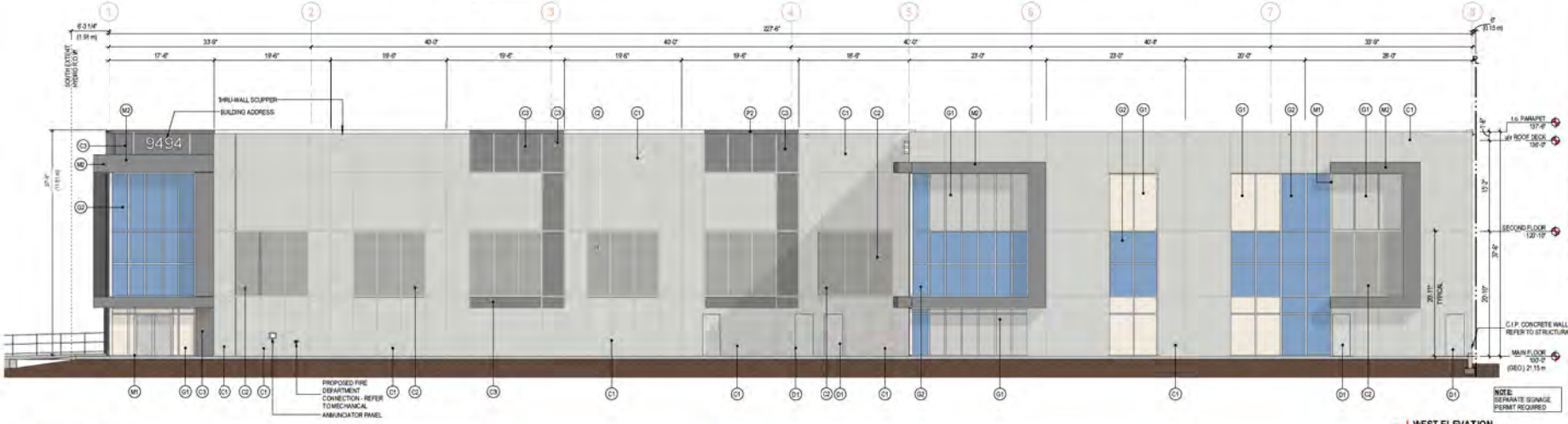
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E16



1 NORTH ELEVATION
SCALE: 1:100



2 WEST ELEVATION
SCALE: 1:100

MATERIAL LEGEND

TYPE	DESCRIPTION
C1	CONCRETE TILT-UP PANEL - PAINT COLOR C1 - WARM GRAY
C2	CONCRETE TILT-UP PANEL - PAINT COLOR C2 - MEDIUM GRAY
C3	CONCRETE TILT-UP PANEL - PAINT COLOR C3 - DARK GRAY
D1	INSULATED HOLLOW-METAL DOOR COLOUR TO MATCH C1
D2	STOREFRONT DOOR TO MATCH CURTAINWALL SYSTEM
D3	INSULATED HOLLOW-METAL OVERHEAD DOOR PANEL
D4	OVERHEAD DOOR GLAZING DUAL-PANE, LOW-E GLAZING PANEL
G1	ALUMINUM CURTAINWALL SYSTEM, VISION GLAZING, DUAL-PANE, LOW-E GLAZING PANEL COLOUR GRAY TINTED
G2	SPANDREL GLAZING - COLOR BLUEBERRY
M1	CURTAINWALL MULLION - CLEAR ANODIZED
M2	PREFINISHED METAL CLADDING TO MATCH COLOR C3
P1	PARAPET CAP FLASHING, PRE-FINISHED COLOUR TO MATCH COLOR C1
P2	<vacant>

PROJECT COLOURS

C1

C2

C3

G2

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DRAWING TITLE

NORTH + WEST BUILDING ELEVATIONS

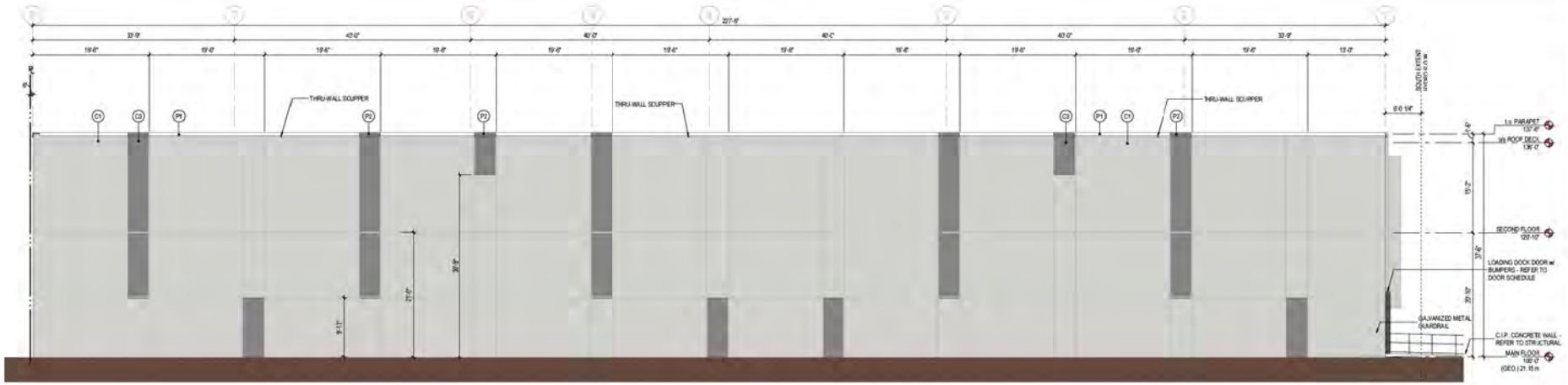
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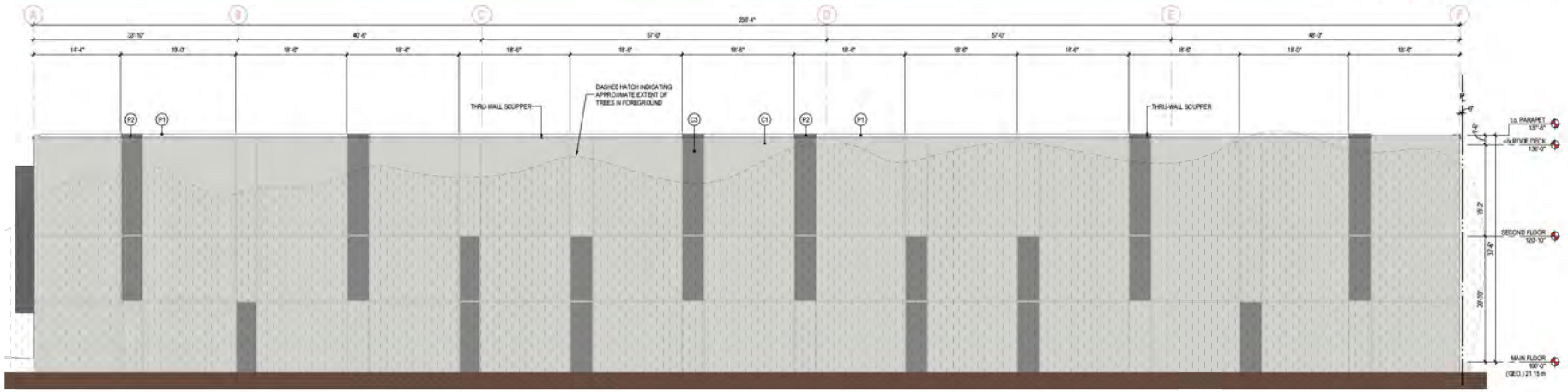
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1 **EAST ELEVATION**
SCALE: 1 : 100



2 **SOUTH ELEVATION**
SCALE: 1 : 100

MATERIAL LEGEND

TYPE	DESCRIPTION
C1	CONCRETE TILT-UP PANEL - PAINT COLOR C1 - WARM GRAY
C2	CONCRETE TILT-UP PANEL - PAINT COLOR C2 - MEDIUM GRAY
C3	CONCRETE TILT-UP PANEL - PAINT COLOR C3 - DARK GRAY
D1	INSULATED HOLLOW-METAL DOOR COLOUR TO MATCH C1
D2	STOREFRONT DOOR TO MATCH CURTAINWALL SYSTEM
D3	INSULATED HOLLOW-METAL OVERHEAD DOOR PANEL
D4	OVERHEAD DOOR GLAZING DUAL-PANE, LOW-E GLAZING PANEL
G1	ALUMINUM CURTAINWALL SYSTEM, VISION GLAZING, DUAL-PANE, LOW-E GLAZING PANEL COLOUR GRAY TINTED
G2	SPANDREL GLAZING - COLOR BLUEBERRY
M1	CURTAINWALL MULLION - CLEAR ANODIZED
P1	PREFINISHED METAL CLADDING TO MATCH COLOR C3
P1	PARAPET CAP FLASHING, PRE-FINISHED COLOUR TO MATCH COLOR C1
<varies>	

PROJECT COLOURS

C1
C2
C3
G2

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SOUTH + EAST BUILDING ELEVATIONS

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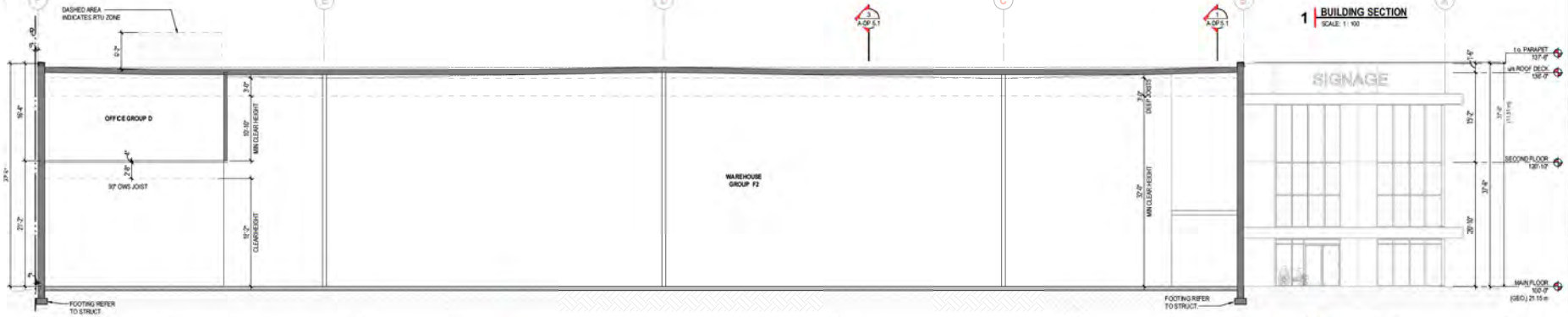
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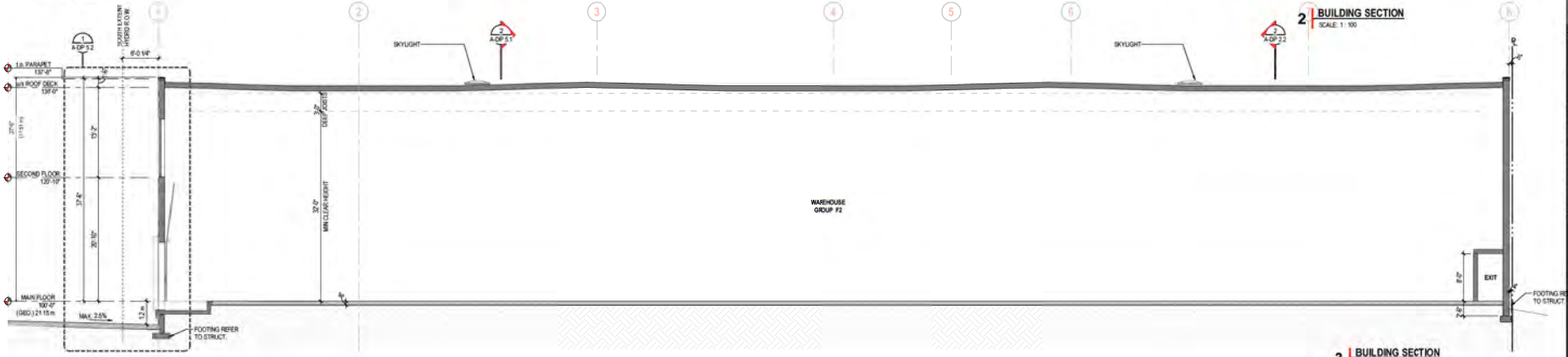
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1 BUILDING SECTION
SCALE: 1 : 100



2 BUILDING SECTION
SCALE: 1 : 100



3 BUILDING SECTION
SCALE: 1 : 100

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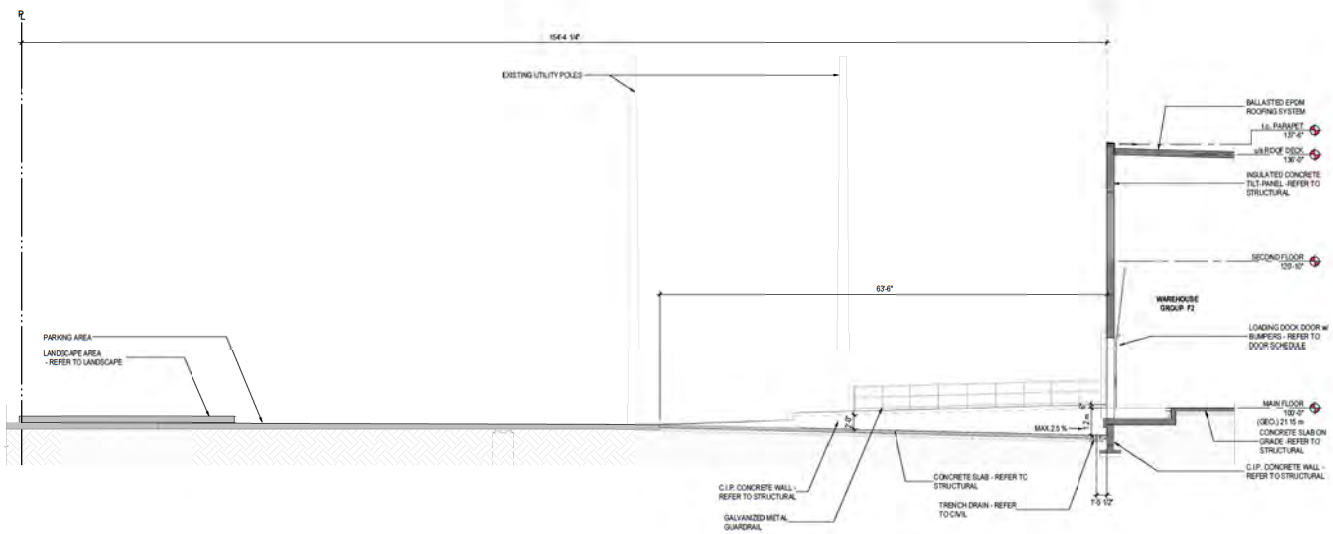
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BUILDING SECTIONS

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DATE: SCALE: 1 : 100
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E16

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1 PARTIAL SITE SECTION at LOADING DOCK
SCALE: 1 : 100

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WALL SECTIONS

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NORTHWEST CORNER



NORTHEAST CORNER

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p 780.809.2991

REVISIONS

NO.	DATE	DESCRIPTION	DRAWN	CHECKED
	2024.11.01	ISSUED FOR CLIENT REVIEW		
	2024.04.24	ISSUED FOR DP		
	2024.04.19	ISSUED FOR CLIENT REVIEW		
	2024.04.04	ISSUED FOR CLIENT REVIEW		
	2024.02.21	ISSUED FOR CLIENT REVIEW		
	2024.02.22	ISSUED FOR CLIENT REVIEW		
	2024.02.09	ISSUED FOR CLIENT REVIEW		
	2024.02.06	ISSUED FOR CLIENT REVIEW		
	2024.01.30	ISSUED FOR CLIENT REVIEW		
	2024.01.24	ISSUED FOR CLIENT REVIEW		
	2024.01.15	ISSUED FOR CLIENT REVIEW		
	2023.12.14	ISSUED FOR CLIENT REVIEW		
	2023.12.11	ISSUED FOR CLIENT REVIEW		
	2023.11.30	ISSUED FOR CLIENT REVIEW		
	2023.11.09	FOR CLIENT REVIEW		

DOCUMENTS PHASE

ISSUED FOR REVIEW

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PROJECT

200th STREET

CLIENT

CONWEST

DRAWING TITLE

PERSPECTIVES

E.16

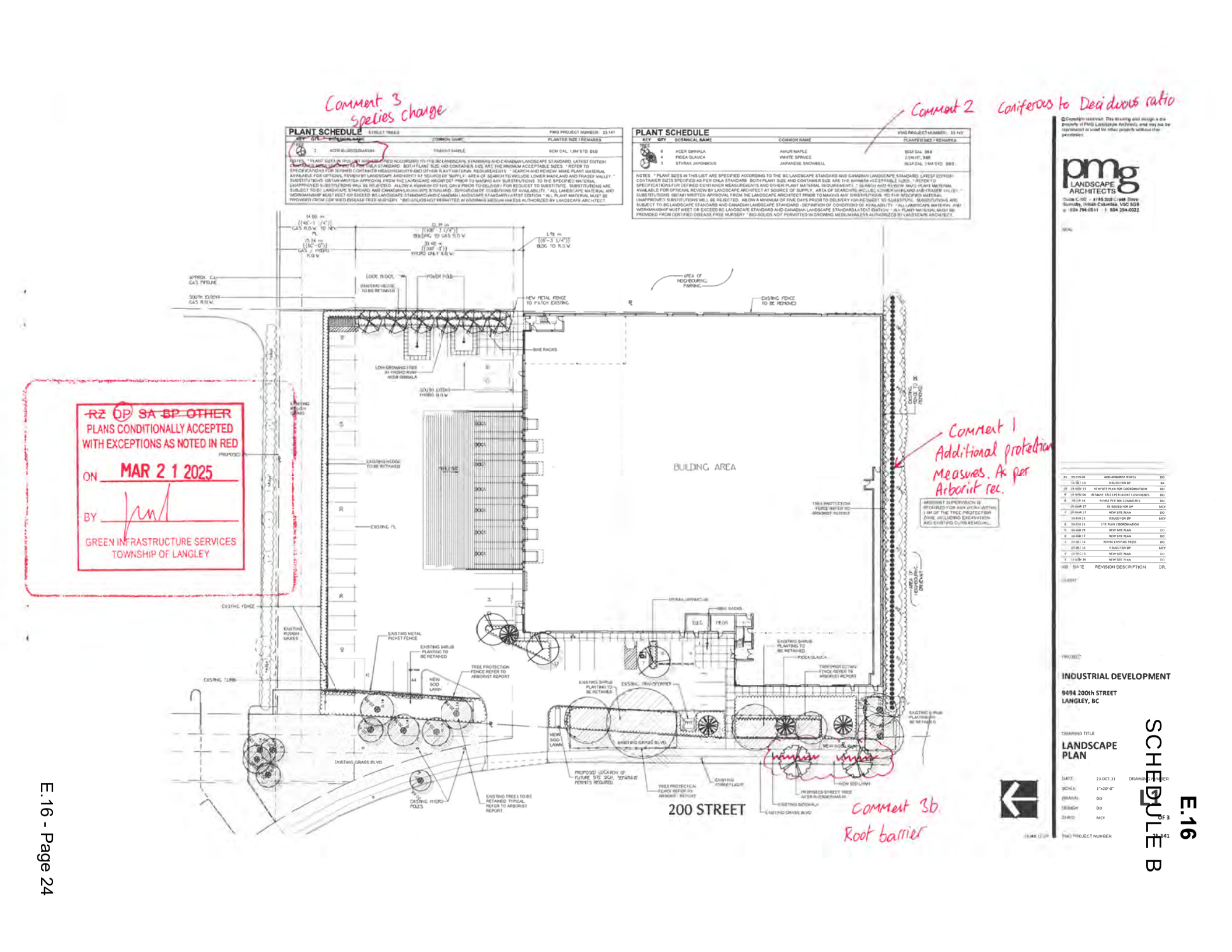
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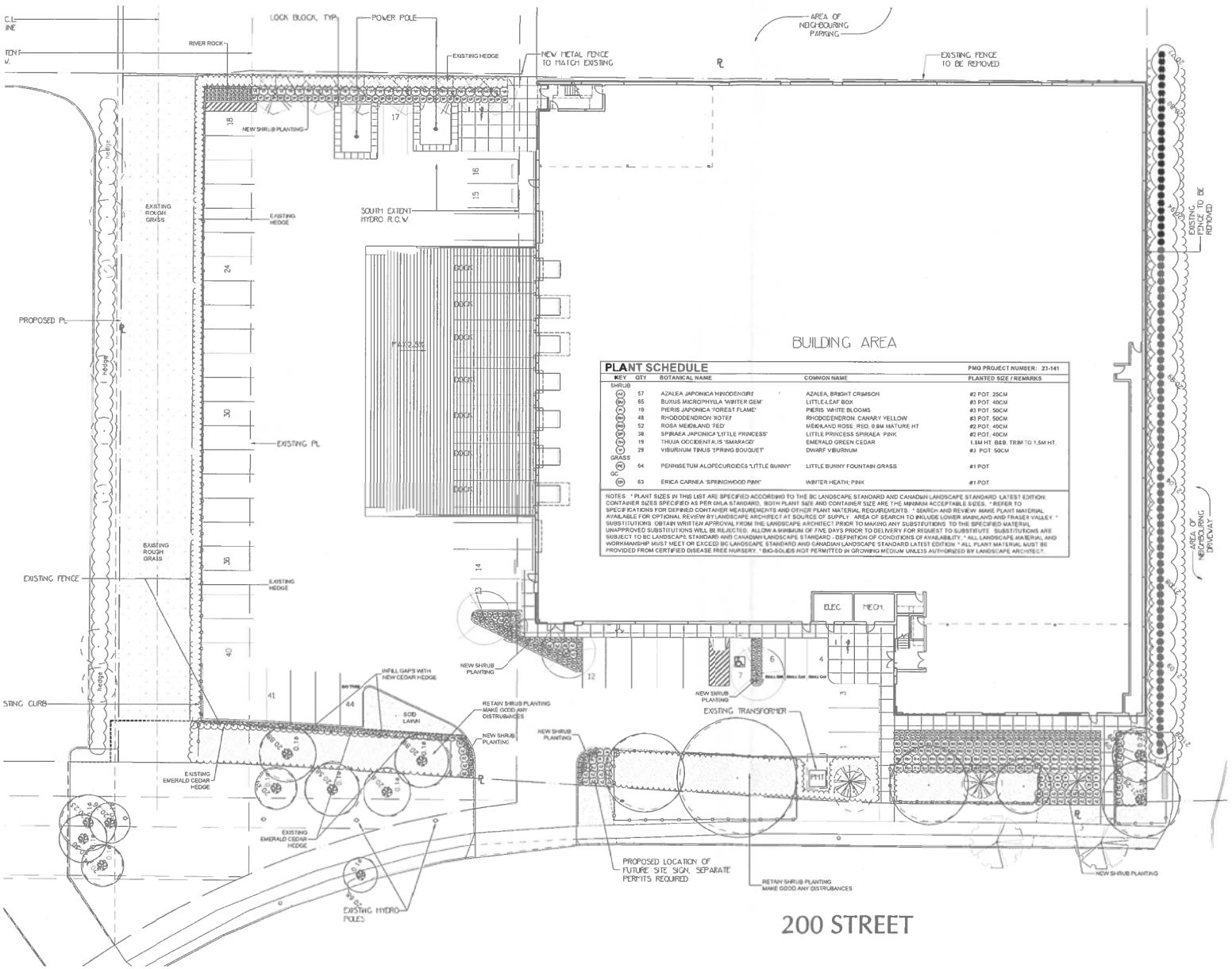
DATE: SCALE:

PROJECT NO. SHEET NO.

230001 A-DP 5.3

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Comment 3
species change
Comment 2
Coniferous to Deciduous ratio
PLANT SCHEDULE
STREET TREES
PMG PROJECT NUMBER: 23-141
KEY QTY BOTANICAL NAME COMMON NAME PLANTED SIZE / REMARKS
TREE
2 ACER BUERGERIANUM TRIDENT MAPLE 60M CAL; 1.8M 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.
PLANT SCHEDULE
PMG PROJECT NUMBER: 23-141
KEY QTY BOTANICAL NAME COMMON NAME PLANTED SIZE / REMARKS
TREE
6 ACER GINNALA AMUR MAPLE 60M CAL; B&B
4 PICEA GLAUCA WHITE SPRUCE 2.5M HT.; B&B
3 STYRAX JAPONICUS JAPANESE SNOWBELL 60M CAL; 1.8M 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.
RZ DP SA BP OTHER
PLANS CONDITIONALLY ACCEPTED
WITH EXCEPTIONS AS NOTED IN RED
ON MAR 2 1 2025
BY
GREEN INFRASTRUCTURE SERVICES
TOWNSHIP OF LANGLEY
BUILDING AREA
200 STREET
Comment 1
Additional protection measures. As per Arborist rec.
ARBORIST SUPERVISION IS REQUIRED FOR ANY WORK WITHIN 1.0M OF THE TREE PROTECTION ZONE, INCLUDING EXCAVATION AND EXISTING CURB REMOVAL.
Comment 3b.
Root barrier
BIKE RACKS
EXISTING FENCE TO BE REMOVED
NEW METAL FENCE TO MATCH EXISTING
LOW GROWING TREE IN MIXED ROW ACER GINNALA
EXISTING HEDGE TO BE RETAINED
EXISTING FENCE
EXISTING METAL PICKET FENCE
EXISTING SHRUB PLANTING TO BE RETAINED
TREE PROTECTION FENCE REFER TO ARBORIST REPORT
NEW SOD LAWN
EXISTING CURB
EXISTING GRASS BLVD
EXISTING HYDRO POLES
EXISTING TREES TO BE RETAINED TYPICAL REFER TO ARBORIST REPORT
PROPOSED LOCATION OF FUTURE SITE SIGN, SEPARATE PERMITS REQUIRED
EXISTING STREET LIGHT
PROPOSED STREET TREE ACER BUERGERIANUM
EXISTING SIDEWALK
EXISTING TRANSFORMER
PICEA GLAUCA
pmg LANDSCAPE ARCHITECTS
Suite C100 - 4185 Still Creek Drive
Burnaby, British Columbia, V5C 6G9
t 604 294 0011 f 604 294 0022
NO. DATE REVISION DESCRIPTION DR.
01 23-10-04 ADD ARBORIST NOTES DO
23 DEC 13 ISSUED FOR DP BA
28 NOV 13 NEW SITE PLAN FOR COORDINATION DO
NOV 06 REVISE TREES PER CLIENT COMMENTS DO
10 REVISE PER CITY COMMENTS DO
MAR 27 RE-ISSUED FOR DP MCY
MAR 17 NEW SITE PLAN DO
FEB 21 ISSUED FOR DP MCY
FEB 21 SITE PLAN COORDINATION
FEB 09 NEW SITE PLAN DO
DEC 17 NEW SITE PLAN DO
DEC 15 REVISE EXISTING TREES DO
DEC 15 ISSUED FOR DP MCY
DEC 13 NEW SITE PLAN DO
NEW SITE PLAN DO
INDUSTRIAL DEVELOPMENT
9494 200th STREET
LANGLEY, BC
LANDSCAPE PLAN
DATE: 23 OCT 31
SCALE: 1"=20'-0"
DRAWN: DO
DESIGN: DO
CHKD: MCY
DRAWING NUMBER
OF 3
PMG PROJECT NUMBER 23-141
SCHEDULE B
E.16



PLANT SCHEDULE

PMG PROJECT NUMBER: 23-141

KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
SHRUB				
AX	57	AZALEA JAPONICA HINODEGIRI	AZALEA, BRIGHT CRIMSON	#2 POT, 25CM
BM	65	BUXUS MICROPHYLLA 'WINTER GEM'	LITTLE-LEAF BOX	#3 POT, 40CM
PJ	19	PIERIS JAPONICA 'FOREST FLAME'	PIERIS WHITE BLOOMS	#3 POT, 50CM
RY	48	RHODODENDRON 'INTOT'	RHODODENDRON, CANARY YELLOW	#3 POT, 50CM
RM	52	ROSA MEIDILAND 'RED'	MEIDILAND ROSE, RED, 0.9M MATURE HT.	#2 POT, 40CM
SJ	38	SPIRAEA JAPONICA 'LITTLE PRINCESS'	LITTLE PRINCESS SPIRAEA, PINK	#2 POT, 40CM
TO	19	THUJA OCCIDENTALIS 'SMARAGD'	EMERALD GREEN CEDAR	1.5M HT, B&B, TRIM TO 1.5M HT.
VT	29	VIBURNUM TINUS 'SPRING BOUQUET'	DWARF VIBURNUM	#3 POT, 50CM
GRASS				
PA	64	PENNISETUM ALOPECUROIDES 'LITTLE BUNNY'	LITTLE BUNNY FOUNTAIN GRASS	#1 POT
GROUNDCOVER				
EM	63	ERICA CARNEA 'SPRINGWOOD PINK'	WINTER HEATH; PINK	#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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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.
11	25 FEB 04	ADD ARBORIST NOTES	DO
	24 DEC 13	ISSUED FOR DP	BA
10	24 NOV 13	NEW SITE PLAN FOR COORDINATION	DO
9	24 NOV 06	REMOVE SHEDS PER CLIENT COMMENTS	DO
8	24 SEP 30	REVISE PER RZC COMMENTS	DO
	24 MAR 27	RE ISSUED FOR DP	MCY
7	24 MAR 27	NEW SITE PLAN	DO
	24 FEB 21	ISSUED FOR DP	MCY
6	24 FEB 21	SITE PLAN COORDINATION	
5	24 JAN 29	NEW SITE PLAN	DO
4	24 JAN 17	NEW SITE PLAN	DO
3	23 DEC 15	REVISE EXISTING TREES	DO
	23 DEC 15	ISSUED FOR DP	MCY
2	23 DEC 13	NEW SITE PLAN	DO
1	23 NOV 24	NEW SITE PLAN	DO

CLIENT

PROJECT

INDUSTRIAL DEVELOPMENT

9494 200th STREET
LANGLEY, BC

DRAWING TITLE

LANDSCAPE SHRUB PLAN

DATE	23.OCT.31	DRAWING NUMBER	
SCALE	1/16"=1'-0"		L2
DRAWN	DO		
DESIGN	DO		
CHKD	MCY		OF 3
PMG PROJECT NUMBER			23-141

23141-12.ZIP

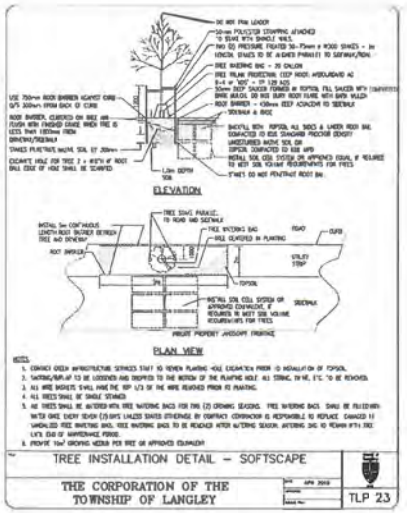
E.16



TREE PLANTING NOTES

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

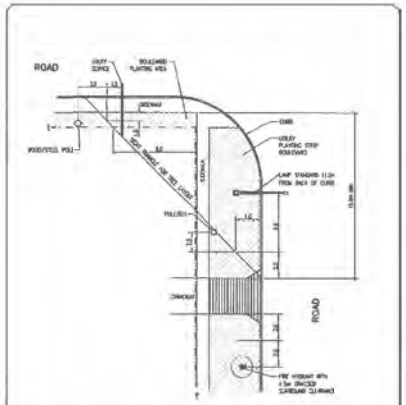
TLP 22



TREE INSTALLATION DETAIL – SOFTSCAPE

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

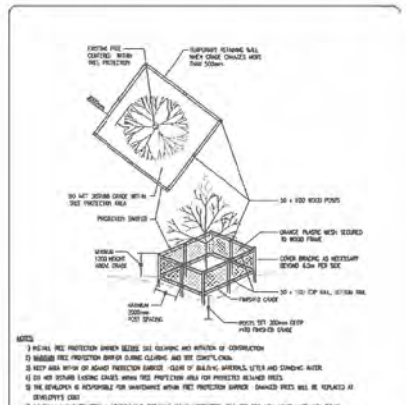
TLP 23



TYPICAL TREE SETBACKS/CLEARANCES

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TLP 26



TREE PROTECTION DETAIL

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TLP 27

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p 604 294-0011 . f 604 294-0022

SEAL

NO.	DATE	REVISION DESCRIPTION	BY
10	24 NOV 11	NEW SITE PLAN FOR CONSIDERATION	MS
9	24 NOV 04	REVISED TREE PROTECTION DETAIL	MS
8	04 SEP 30	REVISED PLP FOR COMMENTS	MS
	04 MAR 31	RE-ISSUED FOR DP	MS
7	04 MAR 31	NEW SITE PLAN	MS
	03 JUL 21	ISSUED FOR DP	MS
6	03 JUL 21	SITE PLAN CONSIDERATION	MS
5	03 JAN 29	NEW SITE PLAN	MS
4	02 SEP 27	NEW SITE PLAN	MS
3	02 DEC 19	ADDED ENERGY NOTES	MS
	02 DEC 19	ISSUED FOR DP	MS
2	02 JUL 31	NEW SITE PLAN	MS
1	02 APR 30	NEW SITE PLAN	MS

CLIENT

PROJECT

INDUSTRIAL DEVELOPMENT

9494 200th STREET
LANGLEY, BC

DRAWING TITLE

T.O.L. LANDSCAPE DETAILS

DATE	24 SEP 30	DRAWING NUMBER
SCALE	N. T. S	L3
DRAWN	CAD	
DESIGN	TDL	OF 3
CHK'D		
PMG PROJECT NUMBER		23-141

E.16

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	SEPTEMBER 15, 2025 - REGULAR MEETING	**REPORT:**	25-126
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	11-08-0025
SUBJECT:	TELECOMMUNICATION TOWER APPLICATION NO. 000015 (TELUS / CYPRESS LAND SERVICES / 5701– 232 STREET)		

PROPOSAL:

Application by Cypress Land Services to construct a 27.38 m (89.8 ft) high telecommunication tower and accessory compound for Telus at 5701 – 232 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 27.38 m (89.8 ft) high telecommunication tower and accessory compound at 5701 – 232 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.

RECOMMENDATION:

That Council consider Cypress Land Services' application to Innovation, Science and Economic Development Canada regarding a proposed 27.38 m (89.8 ft) high telecommunication tower and accessory compound at 5701 – 232 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 27.38 m (89.8 ft) high telecommunication tower and accessory compound at 5701 – 232 Street.

or

b) **That** Council advise Innovation, Science and Economic Development Canada that it objects to Cypress Land Services' application to construct a 27.38 m (89.8 ft) high telecommunication tower and accessory compound at 5701 – 232 Street.

EXECUTIVE SUMMARY:

Cypress Land Services has requested Council concurrence (to ISED Canada) regarding a proposed 27.38 m (89.8 ft) high telecommunication tower and an accessory compound for Telus at 5701 – 232 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 the opportunity to provide comments to ISED Canada with a recommendation (for towers not excluded under ISED's regulations and requirements) 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 5701 – 232 Street.

REFERENCE:

Owner:	Marianne and Karl Iberg 22965 – 64 Avenue Langley, BC V2Y 2L2
Applicant / Agent:	Cypress Land Services 1051, 409 Granville Street Vancouver, BC V6C 1T2
Legal Description:	Lot 3 Section 8 Township 11 New Westminster District Plan 31483
Location:	5701 – 232 Street
Area:	2.02 ha (5.0 ac)
Existing Zoning:	Rural Zone RU-3
Rural Plan:	Agricultural/Countryside (within the ALR)

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 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 27.38 m (89.8 ft) high telecommunications tower and accessory compound at 5701 – 232 Street.
- The property is located within the Agricultural Land Reserve and consists of a dwelling and agricultural buildings.
- The proposed monopole tower and associated compound are planned to be located on the southwestern corner of the property.
- A yellow-coded watercourse runs along the southern property line of the subject property, near the proposed installation area. In response to the Riparian Areas Protection Regulation, the applicant has submitted a Due Diligence and Watercourse Classification Report prepared by a Qualified Environmental Professional (QEP). The applicant's QEP indicates:

  "Prior to Site development a Construction Environmental Management Plan (CEMP) is to be completed.

- As noted by the applicant:

  "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."

- The applicant has complied with the requirements of Section 3.4 (Public Notice and Consultation) of the Township's Telecommunication Tower Policy No. 07-331 and has provided a summary of the public consultation process. As outlined in Attachment C, the applicant reported the following in relation to Section 3.4 of the policy:

    - *"On December 13th, 2024, an Information Package was submitted to the Township of Langley formalizing the initiation of the consultation process for the proposed tower location.*
    - *In April 2025, Notification Packages were issued to residents who fell within three times the structure height per the Township's Council Policy 07-331. Copies of the Notification Package were additionally sent to ISED.*
    - *On May 25th, 2025, the consultation comment period closed. During the consultation period, no residents provided a written comment which expressed concerns about the proposal."*

Adjacent Uses:

	Existing Use	Community Plan Designation	Existing Zoning
North:	One property with a dwelling	Agricultural/Countryside	Rural Zone RU-3
South:	One property with a farm	Agricultural/Countryside	Rural Zone RU-3
East:	232 Street, beyond which are properties with dwellings	Agricultural/Countryside	Rural Zone RU-10
West:	One property with a dwelling and farm	Agricultural/Countryside	Rural Zone RU-3

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 not excluded under ISED's regulations and requirements. Information available to Council in considering a recommendation includes the Township's Telecommunication Tower Policy. Noting that the applicant has adhered to the requirements of this Policy, Council's decision will be forwarded (along with accompanying information) to ISED Canada for its decision.

Respectfully submitted,

Mohammad Nemati
PLANNING TECHNICIAN
for
COMMUNITY DEVELOPMENT DIVISION

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

ATTACHMENT A

COUNCIL POLICY

TELECOMMUNICATION TOWER

POLICY NUMBER: 07-331
EFFECTIVE DATE: 1991-01-07

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 telecommunication 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 encouraged:

- 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 objectives of making the telecommunication antenna structure 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 stage of the site evaluation process, including pre-application.

3.3.2 Telecommunication 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 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 not 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 telecommunication carrier(s) and ISED with a letter within 10 days of approval of the Council meeting minutes indicating Council's resolution.

Approval History

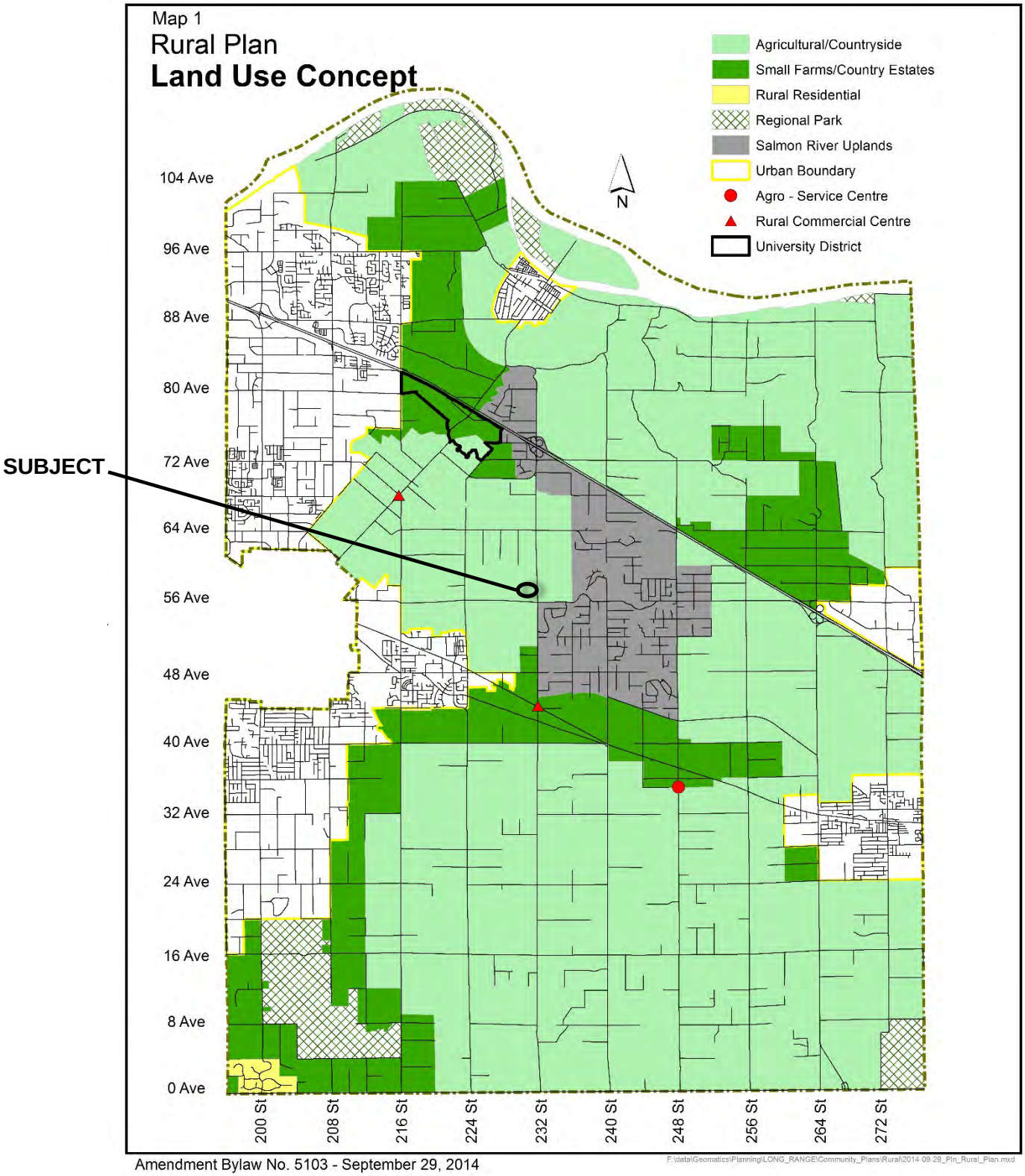
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Revised	1999-04-26
	2007-02-19
	2013-09-09
	2014-12-08
	2016-05-30
	2023-12-18

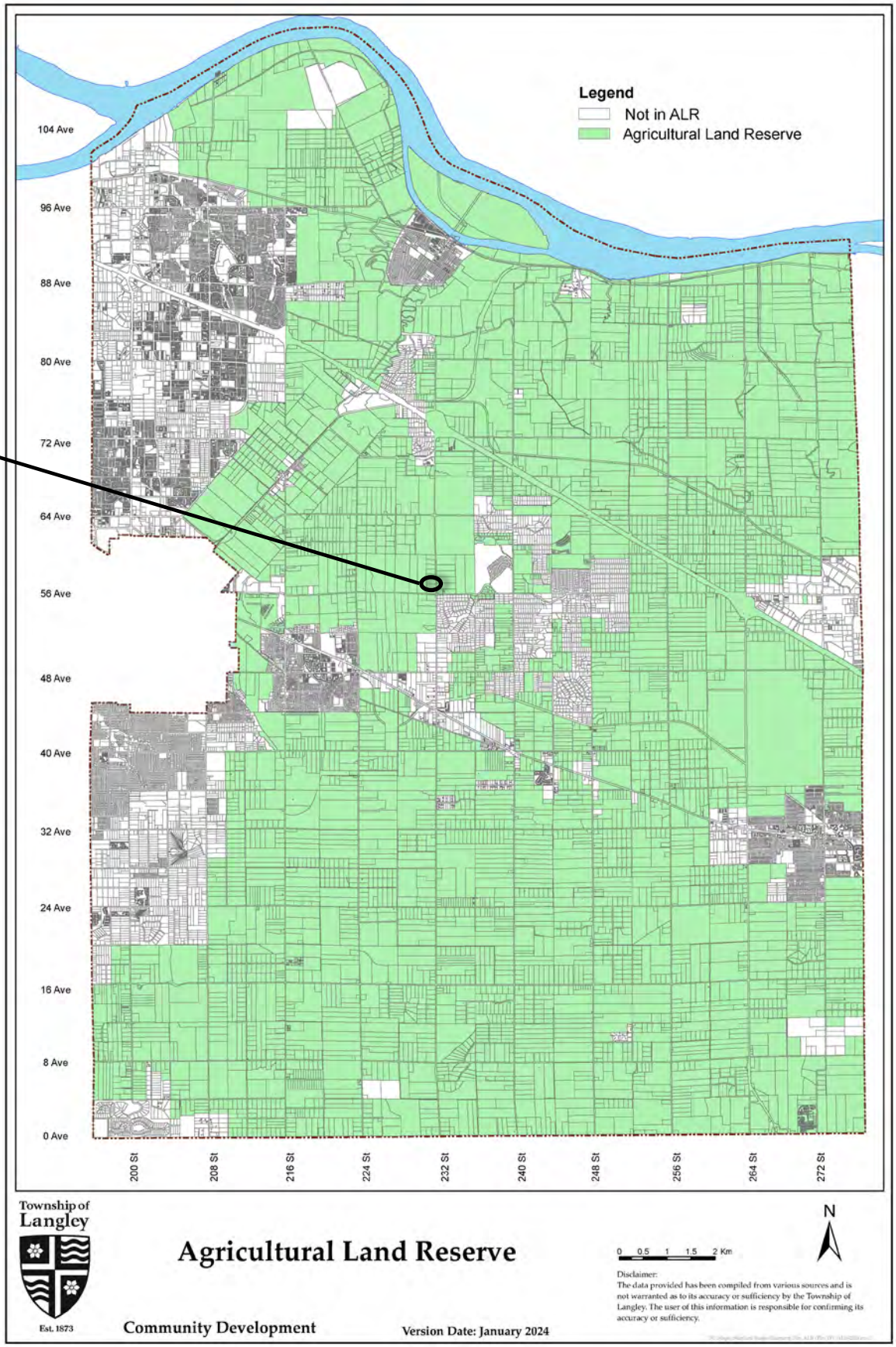
ATTACHMENT B

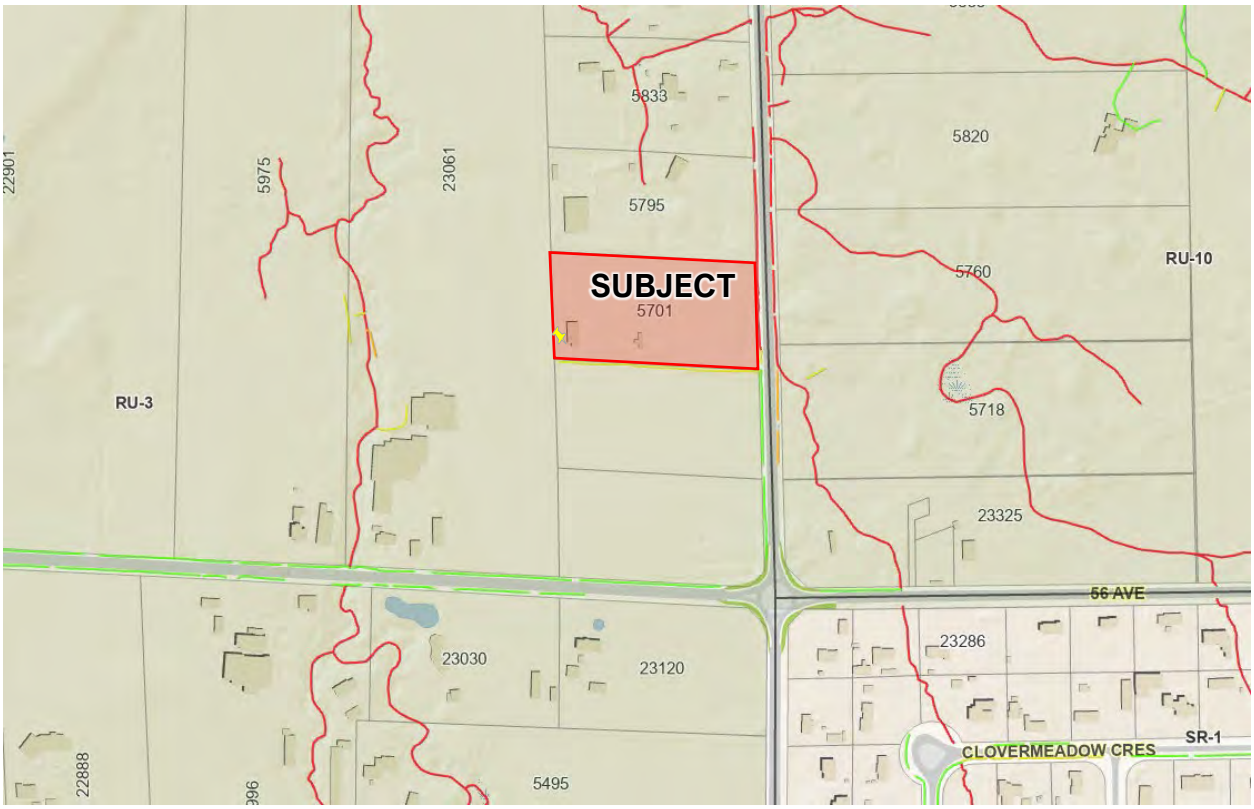


Proposed Tower Location

AERIAL CONTEXT MAP

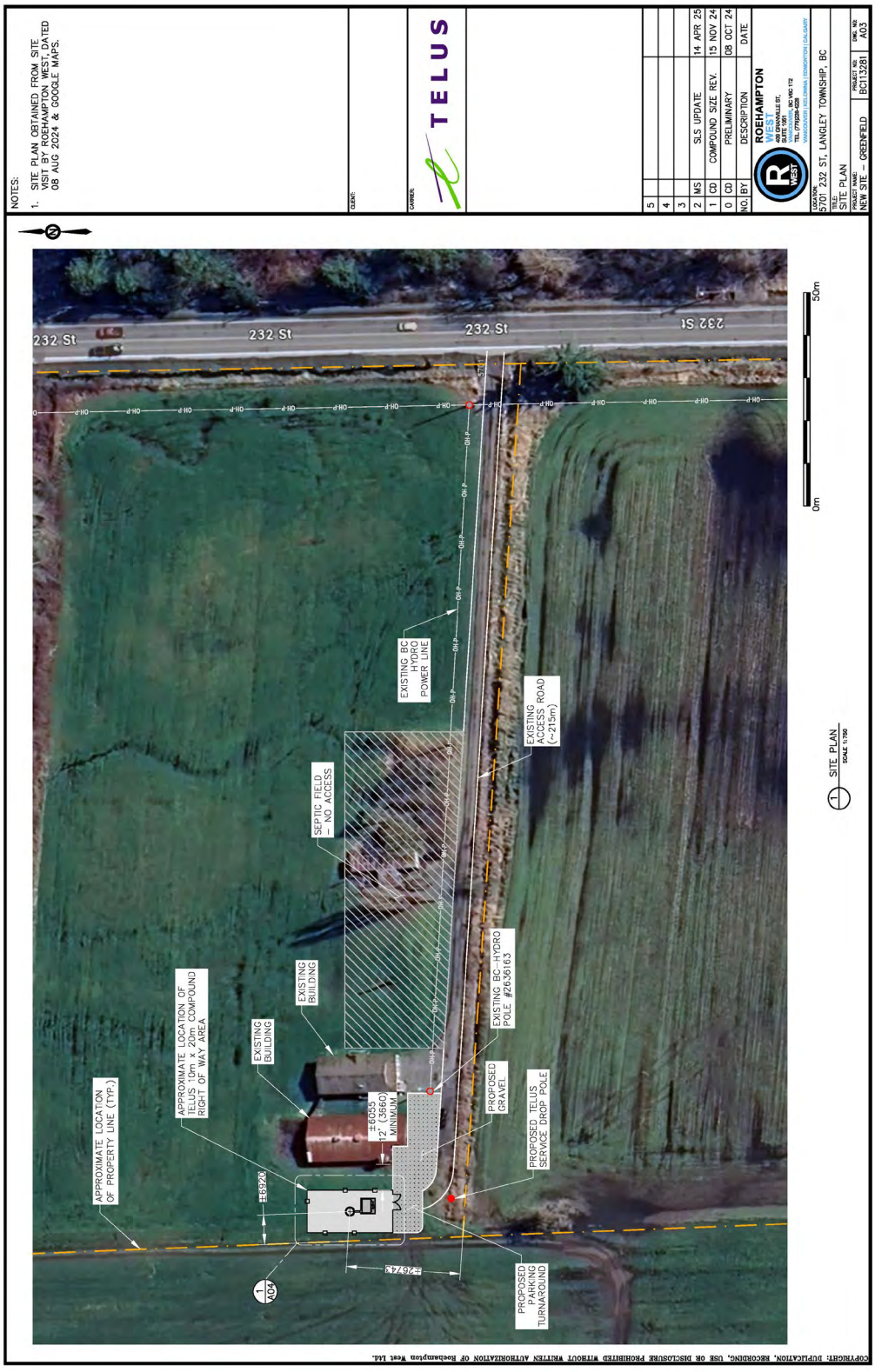

Map 1
Rural Plan
Land Use Concept
Agricultural/Countryside
Small Farms/Country Estates
Rural Residential
Regional Park
Salmon River Uplands
Urban Boundary
Agro - Service Centre
Rural Commercial Centre
University District
N
104 Ave
96 Ave
88 Ave
80 Ave
72 Ave
64 Ave
56 Ave
48 Ave
40 Ave
32 Ave
24 Ave
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
F:\data\Geomatics\Planning\LONG_RANGE\Community_Plans\Rural\2014-09-29_Pln_Rural_Plan.mxd


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

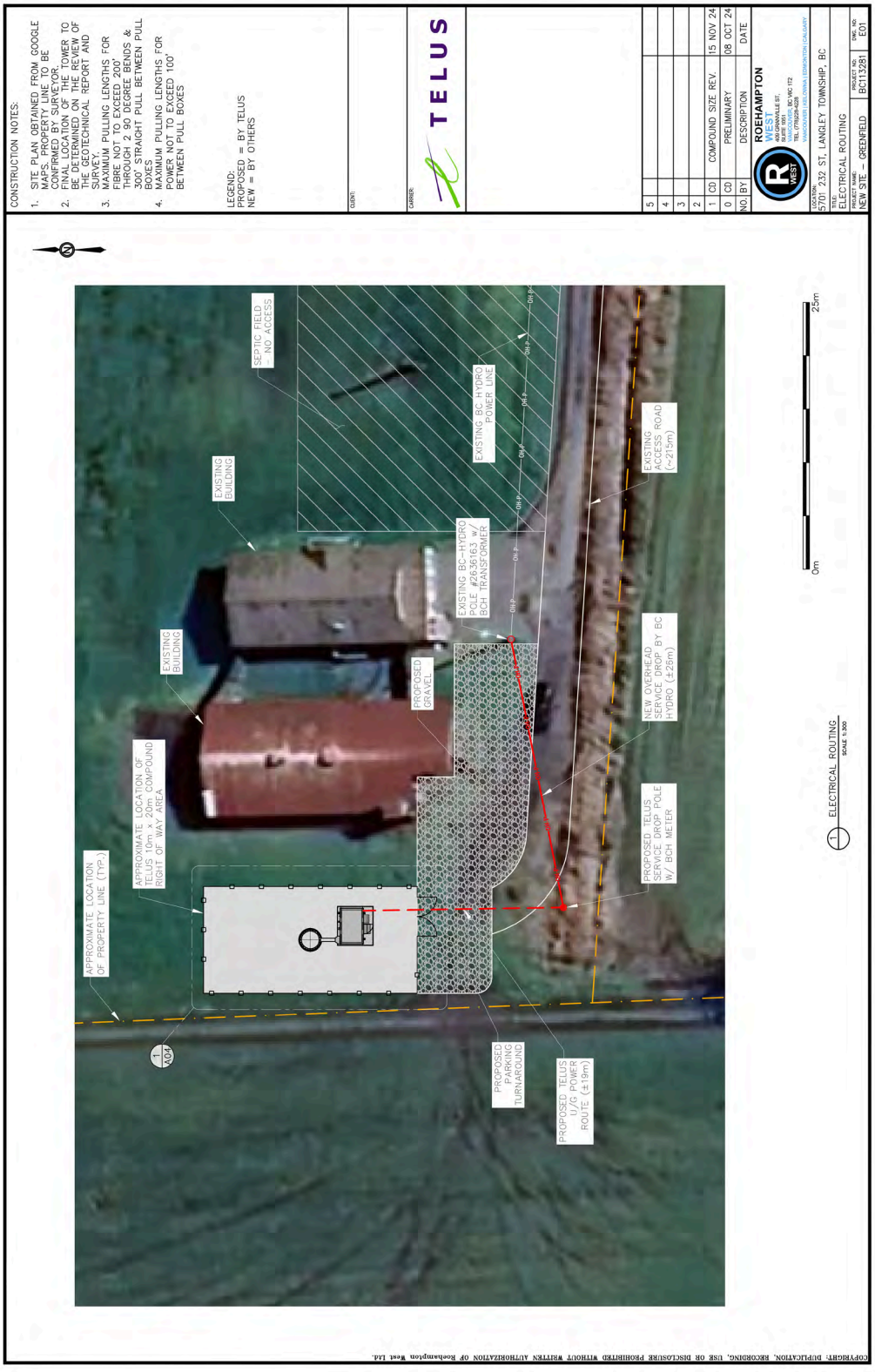


Proposed Tower Location

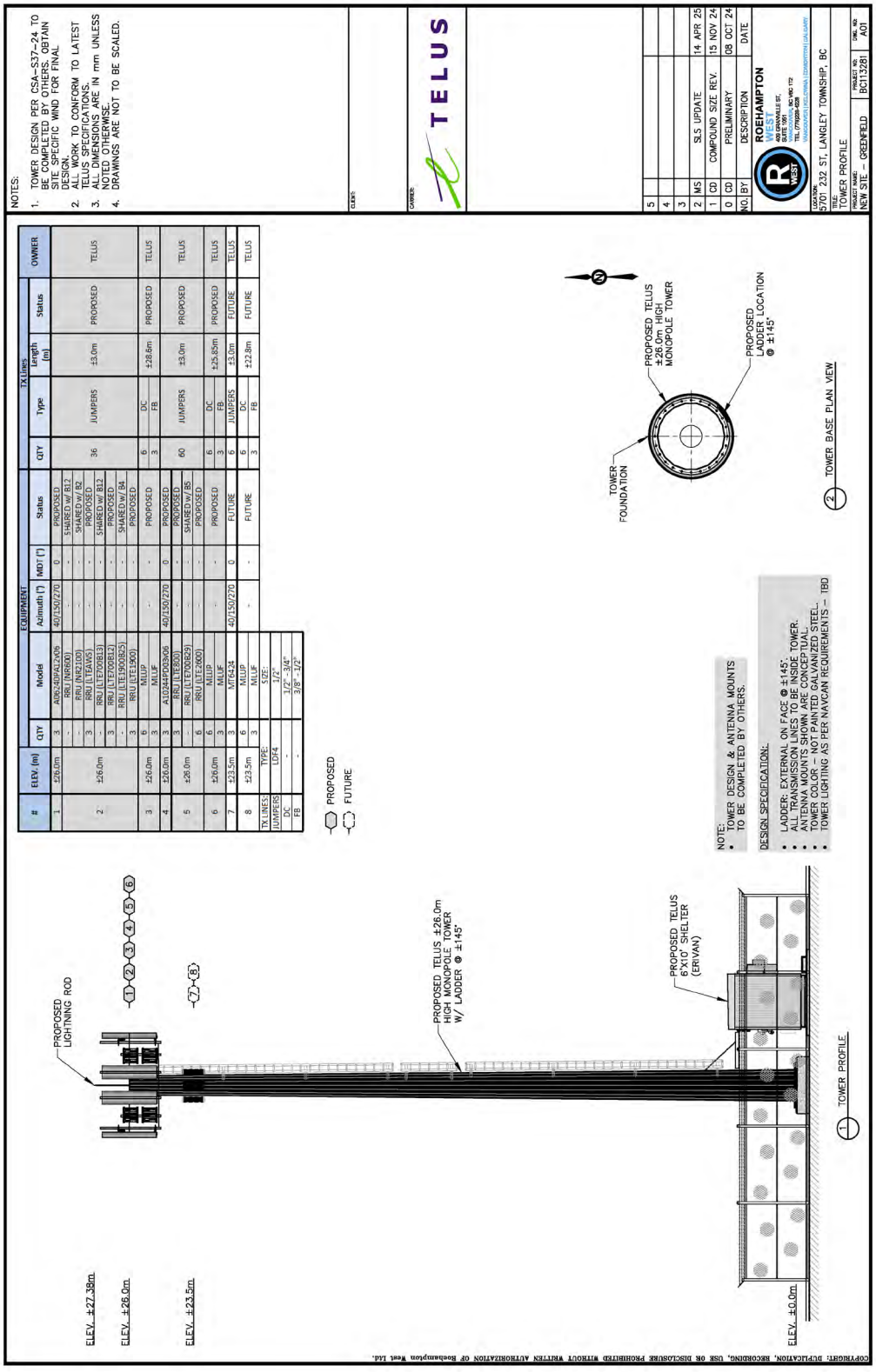
ZONING BYLAW NO. 2500



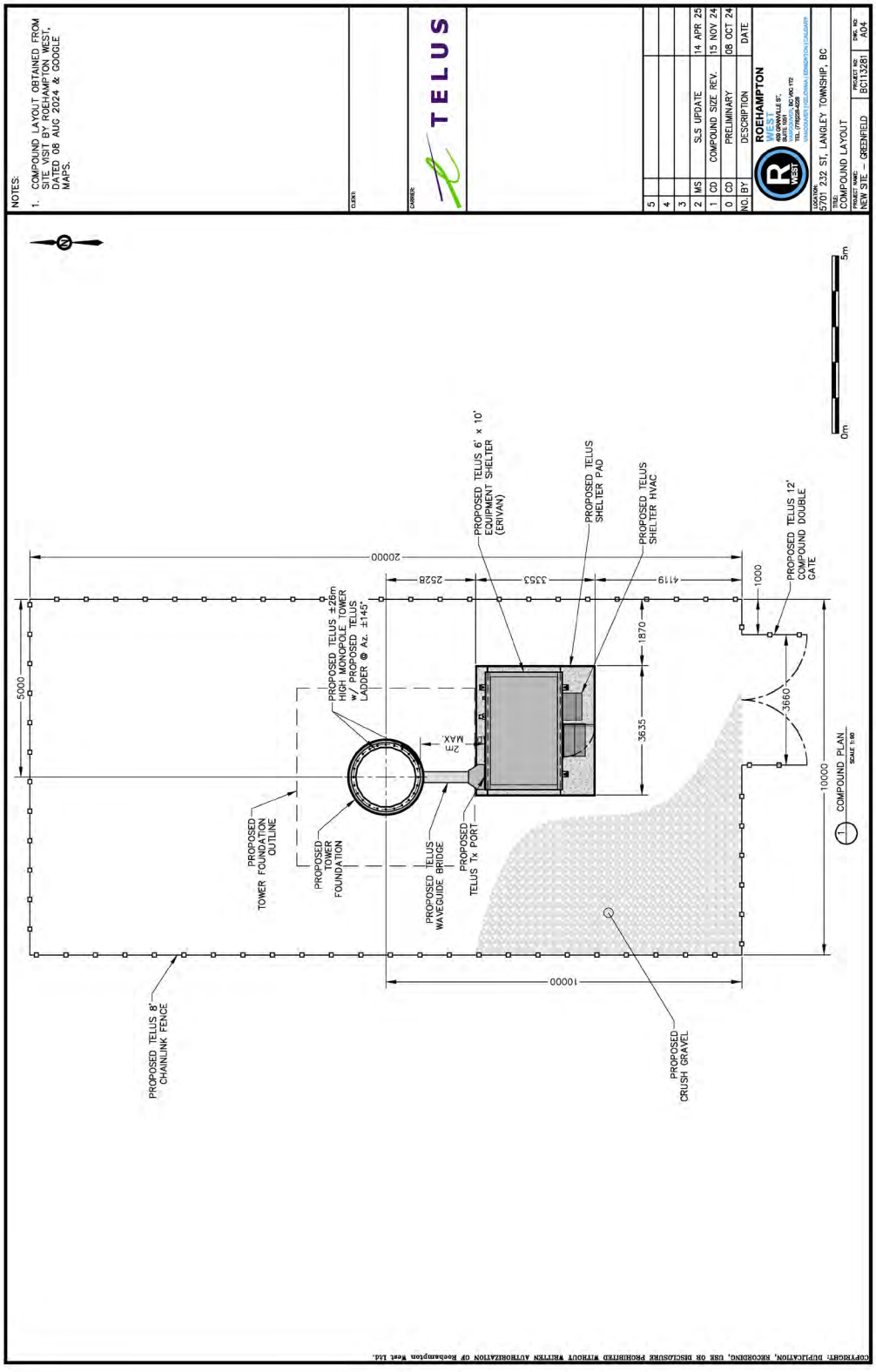
SITE PLAN – SUBMITTED BY APPLICANT



SITE PLAN (DETAIL) – SUBMITTED BY APPLICANT



ELEVATIONS – SUBMITTED BY APPLICANT



COMPOUND LAYOUT – SUBMITTED BY APPLICANT

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

ATTACHMENT C

August 6th, 2025

VIA: cdinfo@tol.ca

Planning & Development
Township of Langley

Subject:	**Request for Concurrence for a TELUS Telecommunications Tower**
Address:	**5701 232 Street, Langley, BC**
PID:	**006-569-692**
Coordinates:	**49.106227, -122.583993**
TELUS Site:	**BC113281**

Please be advised that following the Township of Langley's Telecommunication Policy 'Council Policy 07-331', Telus Communications Inc ("TELUS") has completed the public consultation process and is respectfully requesting concurrence for the proposal to build a 27.38m monopole tower and equipment installation. TELUS revised the height from 33m to 27.38m to comply with Transport Canada Requirements as the tower is located on lands affected by the Langley Airport Zoning Regulations. Enclosed please find evidence of the following efforts regarding this consultation process:

- On December 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 April 2025, Notification Packages were issued to residents who fell within three times the structure height per the Township's 'Council Policy 07-331. Copies of the Notification Package were additionally sent to ISED. Please see **Appendix 2: Notification Package.**

- On May 25th, 2025, the consultation comment period closed. During the consultation period, no residents provided a written comment which expressed concerns about the proposal.

- On July 23rd, 2025, Keystone Environmental undertook a Due Diligence Report and Watercourse Classification which concluded that:

    - No rare plant species are believed to be present as only common vegetation was identified.
    - No other regulated streams except for the South Ditch and the 232 St. Ditch regulated under federal, provincial or municipal regulations were identified at the Site.
    - No noxious weeds defined under the *Weed Control Act* were identified at the Site.
    - Based on a review of the vegetation/habitat of the Site and the critical life requisites of species of management concern only the Barn Swallow is likely to breed on the Site. Therefore, it is recommended that an active bird nesting survey for this bird and other birds be required prior to vegetation removal during the bird breeding season (March 1 to Aug. 31 of any year), in order to identify and protect any active nests associated with the vegetation removal until a QEP confirms the nest is no longer active.
    - It is very unlikely that other species of management concern identified in this report are located on the Site for breeding due to the lack of adequate habitat.

- Prior to Site development a Construction Environmental Management Plan (CEMP) is to be completed.

- 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.

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

December 13th, 2024

Township of Langley
Planning and Development

Subject:	**TELUS Facility Proposal - Development Application**
Location:	**5701 232 Street, Langley, BC**
PID:	**006-569-692**
Coordinates:	**49.106227, -122.583993**
TELUS Site:	**BC113281**

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. The new facility will improve wireless services in the area. This Letter of Intent forms part of the Telecommunications Tower Development Application. 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.

Proposed Site

The proposed site location is identified as **49.106227, -122.583993**, located on a rural residential property in the Hopington area (**Schedule A: Tower Site Location**). The property is privately owned, and TELUS has entered into an agreement with the landowner.

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 as per the Township's Telecommunication Tower Policy No. 07-331 (Policy) and has determined that there are no towers within 500m of the proposed location to review for colocation. 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 a few smaller towers. 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 keep the height of the structure as low as possible.

TELUS is proposing a monopole design, with flush-mounted antennas. This stealth design is one that is preferred by the Township's Policy. Additionally, the fenced equipment compound will be hidden from view from the intersection of 56 Ave and 232 St because the tower is to be located on the west side of the existing buildings on the property.

TELUS is proposing to install a 30m monopole tower (33m in total height) with 3 initial flush-mounted antennas and associated equipment cabinet at the base, all occupying an area of 15m x 15m. 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. Freedom Communications is not interested at this time and Rogers have not yet provided a response.

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. 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/radiation/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 hannah@cypresslandservices.com.

Thank you in advance for your assistance and consideration.

Sincerely,

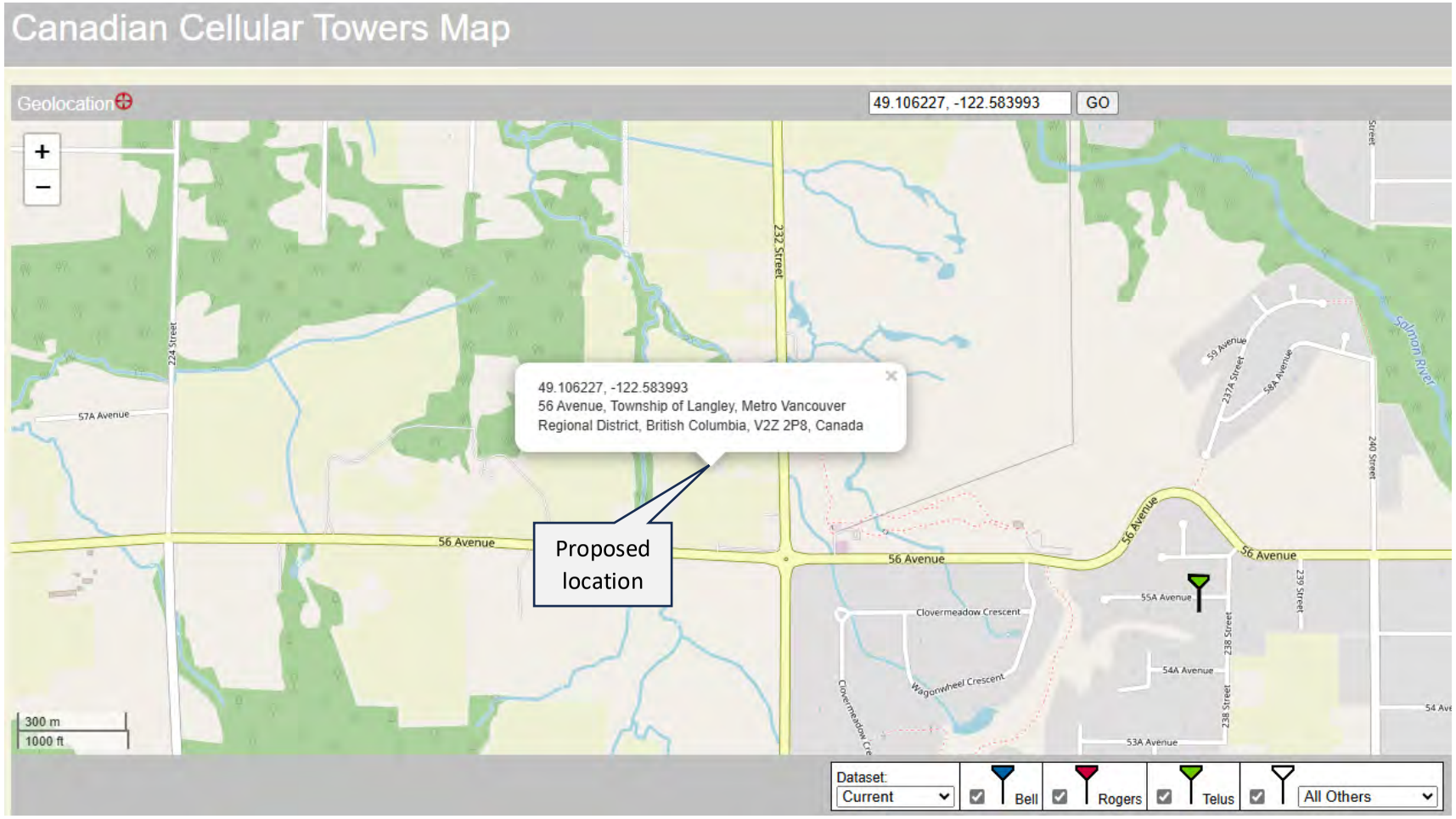
CYPRESS LAND SERVICES
Agents for TELUS Communications Inc.

Hannah Taylor
Land Use Planner

SCHEDULE A
TOWER SITE LOCATION



SCHEDULE B
OTHER INSTALLATIONS NEARBY



SCHEDULE C
PHOTO SIMULATIONS

BEFORE

AFTER

View: Looking northwest at proposed tower
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.

April 25, 2025
Subject: Public Notification: 28m monopole tower

To: Property Owner / Current Resident

Re: Proposed: 28 metre monopole tower
Location: 5701 232 Street, Langley, BC V2Z 2R4

TELUS File: BC113281
Coordinates: 49.106227, -122.583993

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 Township of Langley 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 5701 232 Street, Langley. 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 Township 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 radius of 3x the structure height (94m) 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 planning team.

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.
- Safety information

We encourage you to review all of the documentation we've provided to learn more about the proposed telecommunications site facility at 5701 232 Street, 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's proposal

TELUS is proposing to construct a 28 metre monopole tower (plus lightning rod) in a rural area located at 5701 232 Street, Langley, BC.

- All the equipment necessary to operate this facility will reside within a compound located at the base of the tower.
- The facility is proposed to have 3 initial antennas and a 8ft x 10ft equipment shelter next to the pole.
- The tower, if constructed, will provide improved wireless high-speed voice and data service to the Township of Langley within a few kilometres of the proposed location.



Artist's rendering of tower on current landscape.

Regulatory authority for cell tower placement

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

The Township of Langley has an established and documented public consultation process applicable to tower siting Council Policy 07-331, which closely resembles ISED's default process, TELUS is required to follow the ISED Default Public Consultation Process outlined in the CPC policy.

Why are you getting this letter? TELUS is required to provide notification packages to property owners/occupants within a radius of 3 times 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 94 metres. As your property falls within this notification radius, 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 will then have 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 Township 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 voice and data services in the vicinity of the tower.

Currently, there are no suitable existing antenna support structures or other feasible structures that can be used and, as a result, a new tower is required. The tower, 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 tower is proposed to be located on rural land at 5701 232 Street, Langley, BC. The tower is to be setback approximately 195m from 232 Street, at the western edge of the property behind the existing building on site.

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 5701 232 Street, Langley, BC. 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 26 metre monopole tower as well as a 2 metre tall lightning rod (28m total height). 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 6 initial panel antennas.

TRANSPORT CANADA

The tower will be marked in accordance with the Department of Transportation and NAV Canada requirements. A light on the top may be required on the tower.

STRUCTURAL CONSIDERATIONS

TELUS attests 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 have an applicable Antenna Siting Protocol which will be used to guide the Public Consultation process in consultation with the 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

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

Township of Langley
Civic Facility
20338-65 Avenue, Langley, BC. V2Y 3J1
Email: cdinfo@tol.ca
604-532-7599

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)

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

Written comments posted on or before 25th May, 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 **25th May, 2025.**

Map of proposed tower

(for discussion purposes only.)



Site plan



Physical tower profile (for discussion purposes only.)

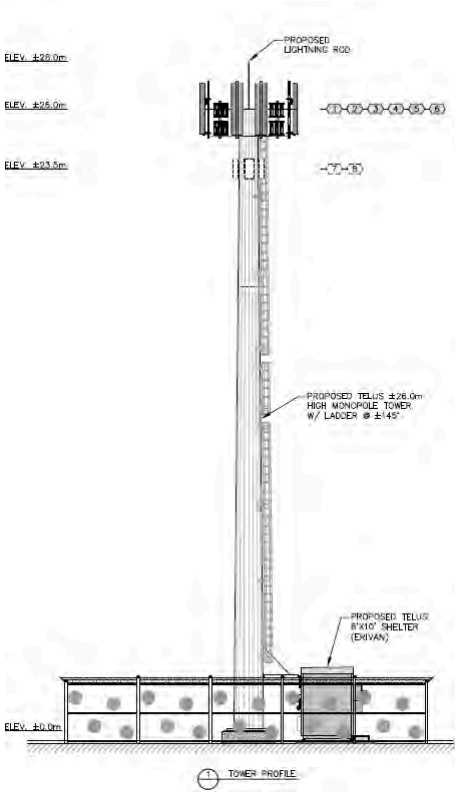


Photo simulations (for discussion purposes only.)



View of location before tower.



View of location after tower.

TELUS Communications Inc.

April 25, 2025
Subject: Public Notification: 28m monopole tower

TELUS
let's make the future friendly

Comment sheet – BC113281

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

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

PROPOSED TELUS TELECOMMUNICATIONS FACILITY: 5701 232nd Street, 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: _____

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	SEPTEMBER 15, 2025 - REGULAR MEETING	**REPORT:**	25-132
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	08-26-0229
SUBJECT:	OFFICIAL COMMUNITY PLAN AMENDMENT AND REZONING APPLICATION NO. 100239 (CARVOLTH 86TH AVE LANDS LTD. / 20120 – 86 AVENUE)		

PROPOSAL:

Application to amend the Carvolth Neighbourhood Plan to increase the density in the Apartment Live Work (2.0 FSR) and High Density Apartment (2.8 FSR) designations to facilitate the development of a 39-storey mixed use tower with 331 apartment units and 4,529 m^2 (48,750 ft^2) of commercial space and a 6-storey apartment building with 133 apartment units and daycare space on approximately 0.9 ha (2.3 ac) of land located at 20120 – 86 Avenue.

RECOMMENDATION SUMMARY:

That Council consider the applicant's proposal and either:

a. Defer consideration of the application until Council consideration of an updated Willoughby Community Plan and refer the applicant to staff to work with staff to address the items outlined in this report; or
b. Direct staff to advance the bylaws associated with the application.

RATIONALE:

The applicant is requesting amendments to the Carvolth Neighbourhood Plan (NP) to increase permitted density which results in a 23,653 m^2 (254,607 ft^2) increase in floor space. The proposal is inconsistent with the Township's Neighbourhood Park Land Policy. Furthermore, the Willoughby Community Plan is currently undergoing updates and will provide updated policy guidance to reflect the 200 Street Bus Rapid Transit for the land uses in the Carvolth NP area including the subject site.

RECOMMENDATION:

That Council consider the information provided in this report and adopt one of the following resolutions:

1. Defer consideration of the application until Council consideration of an updated Willoughby Community Plan and refer the applicant to staff to work to address the items outlined in this report.

   or

2. Direct staff to advance the bylaws associated with the application.

EXECUTIVE SUMMARY:

Flat Architecture, on behalf of Carvolth 86th Ave Lands Ltd., has applied to increase the permitted density in the Apartment Live Work (2.0 FSR) and High Density Apartment (2.8 FSR) designations in the Carvolth Neighbourhood Plan (NP) on approximately 0.9 ha (2.3 ac) of land located at 20120 – 86 Avenue. The application proposes a 39-storey mixed use tower comprised of 331 apartment units and 4,529 m^2 (48,750 ft^2) of commercial space and a 6-storey apartment building comprised of 133 apartment units and daycare space.

As the Willoughby Community Plan is currently undergoing updates that will provide updated policy guidance to reflect the 200 Street Bus Rapid Transit for the land uses in the Carvolth NP area and for the project to better align with Township policies, staff recommend that Council either defer consideration of the application or direct staff to advance the bylaws associated with the application for consideration. Should Council elect to advance the application, staff will prepare the necessary bylaws for Council's consideration.

PURPOSE:

The purpose of this report is to advise and make recommendations to Council with respect to proposed amendments to the Carvolth NP for property located at 20120 – 86 Avenue.

REFERENCE:

Owner:	Carvolth 86th Ave Lands Ltd. 308, 6321 King George Blvd Surrey BC V3X 1G1
Agent:	Flat Architecture 209, 6321 King George Blvd Surrey, BC V3X 1G1
Legal Description:	Lot 56 Except: the Easterly Portion; Section 26 Township 8 New Westminster District Plan 62363
Location:	20120 – 86 Avenue
Area:	0.9 ha (2.3 ac)
Existing Zoning:	Suburban Residential Zone SR-2
Willoughby Community Plan:	Transit Village
Carvolth Neighbourhood Plan:	Apartment Live Work (2.0 FSR) High Density Apartment (2.8 FSR) Medium Density Apartment (1.9 FSR) Plaza

BACKGROUND/HISTORY:

- The subject lands are zoned Suburban Residential Zone SR-2 and designated Apartment Live Work (2.0 FSR), High Density Apartment (2.8 FSR) and Medium Density Apartment (1.9 FSR) and Plaza in the Carvolth NP. The site's plaza designation requires a 0.2 ha (0.5 ac) plaza at the north side of the development.
- Section 2.4.18 of the Carvolth NP does not permit the blending of density between designations resulting in density calculated separately for each designation.

DISCUSSION/ANALYSIS:

- The applicant proposes a 39-storey mixed use tower comprised of 331 apartment units and 4,529 m^2 (48,750 ft^2) of commercial space and a 6-storey apartment building comprised of 133 apartment units and daycare space.
- To facilitate the development, the applicant has applied to increase the permissible density in the Apartment Live Work from 2.0 FSR to 12.9 FSR and the High Density Apartment designation from 2.8 FSR to 3.1 FSR.
- The proposal includes relocating the plaza from the north end of the site to the south end of the site. The plaza space is currently proposed to be secured through a public access statutory right-of-way to enable the applicant to utilize the area for the calculation of density and to use the space below the plaza for underground parking.
- As the site is located within 800 m of Highway 1 (a controlled access highway) and proposes a plan amendment to increase density, a traffic study is required with approval from the Ministry of Transportation and Transportation (MOTT) and the Township. Accordingly, should Council advance the application provision and acceptance of a traffic study (and securing of any recommendations) is required prior to consideration of final reading.

- Since the application has been submitted, a process has been initiated to update the Willoughby Community Plan which will provide guidance and an updated policy context for higher density development proposals (such as the subject application) as the current community/neighbourhood plans do not contemplate density greater than 2.8 FSR.
- On July 21, 2025, Council endorsed a draft community vision and guiding principles for Willoughby with additional community engagement in the fall of 2025.
- Staff note that the proposal does not align with the Neighbourhood Park Land Policy 07-231, however, the applicant has requested that staff advance the application (Attachment B).

Adjacent Uses:

	Existing Use	Neighbourhood Plan Designation	Existing Zoning
North:	86 Avenue beyond which is a property currently under active application for the development of four mixed use towers up to 39-storeys (ToL Project No. 08-26-0076)	Office / Mixed Use I	Suburban Residential SR-2
South:	85 Avenue beyond which is a property currently under construction for two 6-storey apartment buildings (ToL Project No. 08-26-0227)	Medium Density Apartment (1.9 FSR)	Comprehensive Development Zone CD-200
East:	One mixed use building and a development comprised of four 6-storey buildings currently under construction	Apartment / Live Work (2.0 FSR) High Density Apartment (2.8 FSR)	Comprehensive Zone CD-140
West	201 Street alignment beyond which is a 6-storey mixed use building, a 26-storey residential tower and a 34-storey residential tower	Apartment / Live Work (2.0 FSR) High Density Apartment (2.8 FSR)	Comprehensive Development Zone CD-129

Community / Neighbourhood Plan Amendment:

- The site is designated Apartment Live/Work (2.0 FSR, minimum height 3-storeys), High Density Apartment (2.8 FSR, minimum height 4-storeys / maximum height 18-storeys), Medium Density Apartment (1.9 FSR, minimum height 3-storeys / maximum height 6-storeys) and Plaza.
- The applicant has applied to increase the permitted densities to accommodate the proposal as noted in the below table. Staff note that Section 2.4.18 of the Carvolth NP does not permit the blending of density between designations, therefore floor area is calculated separately for each designation.

Designation	Permitted	Proposed	Additional*
Apartment /Live Work (2.0 FSR)	4,248 m^2 (45,724 ft^2)	27,524 m^2 (296,266 ft^2)	23,124 m^2 (248,913 ft^2)
High Density Apartment (2.8 FSR)	6,723 m^2 (72,366 ft^2)	7,355 m^2 (79,169 ft^2)	529 m^2 (5,694 ft^2)
Medium Density Apartment (1.9 FSR)	4,731 m^2 (50,924 ft^2)	1,939 m^2 (20,871 ft^2)	N/A
TOTAL	**15,702 m^2 (169,014 ft^2)**	**36,818 m^2 (396,906 ft^2)**	**23,653 m^2 (254,607 ft^2)**

*Does not include Indoor Amenity Areas per FSR definition in the Zoning Bylaw, whereas proposed includes entire building area.

- Section 2.4.18 of the Carvolth NP provides a table of lands which may be developed in accordance with site specific heights and densities. Staff note, of all amendments in this table, the maximum increase in permitted density has been 5.0 FSR, for a site located immediately west of the subject site which accommodates two towers (26- and 34-storeys). If approved, the subject site would be the highest density (12.9 FSR) and tallest (39-storeys) tower in the Township.

Community Amenity Contribution:

- On June 7, 2025, Township Council adopted an Interim Policy Regarding Community Amenity Contributions No. 07-170 noting such contributions must be either at the initiative of the applicant/developer or emerge from rezoning negotiations between the applicant/developer and the Township.
- The proposed plan amendment increases the permitted density by 5,694 ft^2 for the portion of the development that is 6-storeys or less and 248,913 ft^2 for the portion that is 7-storeys or more.
- Previous applications that include an increase in residential density beyond that established in the Plan, an additional $20 per square foot per Apartment (7-storeys or more) $25 per square foot per Apartment (6-storeys or less), has been negotiated as a voluntary contribution in light of the increase in density. Previous applications have also volunteered a rate of $11,000 per apartment unit created. Based on previously negotiated and volunteered rates for other applications, the amenity contribution calculation for the subject proposal results in a total of $10,224,610.
- The applicant has elected to advance a voluntary contribution for a total of $5,104,000 which is $5,120,610 less than what similar applications have provided as a voluntary contribution.

Neighbourhood Parkland Policy 07-231:

- The Township's Neighbourhood Park Land Policy 07-231 indicates a 5% of developable land value contribution as cash in lieu (or equivalent land) based on the amount of developable land rezoned or subdivided for the purposes of the acquisition of Neighbourhood Park land.
- The applicant has proposed to be exempted from the policy requirement as the site provides a 0.2 ha (0.5 ac) plaza space as required by the Carvolth NP.
- While the Carvolth NP does require a 0.2 ac (0.5 ac) plaza, this space is not Neighborhood Parkland and is not proposed to be secured via dedication as the applicant has proposed to utilize the space below as underground parking and is using the total area as part of the density calculation for the southern portion of the property.

- Staff further note that similar applications that have provided plaza spaces have not been exempted from this policy.

Policy Considerations:

The application proposes to redesignate approximately 0.9 ha (2.3 ac) of land located at 20120 – 86 Avenue to increase the permitted density in the Apartment Live Work and High Density Apartment designations to accommodate a rezoning application for a 39-storey mixed use tower comprised of 331 apartment units and 4,529 m^2 (48,750 ft^2) commercial and 6-storey apartment building use comprised of 133 apartment units and daycare space.

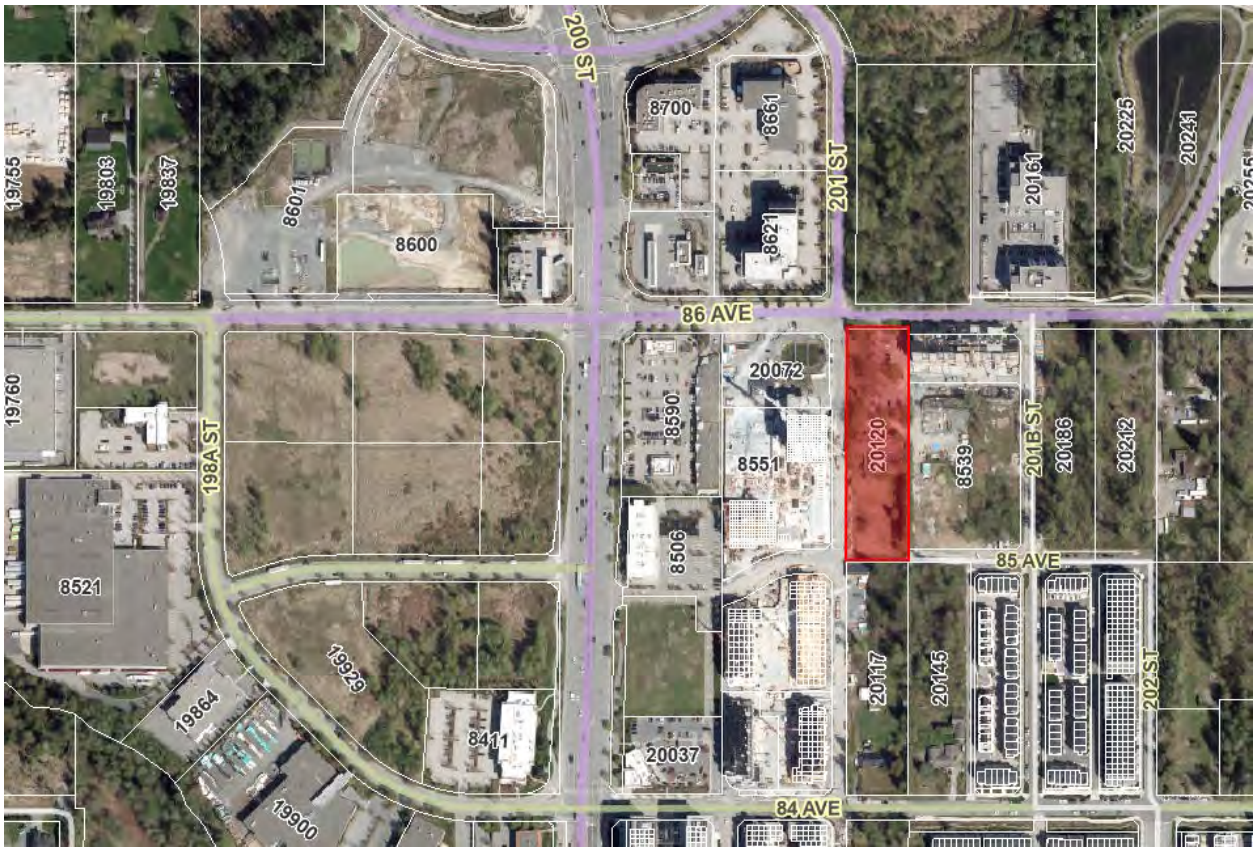
The Willoughby Community Plan is currently being updated and will provide additional policy context including but not limited to density, scale and form of development. The subject application currently requests an exemption from the Neighbourhood Park Land Policy. Accordingly, staff recommend that Council either defer consideration of the application until Council's consideration of an updated Willoughby Community Plan and refer the applicant to work with staff to address the items outlined in this report or direct staff to advance the bylaws associated with the application.

Respectfully submitted,

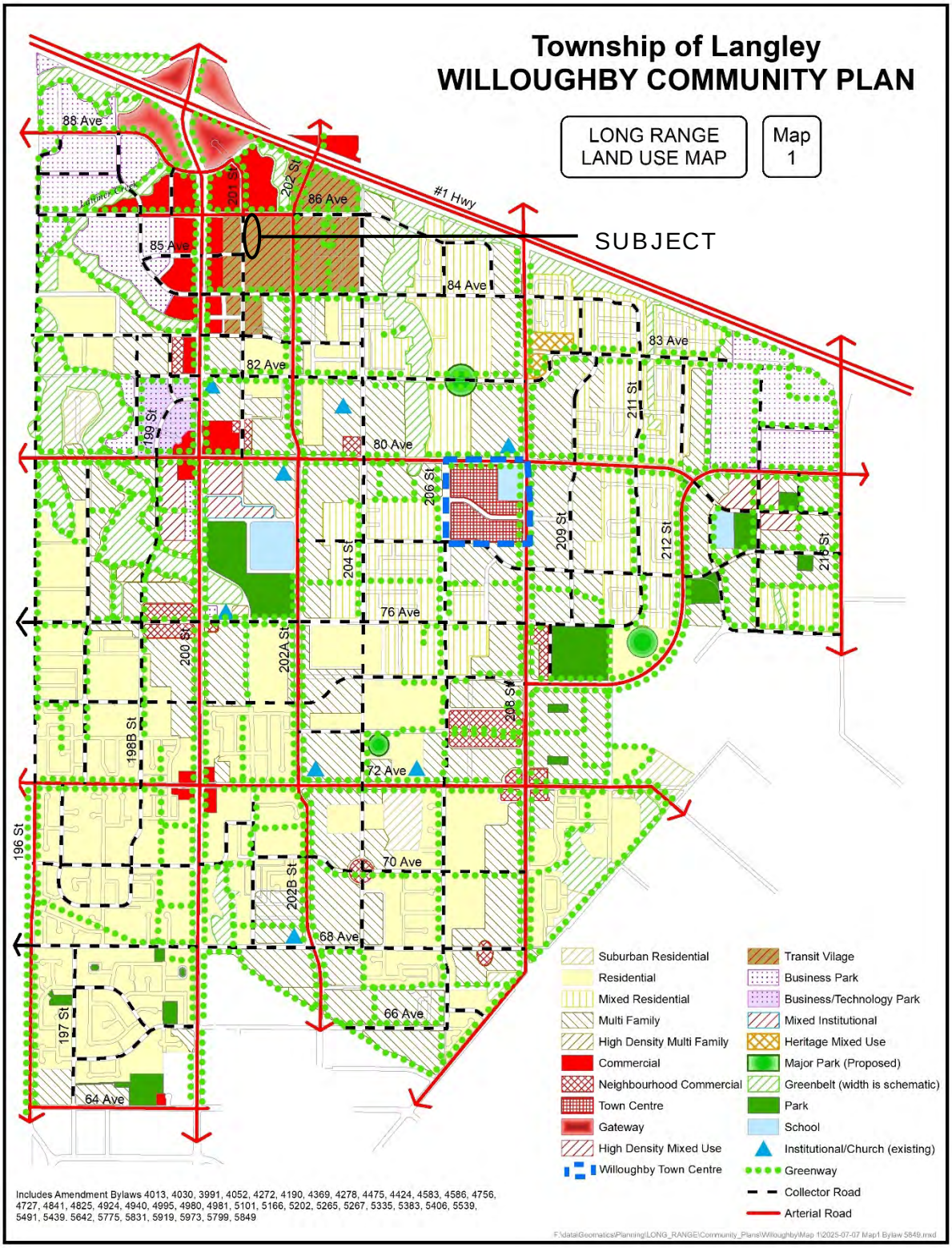
Ruby Sandher
SENIOR PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

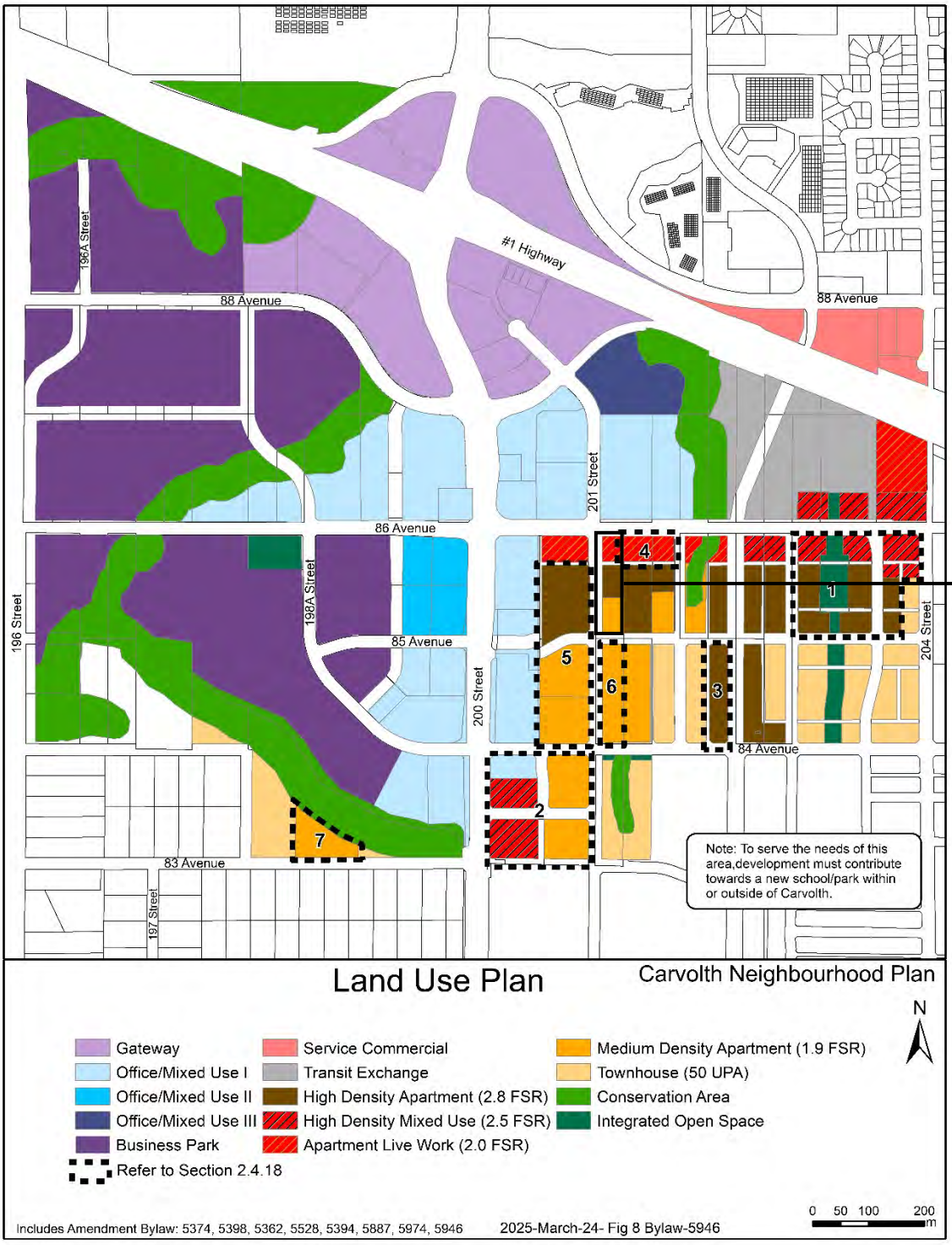
ATTACHMENT A	Maps and Graphics
ATTACHMENT B	Applicant Rationale and Proposal

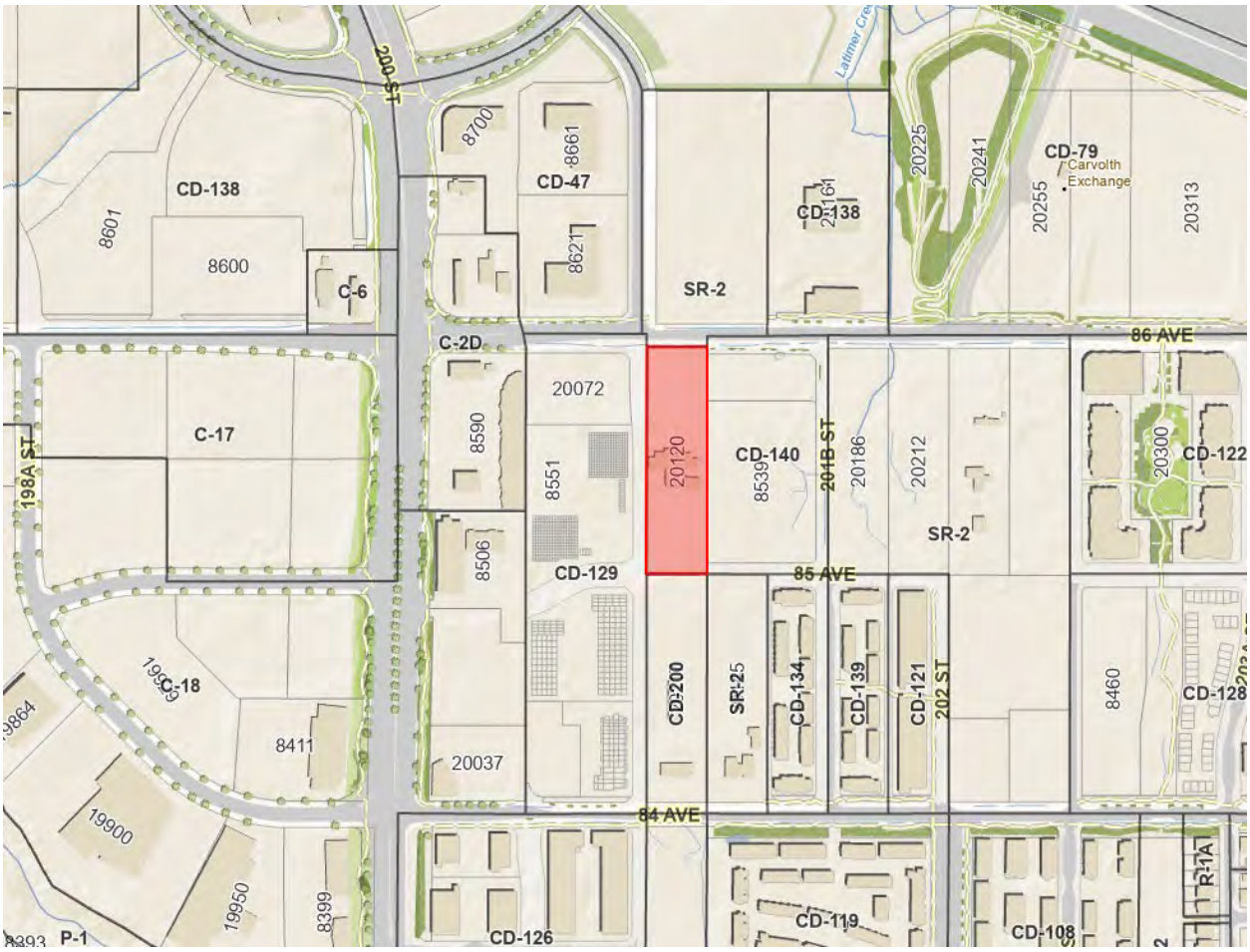
ATTACHMENT A



AERIAL PHOTO


Township of Langley
WILLOUGHBY COMMUNITY PLAN
LONG RANGE LAND USE MAP
Map 1
SUBJECT
#1 Hwy
88 Ave
86 Ave
85 Ave
84 Ave
83 Ave
82 Ave
80 Ave
76 Ave
72 Ave
70 Ave
68 Ave
66 Ave
64 Ave
201 St
202 St
199 St
200 St
202A St
204 St
206 St
208 St
209 St
211 St
212 St
216 St
198B St
196 St
197 St
202B 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, 4980, 4981, 5101, 5166, 5202, 5265, 5267, 5335, 5383, 5406, 5539, 5491, 5439. 5642, 5775, 5831, 5919, 5973, 5799, 5849
F:\data\Geomatics\Planning\LONG_RANGE\Community_Plans\Willoughby\Map 1\2025-07-07 Map1 Bylaw 5849.mxd


#1 Highway
196A Street
88 Avenue
88 Avenue
201 Street
86 Avenue
196 Street
198A Street
85 Avenue
200 Street
204 Street
84 Avenue
83 Avenue
197 Street
SUBJECT
Note: To serve the needs of this area,development must contribute towards a new school/park within or outside of Carvolth.
Land Use Plan
Carvolth Neighbourhood Plan
N
Gateway
Office/Mixed Use I
Office/Mixed Use II
Office/Mixed Use III
Business Park
Refer to Section 2.4.18
Service Commercial
Transit Exchange
High Density Apartment (2.8 FSR)
High Density Mixed Use (2.5 FSR)
Apartment Live Work (2.0 FSR)
Medium Density Apartment (1.9 FSR)
Townhouse (50 UPA)
Conservation Area
Integrated Open Space
0 50 100 200
m
Includes Amendment Bylaw: 5374, 5398, 5362, 5528, 5394, 5887, 5974, 5946
2025-March-24- Fig 8 Bylaw-5946



ZONING BYLAW NO. 2500



VIEW FROM CORNER OF 86 AVE AND 201 STREET



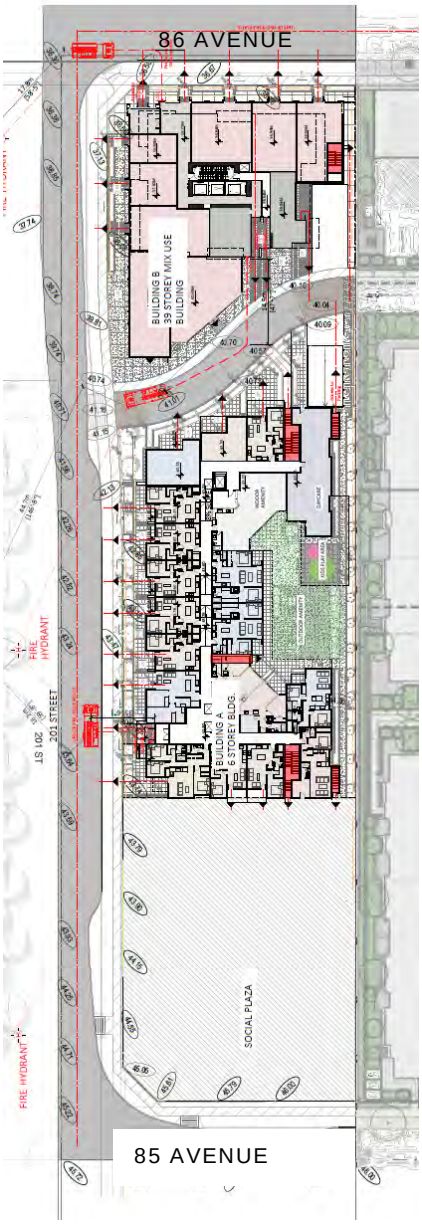
VIEW FROM 201 STREET

RENDERINGS – SUBMITTED BY APPLICANT



VIEW FROM 201 STREET

RENDERINGS – SUBMITTED BY APPLICANT



SITE PLAN – SUBMITTED BY APPLICANT

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maskeen.ca

ATTACHMENT B

Maskeen

August 20th, 2025

Attention: Ruby Sandher, MCIP, RPP
Senior Planner
Development Planning | Township of Langley
20338 – 65 Avenue
Langley, BC V2Y 3J1

Re: Project No: 08-26-0229
Mixed-Use Development at 20120 86 Avenue
Development Rationale Letter

Regarding the development application 08-26-0229 at 20120 86 Avenue in the Township of Langley, we would like to provide the following for your consideration in support of the mixed-use development within the Carvolth Neighbourhood Plan of the Willoughby Community Plan.

Salient Facts:

The proposal includes a 39-storey high-rise tower and a 6-storey wood-frame residential building on the south, offering a total of 464 residential units. Additionally, it features office space, ground-floor retail, a daycare, and a 0.5-acre outdoor social plaza to meet the growing needs of the neighbourhood and the surrounding community.

The gross site area is 2.34 acres, which is reduced to a net usable area of 1.73 acres or 1.23 acres if you subtract the 0.5-acre outdoor social plaza.

The subject site is divided into three distinct zones according to the Carvolth Neighbourhood Plan within the Willoughby Community Plan. The northernmost part of the property along 86th Avenue allows for Employment and Work-Live uses with a maximum of 2.0 FSR.

The central section of the site permits high-density apartments up to 2.8 FSR, aiming to create high-density residential housing, and allows building heights of up to 18 storeys.

The southernmost part of the property permits medium-density apartments up to 1.9 FSR, including the allocation of a 0.5-acre outdoor social plaza.

The subject site is situated within a few hundred metres of the Carvolth Bus Exchange and the 200th Street intersection, enhancing connectivity.

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Maskeen

Density Rationale:

Considering the existing infrastructure and the proposed 2040 Plan, our rationale and perspective behind this development align with the policies and vision of the staff and Council members. Our main goal is to position the Township of Langley as the gateway for growing families and local businesses, supported by excellent infrastructure. The residential units and amenities are essential for fostering wellness and growth in this area. The density and type of products support the increasing needs of this community, both personally and commercially. Our development proposal has been carefully reviewed and analyzed to ensure complete alignment and transparency in meeting these needs.

The proposal for a 6-storey residential building with 133 units offers a varied range of housing options, from 1-bedroom to family-friendly units, exceeding the Family-Friendly Units Policy of the Township of Langley. The inclusion of a daycare and an outdoor social plaza makes it attractive for families with children. The building captures the spirit of an urban community with strong features that support growing families.

The outdoor social plaza will serve as a central gathering place for everyone living and working in and around the proposed development, providing outdoor activities throughout the year. Due to this unique site feature, the height of the high-rise became necessary to achieve economies of scale and some financial stability, particularly considering current economic challenges and the local lenders' and buyers' openness to concrete construction.

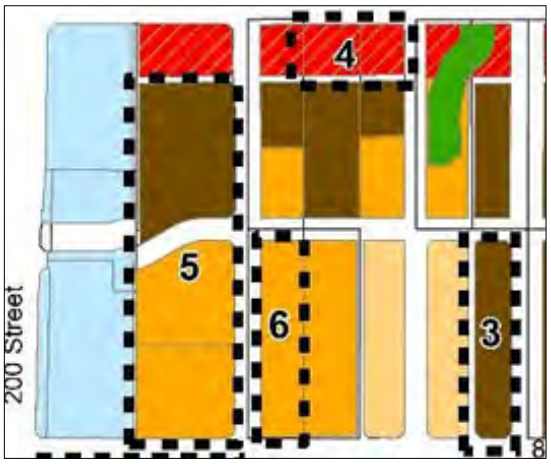
With the proposal for a 0.5-acre outdoor social plaza, representing 29% of the net usable area, we request the Council to waive any future financial obligation for a 5% parkland fee related to rezoning, plan amendments, or subdivision.

Additionally, the applicant is making an amenity contribution of $5,104,000 for the proposed development. As part of our contributions, we request that the neighbourhood plan permitted densities be combined across the entire site, as the proposal does not contemplate segmentation or phasing. It is not architecturally feasible to achieve the permitted densities in the high-density and medium-density areas of the site, given the 0.5-acre social plaza. Hence, these items formulate our rationale for the proposed amenity contribution.

CAC Contribution	**Area (Sq. M)**	**Permitted Density (Sq. M)**
Apartment/Live Work (2.0 FSR)	2,124	4,248
High Density (2.8 FSR)	2,401	6,723
Medium Density (1.9 FSR)	2,490	4,731
Totals	7,015	15,702
Proposed Density (Sq. M)		36,818
Excess Density (Sq. M)		**21,116**
Proposed CAC	**$241.71**	**$5,104,000**

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Furthermore, it is worth noting that consideration should be given to the fact that the current Carvolth NCP allows up to an 18-storey structure under the high-density designation before making a determination of the base density permitted. Both the properties on the east and west of the development site permit high-density apartment designation on the entire southern portion of the site, resulting in higher base density.



2.4.13 High Density Apartment (2.8 FSR)

The intent of the High Density Apartment (2.8 FSR) designation is to create a mix of high density housing options that incorporate ground oriented uses such as townhouses located adjacent to services suitable for a range of income levels and lifestyles including singles, couples, seniors, and families with children.

Uses and requirements in the High Density Apartment (2.8 FSR) designation include:

- Residential.
- Maximum Density: 2.8 FSR.
- Maximum Building Height: 18 storeys.
- Minimum Building Height: 4 storeys.

From a structural, height, and separation plan perspective, the tower proposal meets and exceeds the requirements outlined in the Carvolth Neighbourhood Plan. The tower is designed with a 5-storey podium to support local businesses and retailers. With the retail and office jobs projected to grow significantly along the 200th Street corridor, we aimed to maintain this continuity in our development proposal. Spanning approximately 49,000 sq. ft of office and retail space across five levels, these businesses will attract and support a stronger network within the framework of the high-rise tower. The relationship between the residential units above and the surrounding and internal businesses will help support the additional density and unit count proposed in the development.

As outlined in a 10-year outlook plan by TransLink, the need for a Bus Rapid Transit and a major transit network along 200th Street further supports our rationale for proposing additional density in this location. The need to connect and expand communities forms the basis of our development. As noted above, the development site is situated within a few metres of the Carvolth Bus Exchange, making it an ideal spot for residents commuting in or across town. To add, the Ministry of Transportation granted preliminary approval on July 23rd supporting the additional density.

While we acknowledge the need for further investments to enhance connectivity and livability, we believe that our development proposal offers the appropriate structure as envisioned by staff and Council members. With affordability as a top priority for all levels of government, implementing the right local policies to support increased density encourages local developers such as Maskeen to continue investing in our communities for the benefit of all stakeholders.

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While maximizing financial profitability is the goal of every successful business, collaboration through aligned goals and policies can help build a strong and lasting relationship between Maskeen and the Township of Langley.

We would like to thank everyone for this opportunity, and we look forward to seeing this project progress to the next stages of its journey.

Should you have any other questions or concerns, please do not hesitate to contact me directly.

Yours very truly,

Carvolth 86th Ave Lands Ltd.



Amrinder S. Cheema, CPA
CFO

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	SEPTEMBER 15, 2025 - REGULAR MEETING	**REPORT:**	25-134
FROM:	COMMUNITY AND POLICY PLANNING DIVISION	**FILE:**	LRP00008
SUBJECT:	TOWNSHIP OF LANGLEY REGIONAL CONTEXT STATEMENT UPDATE		

RECOMMENDATIONS:

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Regional Context Statement Update) Bylaw No. 6163.

That Council authorize staff to schedule the required Public Hearing for Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Regional Context Statement Update) Bylaw No. 6163.

That Council endorse the proposed boundaries of the Major Transit Growth Corridor (Figure 1) for submission to Metro Vancouver.

That Council endorse the proposed boundaries and name change of the Willowbrook Regional Centre (Figure 2) for submission to Metro Vancouver.

EXECUTIVE SUMMARY:

The Township of Langley is advancing its updated Regional Context Statement (RCS) to align with Metro Vancouver's Regional Growth Strategy (RGS, Metro 2050) adopted in February 2023. Originally intended to accompany the ongoing Official Community Plan (OCP) update, the RCS is being advanced at this time to meet the revised submission deadline of December 2025, extended by Metro Vancouver in response to recent provincial housing legislation.

The forthcoming draft OCP aligns with the regional objectives of Metro 2050, however, two boundary adjustments for regionally designated areas (Major Transit Growth Corridor and Regional Centre) are proposed as part of the subject RCS update.

The two proposed boundary adjustments will be submitted to Metro Vancouver for approval alongside the updated RCS. A timeline has been established to ensure that the bylaw amendment process, including Public Hearing, is completed ahead of the final Metro Vancouver Regional Planning Committee meeting on November 6, 2025 and the Regional District Board meeting on November 28, 2025. This proactive approach ensures the Township remains compliant with both regional and provincial planning requirements.

PURPOSE:

The purpose of this report is to recommend Council consideration of the updated Regional Context Statement and associated map changes to reflect proposed updated boundaries.

BACKGROUND/HISTORY:

The Metro Vancouver Regional Growth Strategy (RGS, Metro 2050) was adopted on February 23, 2023. The *Local Government Act* (LGA) requires local governments to submit Regional Context Statements (RCS) to Metro Vancouver within two years (by February 2025).

With the Province introducing a series of Housing Statute Amendment Acts in 2023 and 2024, local governments were required to undertake unanticipated actions by the end of 2025. In recognition of this additional burden on local governments, Metro Vancouver extended the deadline for RCS submissions to the end of 2025 which also corresponds with the timeframe for meeting new provincial requirements.

Subject to Council consideration, in order to ensure the Township meets the deadline of year-end 2025, the updated RCS must advance to third reading of an amending bylaw (including the holding of a Public Hearing) before the Metro Vancouver Regional Planning Committee meeting scheduled for November 6, 2025. This timeline is several weeks ahead of the anticipated timeline for the OCP update, thus requiring a separate OCP amendment to incorporate the updated RCS.

DISCUSSION/ANALYSIS:

The successful implementation of Metro 2050 depends on ongoing cooperation and collaboration between Metro Vancouver and member jurisdictions. Metro 2050 represents consensus among member jurisdictions to work collaboratively on meeting five long-term regional planning goals:

1. Create a compact urban area
2. Support a sustainable economy
3. Protect the environment, address climate change, and respond to natural hazards
4. Provide diverse and affordable housing choices
5. Support sustainable transportation choices

The RCS is the linking document that identifies how local aspirations, expressed in OCPs or their equivalent, align with and support regional aspirations as expressed in Metro 2050. An RCS must identify the relationship between the OCP and the RGS, and if applicable, how the OCP will be made consistent with the RGS over time.

The RCS must contain population, dwelling unit and employment projections that are consistent with Metro 2050 goals and illustrate local government efforts to accommodate projected growth within the Urban Containment Boundary.

Some key considerations for the updated RCS are:

- To align the draft Willoughby Community Plan with the regional designation of 200 Street as a Major Transit Growth Corridor.
- To reconfigure some Community Plan boundaries for consistency with the Urban Containment Boundary.
- To provide for employment-supportive land uses within the Employment lands, to support regional economic objectives.
- To ensure ongoing alignment between Metro 2050 and the draft OCP.

Every member jurisdiction must adopt an RCS as part of its OCP. The RCS must also be accepted by the Metro Vancouver Board of Directors.

Proposed Boundary Adjustments:
As part of this process, staff are proposing to amend two regionally designated map areas in Metro 2050 as described below:

1) Adjust the boundaries of the Major Transit Growth Corridor (approximately 1,000 m east and west of 200 Street) to coincide with the boundaries of the proposed Willoughby Corridor Neighbourhood Plan. This mostly aligns with the Major Transit Growth Corridor overlay in Metro 2050 and with the alignment of future transit-oriented areas in the West Willoughby Corridor Neighbourhood Plan currently underway.

   Note: This map is not an official OCP Map nor is it part of the RCS, however, the Major Transit Growth Corridor is depicted on *Map 5 – Major Transit Growth Corridors and Major Transit Network* in Metro 2050.

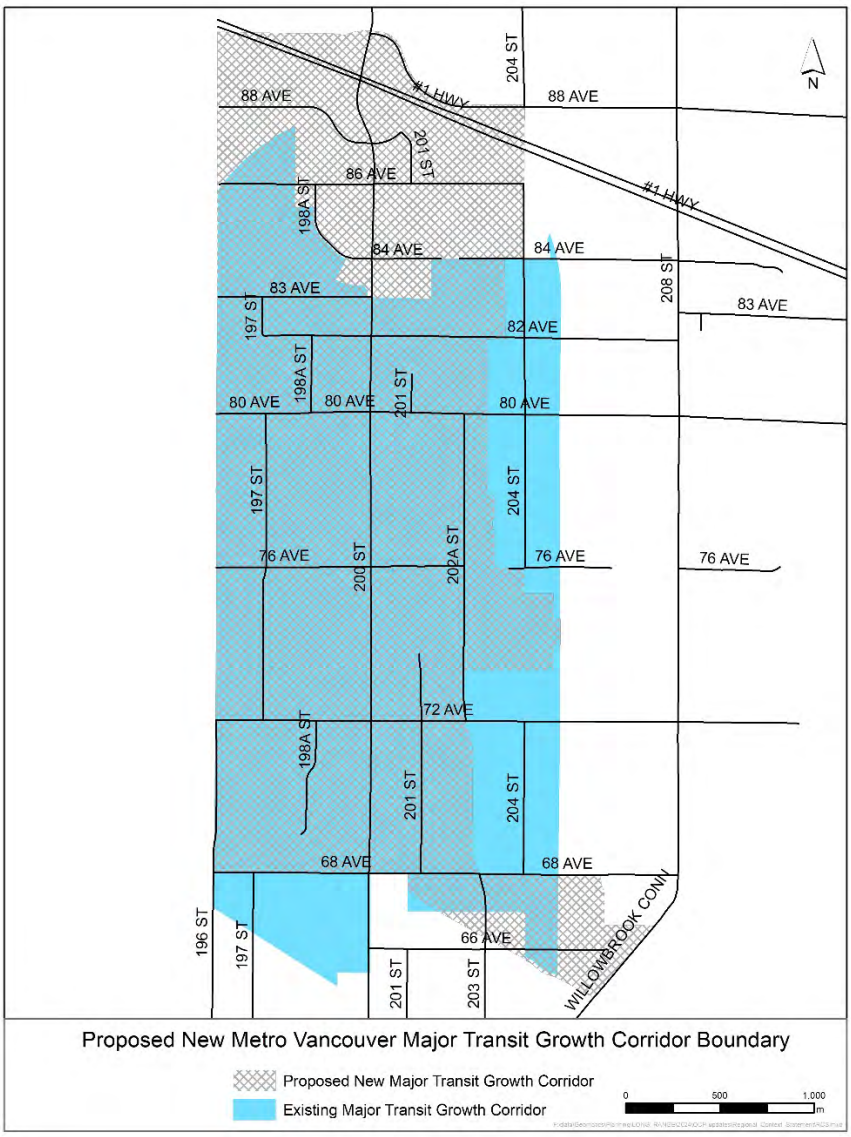


Figure 1 – Proposed new Metro Vancouver MTGC Boundary

2) Adjust the boundaries of the Langley Town Centre Langley Township (Regional Centre) to align with the updated boundaries of the Willowbrook Community Plan and the Willoughby Community Plan, as directed by Council on July 21, 2025. This involves adding the Langley Meadows neighbourhood to the Regional Centre and adjusting the northeastern boundary. Staff also propose renaming the area from “Langley Town Centre Langley Township” to “Willowbrook Regional Centre”.

Note: This adjustment would amend *Map 4 – Urban Centres and Frequent Transit Development Areas* in Metro 2050 and *Map 4 – Willowbrook Regional Centre* (Attachment B) in the Township of Langley OCP.

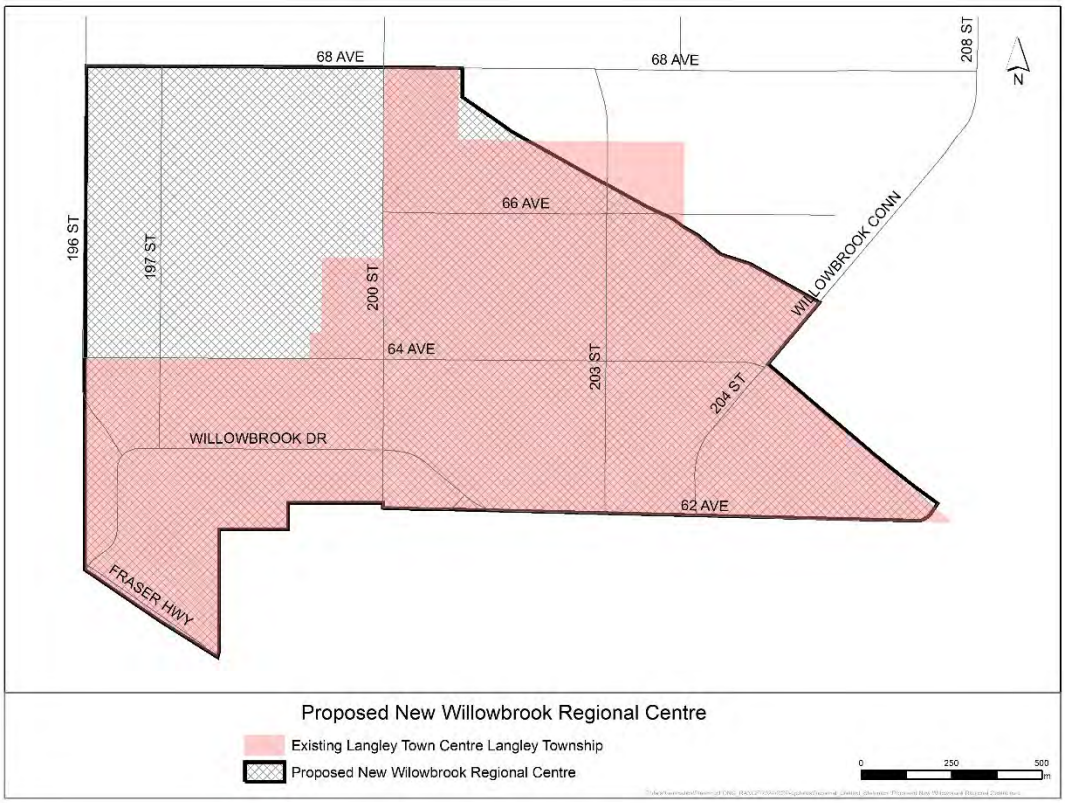


Figure 2 – Proposed Boundary Adjustment for Willowbrook Regional Centre

The above map amendments will require submission to and approval from Metro Vancouver concurrent with the updated RCS.

Anticipated Timeline:

September 15, 2025	First and second reading of Bylaw No. 6163
October 6, 2025	Public Hearing
October 20, 2025	Third reading of Bylaw No. 6163
October 21, 2025	Submission of draft RCS and proposed map updates to Metro Vancouver Regional Planning Staff for review
November 6, 2025	Metro Vancouver Regional Planning Committee meeting
November 28, 2025	Metro Vancouver Regional District Board meeting (for RCS acceptance)
December 15, 2025	Final reading of Bylaw No. 6163

Respectfully submitted,

Alyssa Bouchard
PLANNER I
for
COMMUNITY AND POLICY PLANNING DIVISION

ATTACHMENT A	Updated Regional Context Statement
ATTACHMENT B	Map 4 – Willowbrook Regional Centre (OCP)

SCHEDULE 1 REGIONAL CONTEXT STATEMENT

1.1 REGIONAL GROWTH STRATEGY GOALS

The Regional Growth Strategy (RGS) of Metro Vancouver Regional District has five goals:

- Create a compact urban area
- Support a sustainable economy
- Protect the environment, address climate change, and respond to natural hazards
- Provide diverse and affordable housing choices
- Support sustainable transportation choices

The Township of Langley Official Community Plan (OCP) relates to all these goals as described in this Regional Context Statement (RCS). The RGS goals constitute the social, economic and environmental objectives of the Metro Vancouver Regional Board in relation to the Regional District.

1.1.1. Compact Urban Area

The OCP addresses creation of compact urban areas by identifying an urban development area and Urban Centres including the Regional City Centre and Municipal Town Centres identified in the RGS. The urban development area and urban centres are described generally in Section 2.3. The OCP also identifies Community Centres and a Frequent Transit Development Area. Major commercial and office development is encouraged in these centres as well as higher density housing. New non-residential Major Trip-Generating uses, which include office or business parks, shopping malls, post-secondary institutions and large format entertainment uses, will generally be directed to the Regional City Centre, Municipal Town Centres and Frequent Transit Development Areas. The Centres and the Frequent Transit Development Area are shown on Maps 3, 4, 5 and 6.

In the event of any inconsistency between the requirements of the Agricultural Land Commission Act, the regulations or orders of the Commission and the boundary of any urban development area, urban centre or associated economic development area, the Agricultural Land Commission requirements will prevail until such time as the inconsistency is resolved.

1.1.2. Sustainable Economic Development

Diverse economic development opportunities close to where people live are supported by encouraging office and commercial uses in the Regional Centre, Town Centre and Frequent Transit Development Areas. The OCP also supports industrial uses by protecting industrial lands and designating them as Industrial. Industrial policies support appropriate accessory uses and do not permit large scale retail or residential uses. Industrial, office and limited commercial uses are permitted in Employment areas. Policies related to Employment permit office and retail commercial uses in these areas outside the Regional Centre and Frequent Transit Development Area.

The supply of agricultural land for farming is protected by designating much of the Township as Agricultural. Agricultural viability is supported by policies to discourage subdivision of agricultural land. General interface policies along the agricultural–urban edge are provided. The Rural Plan and Agricultural Viability Strategy provide policies to address transportation,

drainage and irrigation, economic development opportunities and educational programs related to agriculture.

1.1.3. Protect the Environment, Address Climate Change and Respond to Natural Hazards

Major conservation and recreation lands are protected by designation on the land use map and by policies that limit the use of these lands. To protect natural features and their connectivity, watercourses are designated as a development permit area and a Recreational Greenways Network is provided in this plan. The plan identifies policies that address climate change including policies to reduce energy consumption from the perspectives of land use and transportation infrastructure. Integrated storm water management and water conservation policies are provided as well as policies to minimize risks associated with climate change and natural hazards.

1.1.4. Provide Diverse and Affordable Housing Choices

Expansion of the diversity and supply of housing is encouraged through a mix of housing types and tenures. The OCP also requires regular updates to and implementation of the Housing Action Plan (HAP) which contains additional policy direction to increase diversity and supply to meet a variety of needs. The first three priorities of the HAP align with the RGS strategies to achieve the goal of providing diverse and affordable housing choices.

RGS Strategy 1: Expand the supply and diversity of housing choices to meet a variety of needs
HAP Priority 1: Diversify housing types

RGS Strategy 2: Protect tenants and expand, retain and renew rental housing supply
HAP Priority 2: Catalyze rental housing

RGS Strategy 3: Meet the housing needs of lower income households and populations experiencing or at risk of homelessness
HAP Priority 3: Support vulnerable residents.

The HAP includes 18 actions to achieve the three priorities identified above and six indicators to measure progress toward achievement over the five-year implementation timeframe.

1.1.5. Sustainable Transportation Choices

Land use and transportation are coordinated by aligning centres along the major transit network and major transit growth corridors to encourage future expansion of transit. Mixed use centres are proposed to support transit use. A number of policies address walking, cycling and transit use. Map 8 shows designated truck routes.

1.1.6. Regional District Services

The OCP contains policies in relation to housing, solid waste and air quality. The OCP also generally encourages infrastructure and amenity investments in the Urban Centres and Frequent Transit Development Areas.

1.1.7. Agricultural Land Reserve

The Township of Langley is committed to supporting agriculture. This commitment is articulated in the Township's OCP land use designations, accompanying Rural Plan, and as referenced in

the Regional Context Statement Table 9. The 'Agriculture' land use designation in the OCP is intended primarily for agricultural uses and supporting services where food production and other forms of agriculture are encouraged. Subdivision is limited in agricultural areas as set out in the Rural Plan and subject to the approval of the provincial Agricultural Land Commission for land within the ALR. Agricultural viability is further supported by OCP policies to manage the urban-agricultural interface through development permit guidelines, provision of setbacks, landscaped buffers, informational signage, restrictive covenants and transitional land uses.

Notwithstanding this commitment to the protection of agricultural land to support agricultural viability and to limit development, in certain cases and under specific conditions, appropriate municipal flexibility allows amendments to the Township of Langley's OCP for sites with a regional Agricultural or Rural land use designation as specified below.

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:

1) From an Agricultural designation to a Rural designation (or vice versa) within the Township of Langley's OCP where:
    a) the proposed use is consistent with the general intent of the 'Agricultural' or 'Rural' land use designations contained in the Township's OCP;
    b) the subject site no more than 0.5 hectare in size; and
    c) the subject site is not contiguous with a site previously re-designated pursuant to Regional Context Statement Section 1.1.7.

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 Regional Context Statement Section 1.1.7.

3) From an 'Agricultural' or a 'Rural' designation to an 'Industrial' designation within the Township of Langley's OCP where:
    a) the proposed use is consistent with the general intent of the 'Industrial' land use designation contained in the Township of Langley's OCP;
    b) the subject site is no more than 10 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 Regional Context Statement Section 1.1.7.

4) From an 'Agricultural' or a 'Rural' designation to a designation supporting agro-industrial uses within the Township of Langley's OCP where:
    a) the proposed use is consistent with the general intent of a land use designation in the Township of Langley's OCP that permits agro-industrial uses; and

b) the subject site is used for agro-industrial uses such as washing, packaging, processing, storing and selling of farm products, or any agro-industrial use permitted by the Agricultural Land Commission.

In addition to the above, if the subject site is within the Agricultural Land Reserve, the Agricultural Land Commission must have approved exclusion of the subject site from the Agricultural Land Reserve or granted permission for non-farm use or subdivision, as permitted under the *Agricultural Land Commission Act*. The aggregate of land affected by all re-designations under this provision cannot exceed 1% of the municipality's total lands within the Agricultural Land Reserve that has a regional 'Agricultural' or 'Rural' regional land use designation.

1.1.8. Salmon River Uplands

The Township of Langley is committed to the shared regional growth strategy's goals, strategies and policy actions including but not limited to limiting sprawl, directing growth to Urban Centres and along transit corridors and protecting important lands like the region's agricultural, ecologically sensitive and industrial lands.

As indicated in Policy Action 6.9.1 and on Map 12 of Metro 2050, the Salmon River Uplands area is a unique geography within the region that has a distinct planning history and background. Most of the lands in the Salmon River Uplands area are designated Rural in Metro 2050.

Policy Action 1.4.3 c) of Metro 2050 states that Member Jurisdictions will specify the allowable density and form for any lands with a Rural regional land use designation in Regional Context Statements. Metro 2050 indicates that the region's Rural regional land use designated lands are intended to protect the existing character, landscapes and environmental qualities of rural communities outside the Urban Containment Boundary and that land uses in these areas may include low density forms of residential.

In the Salmon River Uplands area, the Township intends to:

a. limit growth in lands with the Rural land use designation to lots that are at minimum half (½) an acre in size recognizing that the area has legacy developments with lots that may be smaller than half (½) an acre; and
b. not develop Agricultural Land Reserve lands.

The following policies apply to the Salmon River Uplands, identified as the "Rural within the Sewerage Area" and "Sewerage Extension Areas" in Metro 2050:

1. "Low density forms of residential" in the Rural regional land use designation of Metro 2050 will be interpreted as permitting minimum lots sizes equivalent to half (½) acre lots.

2. The Rural regional land use designation of Metro 2050 provides flexibility for minor lot-size variances to accommodate site topographic, environmental, or other land use constraints, as appropriate. These considerations may be considered on a case-by-case basis by the Township of Langley.

3. Land uses established and subdivisions registered at the Land Title and Survey Authority of British Columbia prior to February 24, 2023, being the date of adoption of Metro 2050, will, for the purposes of Policy Action 6.9.1 of Metro 2050, be considered as being consistent with the applicable regional land use designation as of February 24, 2023.

1.2 POPULATION, DWELLING AND EMPLOYMENT PROJECTIONS

Metro 2050 includes regional and sub-regional population, dwelling unit and employment projections by decade. Township-wide projections in Section 1.2 are based on municipal projections provided by Metro Vancouver.

Data and statistics in Section 1.2 are projections as opposed to targets. The only exception is the Township's employment target shown in Table 7. Projections aim to predict what will happen based on historic trends and calculated estimates of future trends. Targets aim to achieve a desired outcome that may or may not be consistent with projections.

1.2.1. Population

The Township's population has grown from less than 15,000 in 1961 to about 139,000 in 2021, an average increase of 3.9% per year. The region is growing and continued robust population growth in the Township is anticipated over the next 30 years. The estimated 2050 population is expected to reach 228,360 based on projections provided by Metro Vancouver. Historic and projected populations are shown graphically in Figure 7.

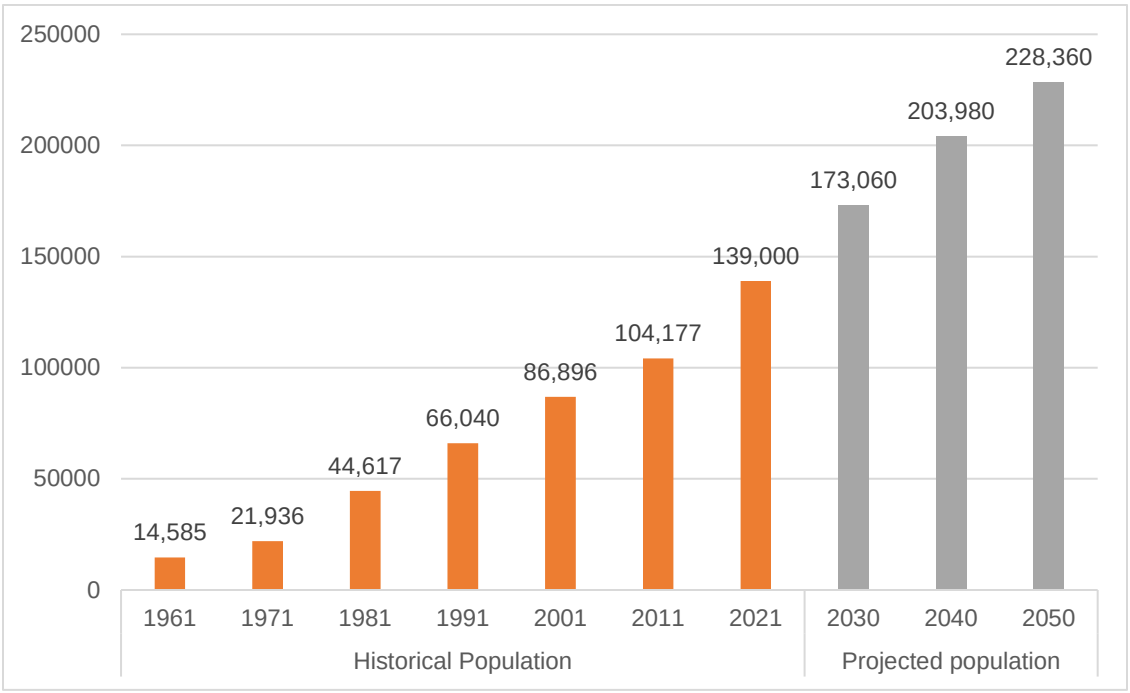


Figure 7: Township of Langley historical and projected population from 1961 to 2050.

Year	Population	Period	Average Annual Growth Rate
2021	139,000	-	-
2030	173,060	2021 - 2030	2.7%
2040	203,980	2031 - 2040	1.8%
2050	228,360	2041 - 2050	1.2%

Table 3 Projected Population and Growth Rates in Langley (2021 to 2050)

The projected population for the Regional Centre, the Town Centres and the Frequent Transit Development Area are shown in the table below.

Area	2023	2031	2041	2051
Regional Centre (Willowbrook)	5,480	7,600	10,250	12,640
Willoughby Town Centre	780	1,330	2,020	2,630
Aldergrove Town Centre	710	2,470	4,670	6,870
Carvolth FTDA	4,780	5,910	7,330	8,600

Table 4 Projected Population for Areas in Langley (to 2051)

Langley's population is expected to grow in all age cohorts over the next 30 years. As observed in the rest of Canada, the age cohort with the highest proportionate growth over the next decades will be those over 65 years of age, as shown in Figure 8. The proportion of the population under 25 years of age is projected to decline from about 30% to 23% of the total population by 2051 and the proportion over 65 years is expected to increase from 17% to almost 24%. The aging population will have significant impacts on housing, mobility, accessibility, recreation and servicing needs. Despite its aging population, Langley will remain a relatively young community compared to the region overall.

In addition to these age-related trends, the cultural profile of this population growth is anticipated to become increasingly diverse.

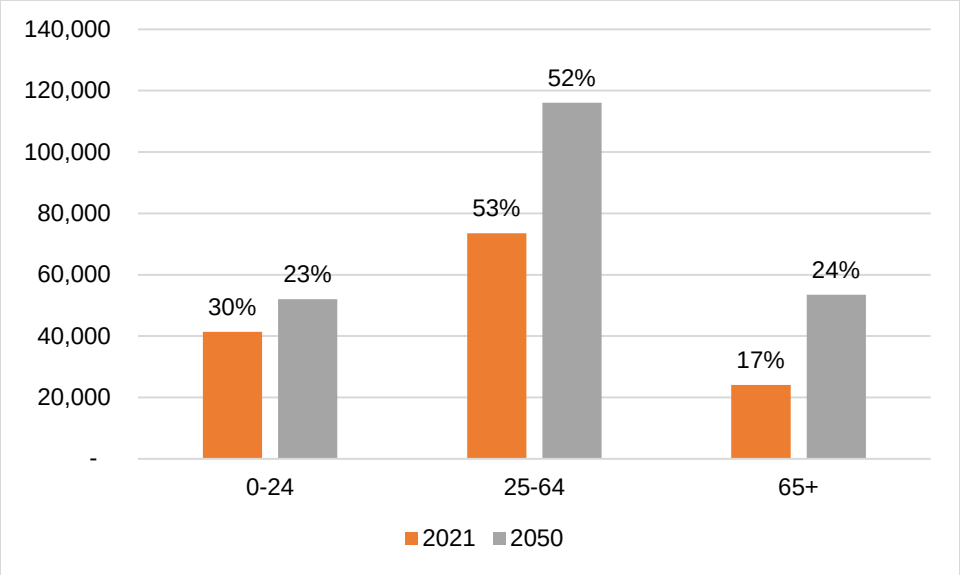


Figure 8 Select age cohort projections in the Township of Langley (to 2050). Percentages display the distribution of the population amongst the age cohorts for the given year.

1.2.2. Housing

To accommodate the projected population growth, approximately 37,000 new dwelling units will have to be constructed by 2050. Of these, about two thirds (67%) are projected to be ground-oriented units (single-detached, semi-detached, rowhouse and townhouse), with the remaining one third (32%) as apartment units. The 2050 housing stock will be comprised of 77% ground-oriented housing and 23% apartments representing an increase in the proportion of apartments as compared to the 2021 housing mix (15% apartments). Rental and affordable housing options will need to be considered as part of the housing mix.

Year	Number of Dwellings
2021	49,084
2030	65,196
2040	77,780
2050	85,863

Table 5 Dwelling Unit Projection (to 2051)

Dwelling unit projections for the Regional Centre, the Town Centres and the Frequent Transit Development Area are provided in the table below.

Area	2023	2031	2041	2051
Regional Centre (Willowbrook)	2,390	3,590	5,090	6,430
Willoughby Town Centre	460	780	1,190	1,550
Aldergrove Town Centre	280	1,310	2,610	3,770
Carvolth FTDA	2,540	3,180	4,000	4,700

Table 6 Dwelling Unit Projection (to 2051)

1.2.3. Employment

Providing employment in the community is important because it offers opportunities for residents to work close to where they live thereby reducing the time, cost and environmental impacts of commuting and also providing a diversified assessment base for property taxes. Ideally, the number of jobs within the community would be equal to the number of people in the labour force.

The industrial, institutional, retail and office sectors provide most of the employment in the Township followed by home-based business, recreation and agriculture. Robust employment growth is expected to continue in all sectors with the largest increases in office and industrial jobs.

Two employment targets are provided. The first target was based on a regional projection, offered by the RGS. The second was developed as part of the Township's Employment Lands Study (2010) and provides a more ambitious target. The Township's target is an aspirational goal that if achieved would provide an approximately 1:1 ratio between the number of jobs in the Township and the number of residents in the labour force. The higher projection may be difficult to achieve due to an aging population and technological change, but a 1:1 job to labour force ratio would greatly assist in achieving a sustainable community.

Year	Metro Vancouver Projection	Township Target
2030	80,500	97,291
2040	91,000	113,339
2050	98,500	126,429

Table 7 Employment Targets in Langley (to 2051)

Employment projections for Regional Centre, the Town Centres and the Frequent Transit Development Area are provided in the table below.

Area	2023	2031	2041	2051
Regional Centre (Willowbrook)	8,350	10,110	12,310	14,300
Willoughby Town Centre	750	1,150	1,650	2,100
Carvolth FTDA	5,020	7,180	9,870	12,300
Aldergrove Core	1,280	1,460	1,685	1,890

Table 8 Employment Projections for Areas in Langley (to 2051)

1.3 REGIONAL LAND USE DESIGNATIONS

On January 16, 2023, Township of Langley Council accepted, by resolution, *Metro 2050: Regional Growth Strategy* ("Metro 2050"), reflecting the Township's general commitment to its vision and goals. Pursuant to Section 446 of the *Local Government Act,* each municipality must submit to the board of the regional district a regional context statement that identifies the relationship between the municipal OCP and the RGS and, if applicable, how the OCP is to be made consistent with the RGS over time.

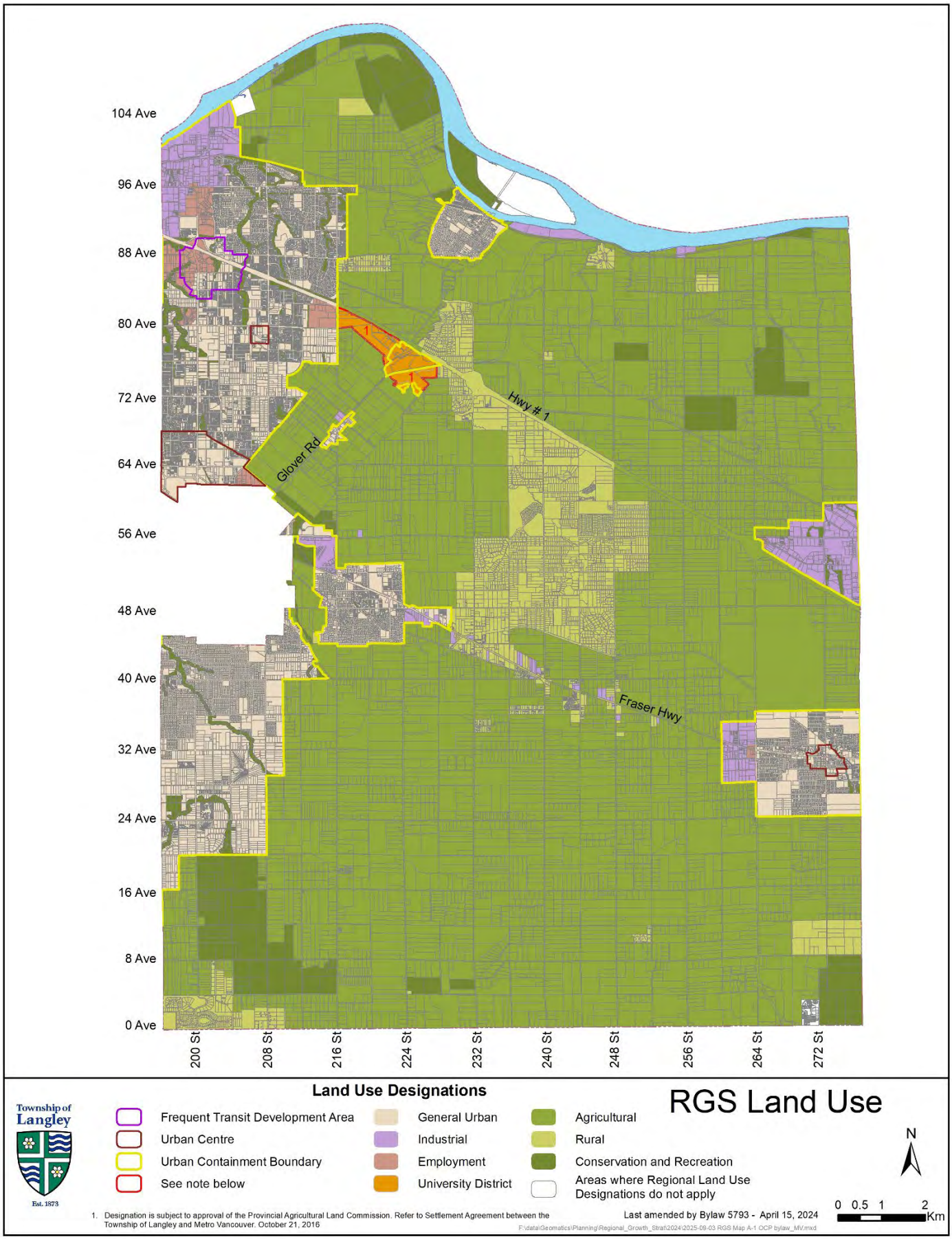
The RGS provides a map of regional land use designations as a tool to achieve the Strategy's goals and provide the basis for defining matters of regional significance. Section 447 of the *Local Government Act* provides that a Regional Context Statement will identify how the OCP is to be made consistent with the RGS over time. The OCP is to be made consistent from time to time with the RGS in the following manner:

a) by way of Township applications to the MVRD Board for amendments to the RGS regional land use designations;

b) despite paragraph (a), by way of amendments to the OCP made consistent with the RCS that has been accepted by the MVRD.

Map A-1 below sets out proposed changes to regional land use designations in Metro 2050 that would make the OCP consistent with the RGS.

MAP A-1


104 Ave
96 Ave
88 Ave
80 Ave
72 Ave
64 Ave
56 Ave
48 Ave
40 Ave
32 Ave
24 Ave
16 Ave
8 Ave
0 Ave
200 St
208 St
216 St
224 St
232 St
240 St
248 St
256 St
264 St
272 St
Hwy # 1
Glover Rd
Fraser Hwy
1
1
Land Use Designations
Township of Langley
Est. 1873
Frequent Transit Development Area
Urban Centre
Urban Containment Boundary
See note below
General Urban
Industrial
Employment
University District
Agricultural
Rural
Conservation and Recreation
Areas where Regional Land Use Designations do not apply
RGS Land Use
N
0 0.5 1 2
Km
1. Designation is subject to approval of the Provincial Agricultural Land Commission. Refer to Settlement Agreement between the Township of Langley and Metro Vancouver. October 21, 2016
Last amended by Bylaw 5793 - April 15, 2024
F:\data\Geomatics\Planning\Regional_Growth_Strat\2024\2025-09-03 RGS Map A-1 OCP bylaw_MV.mxd

1.4 ROLE OF MUNICIPALITIES

Table 9 below lists the municipal actions as required by the RGS and provides information on the sections of the OCP that address those requirements or discusses how the OCP will be made consistent with the RGS over time. In particular, the Table contains a description of OCP policy provisions relative to the listed "Role of Member Jurisdictions" within the RGS. For certainty, the OCP policies contained in this Table are not incorporated by reference from the OCP to be substantive policies of the RCS. Instead, they are inserted to specifically identify the relationship between the OCP and the RGS matters referred to under Sections 446-447 of the *Local Government Act* and to identify how the OCP will made consistent with the RGS over time.

Metro 2050 Regional Targets

Goal 1 Create a Compact Urban Area Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
1.1.9 b) Provide Member Jurisdiction population, dwelling unit and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of **focusing 98% of residential growth inside the Urban Containment Boundary**	Section 2.1 provides objectives and policies to meet the goal of providing urban land uses and major transportation and infrastructure works within the urban development area (consistent with the RGS Urban Containment Boundary). Urban Community and Neighbourhood Plans adopted into the OCP are located within the Urban Containment Boundary.	Willoughby has been the primary growth area since 1998. The Willoughby population is estimated to be approximately 53,000 in 2025, with an estimated buildout population of 90,000. The Willoughby Community Plan is being updated to reflect the designation of a Major Transit Growth Corridor along 200 Street between the Carvolth FTDA and Willowbrook Regional Centre. Brookswood-Fernridge will be a future growth area, with an estimated current population of 14,000, and estimated buildout population of 59,000.
1.2.23 a) provide dwelling unit and employment projections that indicate the Member Jurisdiction's share of planned growth and **contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2** (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas) Regional Targets for Residential Growth by Location: • **All Urban Centre Types: 40%** • **Frequent Transit Development Areas: 28%** Regional Targets for Employment Growth by Location: • **All Urban Centre Types: 50%** • **Frequent Transit Development Areas: 27%**	Sections 2.3.2, 2.3.3, 2.3.7 and 2.3.8 provide policies to direct major commercial and higher density residential development to Urban Centres. The scale of development and densities permitted in the Urban Centres and Frequent Transit Development Area (FTDA) are higher than other areas in the Township. Section 2.4.3 provides for consideration of mid- and high-rise development in Urban Centres and FTDAs as well as along Translink's proposed Frequent Transit Network that connects them.	The Willowbrook Community Plan update will guide the development of the Willowbrook area as part of the Regional Centre. Future planning in the Willowbrook area will update the planning policies to assist in creating a mixed use, high-density, transit-oriented regional centre consistent with best practices for development around Skytrain stations. Based on the preliminary status of the Willowbrook Community Plan, future population and employment projections have not been completed. The Aldergrove Community Plan provides for a compact, mixed use, walkable and transit-oriented downtown with commercial and high-density residential uses. The Core Area, contiguous with the Municipal Town Centre designation, will be home to approximately 6,000 residents and 2,000 jobs at buildout. This constitutes density of 216 residents and employees per hectare. The Yorkson Neighbourhood Plan provides for the development of a town centre

		for Willoughby consisting of mixed use commercial and mid-rise residential uses in a pedestrian oriented environment. The Yorkson neighbourhood will be home to approximately 28,000 residents and well over 2,000 jobs at build out. The Carvolth Neighbourhood Plan provides for a high-density of population and employment within a transit-oriented hub contributing to growth within Frequent Transit Development areas. It will be home to approximately 8,600 residents and 12,800 jobs at build out. The Plan area is 184 hectares, resulting in density of 155 residents and jobs per hectare.
1.2.23 b) ii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: **focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3** (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.12 *1.2.12 Implement the strategies and actions of the Regional Growth Strategy that contribute to regional targets as shown on Table 2 to:* ***a) focus 98% of the region's dwelling unit growth to areas within the Urban Containment Boundary;*** ***b) focus 40% of the region's dwelling unit growth and 50% of the region's employment growth to Urban Centres; and*** c) ***focus 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas.***	Sections 2.3.2, 2.3.3, 2.3.7 and 2.3.8 provide policies to direct major commercial and higher density residential development to Urban Centres. The scale of development and densities permitted in the Urban Centres and Frequent Transit Development Area (FTDA) are higher than other areas in the Township. Section 2.4.3 provides for consideration of mid- and high-rise development in Urban Centres and FTDAs as well as along Translink's proposed Frequent Transit Network that connects them.	The Willowbrook Community Plan update will guide the development of the Willowbrook area as part of the Regional Centre. Future planning in the Willowbrook area will update the planning policies to assist in creating a mixed use, high-density, transit-oriented regional centre consistent with best practices for development around Skytrain stations. Based on the preliminary status of the Willowbrook Community Plan, future population and employment projections have not been completed. The Aldergrove Community Plan provides for a compact, mixed use, walkable and transit-oriented downtown with commercial and high-density residential uses. The Core Area, contiguous with the Municipal Town Centre designation, will be home to approximately 6,000 residents and 2,000 jobs at buildout. This constitutes density of 216 residents and employees per hectare. The Yorkson Neighbourhood Plan provides for the development of a town centre for Willoughby consisting of mixed use commercial and mid-rise residential uses in a pedestrian oriented environment. The Yorkson

		neighbourhood will be home to approximately 28,000 residents and well over 2,000 jobs at build out. The Carvolth Neighbourhood Plan provides for a high-density of population and employment within a transit-oriented hub contributing to growth within Frequent Transit Development areas. It will be home to approximately 8,600 residents and 12,800 jobs at build out. The Plan area is 184 hectares, resulting in density of 155 residents and jobs per hectare.

Goal 3 Protect the Environment, Address Climate Change and Respond to Natural Hazards Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1: • increase the area of lands protected for nature **from 40% to 50% of the region's land base by the year 2050**; and • increase the total regional tree canopy cover within the Urban Containment Boundary **from 32% to 40% by the year 2050.**	Section 3.13 Ecological Services identifies measures to protect, enhance and increase green space and to protect wildlife habitat and ecologically sensitive areas through plans, policies and programs. Section 3.13.5 is to implement and update the Wildlife Habitat Conservation Strategy to include targets that contribute to the RGS goal of 50% of land in the region protected for nature by 2050. Section 3.13.20 is to implement and regularly update the Community Forest Management Strategy, which includes long-term tree canopy cover targets. Consider a tree canopy cover target over time to increase the total cover to 40% within the Urban Containment Boundary.	The Climate Action Plan contains a Greenspace and Ecosystems priority area aimed at increasing the Township's tree canopy and shade through a complete Tree Canopy Study and Strategy. This will work to reduce the urban heat island effect, increase carbon sequestration and improve biodiversity. Another action under this priority is to subsidize options for encouraging tree planting on private lands to increase tree canopy cover.
3.3.7 a) identify how local land use and transportation policies will contribute to meeting the **regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030** and **achieving a carbon neutral region by the year 2050**;	Sections 2.5.18 and 3.17 address community design and GHG reduction strategies. Section 3.9 provides policies and objectives to increase walking, cycling and transit use. Section 3.17.6 is to implement the Climate Action Strategy, which includes targets of 45% emissions reduction by 2030 and 100% emissions reduction by 2050.	The Climate Action Plan's Transportation and Mobility Priority area contains 42 actions related to increasing opportunities for active, and multi-modal transit, improving bike and e-bike networks and expanding access to EV's and car sharing services. The Buildings and Land Use Priority Area of this plan also contains actions towards establishing revised and comprehensive energy and emissions guidelines for new construction; reducing energy and emissions and increase

		resilience in existing buildings and requiring future Township-owned facilities to be zero carbon in operation.
Goal 4 Provide Diverse and Affordable Housing Choices Target		
Policy with Target	**Applicable OCP Policies**	**Supplementary Information**
4.2.7 a) indicate how they will, within their local context, contribute toward the regional target of having **at least 15% of newly completed housing units built within all Urban Centres, Frequent Transit Development Areas and Major Transit Growth Corridors combined, to the year 2050, be affordable rental housing units** (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	Section 2.4.5 is to consider affordable housing in all designations, but especially in Urban Centres and Frequent Transit Development Areas. Section 3.1.2 is to work with multiple levels of government and the Metro Vancouver Housing Corporation to increase the number of affordable housing units. Section 3.1.6 includes incentives for developers to include affordable market rental housing and/or non-market housing such as parking relaxations, density bonusing and CACs that include affordable housing as a community benefit.	Community and Neighbourhood Plans such as the Aldergrove Plan support the provision of increased options for housing tenures and affordable housing in the downtown area. This plan aims to accommodate a significant share of anticipated future residential growth within Aldergrove through multi-family and mixed used developments in the downtown area and to reinforce its status/function as a pedestrian and transit oriented Municipal Town Centre. The Housing Action Plan (2021) contains the priority to catalyze rental housing. The actions within the plan support the provision of affordable housing through a variety of policies and initiatives.

Metro 2050 Goal 1: Create a Compact Urban Area

The OCP addresses creation of compact urban areas by identifying an urban development area and Urban Centres, including the Regional City Centre and Municipal Town Centres identified in the RGS. The urban development area and Urban Centres are described generally in Section 2.3. The OCP also identifies Community Centres and a Frequent Transit Development Area as identified in the RGS. Major commercial and office development is encouraged in these centres, as well as higher density housing. New non-residential Major Trip-Generating uses, which include office or business parks, shopping malls, post-secondary institutions and large format entertainment uses will generally be directed to the Regional City Centre, Municipal Town Centres and Frequent Transit Development Areas. The Centres and the Frequent Transit Development Area are shown on Maps 3, 4, 5 and 6.

Goal 1 Targets

Policy with Target	Applicable OCP Policy(-ies)	Commentary
1.1.9 b) Provide member jurisdiction population, dwelling unit and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary.	Section 2.1 provides objectives and policies to meet the goal of providing urban land uses and major transportation and infrastructure works within the urban development area (consistent with the RGS Urban Containment Boundary). Urban Community and Neighbourhood Plans adopted into the OCP are located within the Urban Containment Boundary.	Willoughby has been the primary growth area since 1998. The Willoughby population is estimated to be approximately 53,000 in 2025, with an estimated buildout population of 90,000. The Willoughby Community Plan is being updated to reflect the designation of a Major Transit Growth Corridor along 200 Street between the Carvolth FTDA and Willowbrook Regional Centre. Brookswood-Fernridge will be a future growth area, with an estimated current population of 14,000, and estimated buildout population of 59,000.
1.2.24 b) include policies and actions for Urban Centres and Frequent Transit Development Areas that: ii) focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13	Sections 2.3.2, 2.3.3, 2.3.7 and 2.3.8 provide policies to direct major commercial and higher density residential development to Urban Centres. The scale of development and densities permitted in the Urban Centres and Frequent Transit Development Area (FTDA) are higher than other areas in the Township. Section 2.4.3 provides for consideration of mid- and high-rise development in Urban Centres and FTDAs as well as along Translink's proposed Frequent Transit Network that connects them.	The Willowbrook Community Plan update will guide the development of the Willowbrook area as part of the Regional Centre. Future planning in the Willowbrook area will update the planning policies to assist in creating a mixed use, high-density, transit-oriented regional centre consistent with best practices for development around Skytrain stations. Based on the preliminary status of the Willowbrook Community Plan, future population and employment projections have not been completed. The Aldergrove Community Plan provides for a compact, mixed use, walkable, and transit-oriented downtown with commercial and high-density residential uses. The Core Area, contiguous with the Municipal Town Centre designation, will be home to approximately 6,000 residents and 2,000 jobs at buildout. This constitutes density of

		216 residents and employees per hectare. The Yorkson Neighbourhood Plan provides for the development of a town centre for Willoughby consisting of mixed use commercial and mid-rise residential uses in a pedestrian oriented environment. The Yorkson neighbourhood will be home to approximately 28,000 residents and well over 2,000 jobs at build out. The Carvolth Neighbourhood Plan provides for a high-density of population and employment within a transit-oriented hub contributing to growth within Frequent Transit Development areas. It will be home to approximately 8,600 residents and 12,800 jobs at build out. The Plan area is 184 hectares, resulting in density of 155 residents and jobs per hectare.

Strategy 1.1 Contain urban development within the Urban Containment Boundary

	Section	Policy	Applicable OCP Policy(-ies)
Policy Action 1.1.9	a)	Depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2)	The urban development area is defined by the urban land uses on Maps 1 and A-1.
	b)	Provide member jurisdiction population, dwelling unit and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary	Schedule 1 includes tables that provide population, dwelling unit and employment projections. Only about 2% of population growth from 2021 to 2051 is expected to occur outside the urban containment boundary, shown on Map A-1.
	c)	Include a commitment to liaise regularly with Metro Vancouver Liquid Waste Services and Metro Vancouver Water Services to keep them apprised of the scale and timeframe of major development plans as well as specific plans to separate combined sewers	Sections 3.12.1, 3.12.6, 3.12.8, 3.12.9, and 3.12.16 consider long term, regional needs of major development plans in collaboration with Metro Vancouver for liquid waste and water. The Township is committed to liaise regularly with Metro Vancouver Waste Services and Metro Vancouver Water Services to keep them appraised of the scale and timeframe of major development Plans. There are no

			combined sewers in the Township of Langley.
	d)	Integrate land use planning policies with local and regional economic development strategies, particularly in the vicinity of the port and airports, to minimize potential exposure of residents to environmental noise and other harmful impacts	Section 3.7.1 requires implementation of the Employment Lands Study, which considers regional economic development strategies. Section 3.7.7 encourages buffering between Industrial and Employment lands and other land uses.

Strategy 1.2 Focus Growth in Urban Centres and Frequent Transit Development Areas

	Section	Policy	Applicable OCP Policy(ies)
Policy Action 1.2.24	a)	Adopt Regional Context Statements that: Provide dwelling unit and employment projections that indicate the member jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)	Schedule 1 provides population, dwelling unit, employment projections for Urban Centres and Frequent Transit Development Areas
	b) i)	Include policies and actions for Urban Centres and Frequent Transit Development Areas that: Identify the location, boundaries, and types of Urban Centres and Frequent Transit Development Areas on a map that is consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and Map 4	Urban Centres and Frequent Transit Development Areas are shown on Maps 3 to 6.
	ii)	Focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13	Sections 2.3.2, 2.3.3, 2.3.7 and 2.3.8 provide policies to direct major commercial and higher density residential development to Urban Centres. The scale of development and densities permitted in the Urban Centres and Frequent Transit Development Area (FTDA) are higher than other areas in the Township. The Willowbrook Community Plan Update will guide the development of the Willowbrook area as part of the Regional City Centre. Future planning in the Willowbrook area will update the planning policies to assist in creating a mixed-use, high-density transit oriented regional city centre consistent with best practices for development around Skytrain stations.

			Section 2.4.3 provides for consideration of mid- and high-rise development Urban Centres and FTDAs as well as along TransLink's proposed Frequent Transit Network that connects them. The Aldergrove Community Plan provides for a compact, mixed use walkable and transit-oriented downtown with commercial and high-density residential uses.
Policy Action 1.2.24	iii)	Encourage office development to locate in Urban Centres through policies, economic development programs, or other financial incentives	Office development is encouraged in all Urban Centres (Section 2.3.7). Future work will be undertaken to determine appropriate policies and the need for incentives to encourage office development.
	iv)	Support modal shift by establishing or maintaining reduced residential and commercial parking requirements in Urban Centres and FTDAs and consider the use of parking maximums	Consideration of reduced residential and commercial parking requirements are provided for in Section 2.3.13 as transit service improves. The future Willowbrook Community Plan will contemplate lower parking requirements and parking maximums within an 800-metre radius of the Skytrain station. Section 3.9.3 provides for the consideration of reducing parking requirements as transit service improves.
	v)	Consider the identification of appropriate measures and neighbourhood plans to accommodate urban densification and infill development in Urban Centres, Frequent Transit Development Areas and where appropriate, Major Transit Growth Corridors in a resilient and equitable way (e.g. through community vulnerability assessments, emergency services planning, tenant protection policies and strategies to enhance community social connectedness and adaptive capacity)	Frequent Transit Development Areas are shown on Maps 3 and 6. Policies related to Frequent Transit Development Areas are in Sections 2.3.6, 2.3.7, 2.3.8, 2.3.11, 2.3.12, 2,3,13 and 2,3.14. Section 2.4.6 encourages infill development; however, Urban Centres and Frequent Transit Development Areas in the Township are primarily in greenfield development context. The future Willoughby Community Plan and Willoughby Transit Corridor Corridor Plan will address the Major Transit Growth Corridor in a resilient and equitable way, utilizing various tools provided to municipalities such as inclusionary zoning and density benefit provisions. Section 3.1 provides guidance for equitable housing development in neighbourhood planning. This includes implementation of the Housing Action Plan which also includes actions to lead to a more equitable housing stock. Section 3.1.11 requires developers to provide consideration for existing tenants in rental buildings, non-market housing and manufactured home parks being redeveloped which may include compensation, extended tenant notification standards, first right of refusal to purchase or rent new units, rent-to-own provisions and retention of rental land use. Section 3.1.16 allows for special needs and supportive housing in all neighbourhoods

			and most zoning districts and encourages partnerships that increase supply. Section 3.1.17 is to collaborate with and support non-profit agencies that provide shelter, food and social services for those in need. Section 3.2.1 is to implement the Social Sustainability Strategy to address the needs of community connectedness, inclusion and resilience. Section 3.3 provides policies that will enhance social connectedness and community resilience through a focus on health and leisure. Section 3.4 includes policies that support the objective to create communities that support personal and public safety. Section 3.5 provides arts, culture, and heritage policies that focus on diverse opportunities and contributing to residents' sense of place.
Policy Action 1.2.24	vi)	Consider support for the provision of childcare spaces in Urban Centres and Frequent Transit Development Areas	Policy 2.4.4 requires consideration of incorporating social amenities, including childcare, on mid- and high-rise development sites within community and neighbourhood plans some of which would be located in Urban Centres and FTDAs. Policies 3.2.8 and 3.2.9 facilitate incorporating childcare centres in residential and mixed-use developments as well as co-locating childcare centres on institutional properties.
	vii)	Consider the implementation of green infrastructure.	Goal 7 of the OCP is to increase biodiversity and natural capital with additional emphasis on green infrastructure in new neighbourhoods. Sections 3.13-3.17 provide several objectives and policies aimed as implementation of green infrastructure.
	viii)	Focus infrastructure and amenity investments (such as public works and civic and recreation facilities) in Urban Centres and Frequent Transit Development Areas and at appropriate locations within Major Transit Growth Corridors	Section 2.3.11 directs community arts, entertainment, cultural and other major institutional facilities to the Urban Centres and FTDA and other areas with good transit access (MTN and MTGCs).
	ix)	Support the provision of community services and spaces for non-profit organizations	Section 2.5.14, 2.5.19, and 3.1.17 support the provision of community services and non-profit organizations.
Policy Action	x)	Consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms and intensification of commercial and light industrial	Section 2.4.14 and 2.4.16 direct more intensive development where Employment areas are located within the Regional Centre and Frequent Transit Development Areas. Policies for the Employment designations in the Regional Centre and the Carvolth

			Frequent Transit Development Area are provided in Section 2.4.14.
	xi)	Take appropriate steps to avoid or mitigate the negative health impacts of busy roadways on new or redeveloped residential areas	Sections 2.3.10 and 2.3.14 encourage safe cycling, walking and transit use through design. Section 3.8.15 provides designated truck routes that minimize impacts on residential areas. Section 3.13 provides for integration of ecological services into broader planning initiatives. Such ecological services can reduce air, light and noise pollution. Section 3.14.4 provides for the development of a multi-use recreational greenway system connecting throughout the Township, and displayed on Map 12, which provides separated paths for pedestrians and cyclists on busy roadways and buffers noise and pollution for fronting uses. The Willoughby Community Plan and Neighbourhood Plans generally provide for wide greenways along busy roadways to reduce health impacts.
	c) i)	Include policies for General Urban Lands that: Identify General Urban lands and their boundaries on a map generally consistent with Map 2.	General Urban areas are identified on Maps 1 and A-1.
	ii)	Exclude new non-residential Major Trip-Generating uses, as defined in the Regional Context Statement, from those portions of General Urban lands outside of Urban Centres and Frequent Transit Development Areas and direct new non-residential Major Trip-Generating uses to Urban Centres and Frequent Transit Development Areas	Section 2.3.8 directs higher density residential and commercial development and high trip-generating uses to Urban Centres and Frequent Transit Development Areas and restricts major non-residential trip-generating uses such as large format retail uses from locating outside those areas. Section 2.4.11 directs new non-residential Major Trip-Generating uses, except where permitted by an existing land use designation, to General Urban lands within Urban Centres and Frequent Transit Development Areas. Such uses include office or business parks, outlet shopping malls, post-secondary institutions and large-format entertainment uses. For clarity, existing non-residential Major Trip-Generating uses may further develop and expand on present lands, adjacent lands and lands in close proximity.
Policy Action 1.2.24	iii)	Encourage infill and intensification (e.g. row houses, townhouses, mid-rise apartments, laneway houses) in appropriate locations within walking distance of the Frequent Transit Network	Section 2.4.6 encourages infill development. Community and Neighbourhood Plans in walking distance of the Frequent Transit Network generally provide for a diversity of housing types including row houses, townhouses, mid-rise apartments, secondary suites and coach houses. Section 3.1.1 requires implementation of the Housing Action Plan, which includes actions

			to permit accessory detached dwellings, duplexes on current single-detached lots in appropriate locations, and secondary suites within attached housing. In addition, Action 1D is to identify areas with potential for infill development and consider a community or neighbourhood plan update process to facilitate infill development. Section 3.1.7 encourages a diverse range of housing to meet different types of housing needs, including small-scale multi-unit housing.
	iv)	Encourage neighbourhood-serving commercial uses	Local Centres are identified on Map 3 as Community Centres and are intended to provide a mix of housing types, local serving commercial activities and good access to transit; the Walnut Grove, Fort Langley, Murrayville and Brookswood-Fernridge Community Plans designate commercial core areas with a mix of housing types in close proximity.
	d)	With regards to Actions 1.2.16 and 1.2.24 c) ii), include a definition of "non-residential Major Trip-Generating uses" that includes, but is not limited to, the following uses: office or business parks, outlet shopping malls, post-secondary institutions and large-format entertainment venues	Work towards drafting a definition of non-residential Major Trip-generating uses.
	e)	Consider the identification of new Frequent Transit Development Areas in appropriate locations within Major Transit Growth Corridors, as part of the development of new or amended area or neighbourhood plans or other community planning initiatives	Section 2.4.3 considers mid- and high-rise development in areas along 200 Street within the Willoughby community within 250m of key arterial nodes and within 400m of transit routes (this section of 200 Street is a MTGC). Section 2.4.4 specifies best practices in transit-oriented design that community and neighbourhood plans must consider. The future Willoughby Community Plan and subsequent new Willoughby Transit Corridor Plan will identify transit hubs along the 200 Street corridor as Frequent Transit Development Areas.
	f)	Consider long-term growth and transportation planning coordination with adjacent municipalities, First Nations, TransLink and Metro Vancouver for transit corridors that run through or along two or more adjacent jurisdictions	Goal 11 of the OCP supports meaningful community engagement through ongoing partnerships and coordination with Metro Vancouver, TransLink, First Nations and neighbouring municipalities. Section 4.1.6 directs work with TransLink for long-term transportation growth needs.

Strategy 1.3 Develop resilient, healthy, connected, and complete communities with a range of services and amenities			
Policy Action 1.3.7	**Section**	**Policy**	**Applicable OCP Policies**
	a)	Adopt Regional Context Statements that: Support compact, mixed use, transit, walking, cycling and rolling oriented communities.	Sections 2.3.14 and 2.4.8 encourage safe and efficient transit, cycling and walking. Section 2.5.1 is to include a well-planned mix of land uses in each community. Section 2.5.2 is to include a mix of housing in each community. Section 2.5.3 requires Town Centres and Community Centres to be planned as central nodes to located services and amenities as close as possible to the greatest number of residents. Section 2.5.4 is to balance employment and residential uses in each community to provide options to work close to home. Section 2.5.6 addresses community and neighbourhood design to be efficient and convenient for walking, bicycles, transit, delivery trucks, and private automobiles.
	b)	Locate and support community, arts, cultural, recreational, institutional, medical/health, social service, education and childcare facilities and local serving retail uses in Urban Centres or areas with good access to transit.	Section 2.5.1 directs a mix of land uses in each community so residents can live, work, shop, learn, play and access services in their local community.
	c)	Provide and encourage public spaces and other place-making amenities and facilities (e.g., community gardens, playgrounds, gathering places, etc.) in new and established neighbourhoods for all ages, abilities and seasons to support social connections and engagement	Section 2.5.8, 2.5.12, 3.2.7, and 3.3.7 encourage age-friendly public spaces, amenities and facilities in neighbourhood design. Section 2.5.19 supports development of strong community spirit with urban design and community services that consider a variety of place-making amenities and facilities. Section 2.5.21 requires establishment of a public art policy which will contribute to place-making.
	d) i)	Respond to health and climate change-related risks by providing equitable access to: Recreation facilities	Section 3.3.2 and 3.3.4 support access to a diverse range of recreation and leisure options for all ages and abilities indoor and outdoor recreation facilities.

Policy Action 1.3.7	ii)	Green spaces and public spaces (e.g. parks, trails, urban forests, public squares, etc.)	Sections 2.1.4, 3.14.4, 3.14.5, and 3.14.7 address park, green and public spaces. The Willoughby Community Plan and Neighbourhood Plans provide for an extensive greenway network with varying typologies, different park typologies (including public squares) and wildlife habitat patches implemented through the Willoughby Greenway Amenity Policy. The Brookswood-Fernridge Plan and Neighbourhood Plans provide for an extensive greenway network with varying typologies, aquatic conservation areas and natural spaces implemented through the Brookswood-Fernridge Greenway Amenity Policy. The Community Forest Management Strategy provides tree canopy targets and strategies to achieve targets.
	iii)	Safe and inviting walking, cycling and rolling environments, including resting spaces with tree canopy coverage for all ages and abilities	Section 2.1.4, 2.3.14, 2.5.17 and 3.9.6 provide for a variety of greenways and natural habitat settings for active and passive movement.
	e)	Support the inclusion of community gardens (at-grade, rooftop, or on balconies), grocery stores and farmers' markets to support food security, and local production, distribution and consumption of healthy food in particular where they are easily accessible to housing and transit services	Section 3.3.1 to 3.3.14 support production, access and distribution to local food and agriculture.
	f)	Consider, when preparing new neighbourhood and area plans, the mitigation of significant negative social and health impacts such as through the use of formal health and social impact assessment methods in neighbourhood design and major infrastructure investments	Section 3.3.9 promotes partnerships with Fraser Health Authority to support healthy lifestyles and prevent chronic diseases. Section 3.17.7 promotes strategic adaptation planning to mitigate risks of climate change.
Policy Action 1.3.7	g)	Provide design guidance for existing and new neighbourhoods to promote social connections, universal accessibility, crime prevention through environmental design and inclusivity while considering the impacts of these strategies on identified marginalized members of the community	Sections 2.5.7 and 2.5.8 provide design guidance to encourage walking and rolling for pleasure, meeting daily needs and accessing public transit. Section 2.5.10 requires development of comprehensive design guidelines that balance cohesive design with respect for unique neighbourhoods and character areas, including universal design approaches for the public realm. Sections 2.4.4 and 3.4.6 require Crime Prevention Through Environmental Design for new development. Section 3.1.16 requires allowance of special needs and supportive housing in the majority of zoning districts and partnerships with community groups and other agencies to increase availability.

	h)	Consider where appropriate, opportunities to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres, FTDAs and other local centres	Section 2.5.21 and 3.5.20 encourage recognition of local culture and heritage through art and partnerships including with Indigenous communities and other cultures.

Strategy 1.4 Protect Rural Lands from Urban Development			
	Section	**Policy**	**Applicable OCP Policy(-ies)**
Policy Action 1.4.3	a)	Adopt Regional Context Statements that: Identify Rural lands and their boundaries on a map generally consistent with Map 2	Boundaries are identified on Maps 1 and A-1.
	b)	Limit development to a scale, form and density consistent with the intent for the Rural land use designation and that is compatible with on-site sewer servicing	Section 2.2.6 specifies density of development in the Rural area and discusses sewer servicing. Sections 5.5.3 and 5.6.2 of the Rural Plan, include lot size provisions subject to Agricultural Land Commission regulations.
	c)	Specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation	Section 2.2.6 specifies the density and general form of development. Sections 5.5.3 and 5.6.2 of the Rural Plan include lot size provisions, subject to Agricultural Land Commission regulations and approvals.
	d)	Prioritize and support agricultural uses within the Agricultural Land Reserve, and where appropriate, support agricultural uses outside of the Agricultural Land Reserve	Section 2.2.6 allows agricultural uses in the Rural area.
	e)	Support the protection, enhancement, restoration and expansion of ecosystems identified on Map 11 to maintain ecological integrity, enable ecosystem connectivity, increase natural carbon sinks and enable adaptation to the impacts of climate change	Section 2.2.14 and 3.13.1 to 3.13.4 maintain and promote ecological capacity and aim to increase total green space in Langley to provide ecological services. Section 3.13.3 integrates ecological services into broader community planning initiatives related to environmentally sensitive areas, parks and open space and streams and riparian areas. Section 3.13.10 promotes protection of ecosystems on private land including in the ALR through land covenants, eco-gifting, land trusts, stewardship, education, tax incentives, or other means.

Goal 2: Support a Sustainable Economy

Diverse economic development opportunities close to where people live are supported by encouraging office and commercial uses in the Regional Centre, Town Centres and Frequent Transit Development Area. The OCP also supports industrial uses by protecting industrial lands and designating them as Industrial. Industrial policies support appropriate accessory uses and do not permit large scale retail or residential uses. Industrial, office and limited commercial uses are permitted in Employment areas. Policies related to Employment permit office and retail commercial uses in these areas outside the Regional Centre and Frequent Transit Development Area.

The supply of agricultural land for farming is protected by designating much of the Township as Agricultural. Agricultural viability is supported by policies to discourage subdivision of agricultural land. General interface policies along the agricultural–urban edge are provided. The Rural Plan and Agricultural Viability Strategy provide policies to address transportation, drainage and irrigation, economic development opportunities and educational programs related to agriculture.

Strategy 2.1 Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live

	Section	Policy	Applicable OCP Policy(-ies)
Policy 2.1.10	a)	Include policies to support appropriate economic activities, as well as context-appropriate built form for Urban Centres, Frequent Transit Development Areas, Industrial lands and Employment lands	Sections 2.3.7 and 2.3.8 support office and commercial development in the Regional Centre, Town Centre and Frequent Transit Development Areas. Sections 2.4.11, 2.4.13 and 2.4.14 support industrial uses in Industrial areas and industrial, office and limited commercial uses in Employment areas.
	b)	Support the development and expansion of large-scale office and retail uses in Urban Centres and lower-scale uses in Frequent Transit Development Areas through policies such as: zoning that reserves land for commercial uses, density bonus provisions to encourage office development, variable development cost charges and/or other incentives	Sections 2.3.7 to 2.3.9 support office and commercial development in the Regional Centre, Town Centres and FTDAs and considers incentives for office development, such as variable Development Cost Charges, financial incentives, or bonus density provisions. Numerous Community and Neighbourhood Plan land uses designate land or a minimum amount of permitted density for commercial uses.
	c)	Discourage the development and expansion of major commercial uses outside of Urban Centres and Frequent Transit Development Areas and that discourage the development of institutional land uses outside of Urban Centres and Frequent Transit Development Areas	Section 2.3.5 allows for neighbourhood centres providing small-scale commercial development to serve the local area or neighbourhood. Sections 2.3.7 and 2.3.8 also provide policies encouraging higher density residential and commercial development to centres and Frequent Transit Development Areas.

Strategy 2.2: Protect the supply and enhance the efficient use of industrial land			
	Section	**Policy**	**Applicable OCP Policy(-ies)**
Policy Action 2.2.9	a)	Adopt Regional Context Statements that: Identify the Industrial and Employment lands and their boundaries on a map generally consistent with Map 7.	Industrial and Employment areas are shown on Maps 1 and A-1.
	b)	Identify Trade-Oriented lands, if applicable, with a defined set of permitted uses that support inter-regional, provincial, national and international trade (e.g. logistics, warehouses, distribution centres, transportation and intermodal terminals) and location needs (e.g. large and flat sites, proximity to highway, port, or rail infrastructure) on a map consistent with the goals in the regional growth strategy. Strata and/or small lot subdivisions on these lands should not be permitted	The OCP does not identify any trade-oriented lands at this time. Potential trade-oriented lands may be further considered over time.
	c) i)	Include policies for Industrial lands that: Consistently define, support and protect industrial uses, as defined in *Metro 2050*, in municipal plans and bylaws and ensure that non-industrial uses are not permitted	Section 2.4.11 states the intention of Industrial areas to be used for manufacturing and warehousing use. Sections 2.3.12 and 3.7.7 support industrial activity by minimizing impacts on existing industrial areas through buffering, landscaping and building design.
	ii)	Support appropriate and related accessory uses such as limited-scale ancillary commercial spaces and caretaker units	Section 2.4.11 allows retail use directly related and accessory to the industrial use and provides for limited commercial uses to support industrial activities, subject to policies in community plans. Residential use is limited to one unit for the owner, manager, or caretaker.
	iii)	Exclude uses that are not consistent with the intent of Industrial lands and not supportive of industrial activities, such as medium and large format retail uses, residential uses and standalone office uses, other than ancillary uses, where deemed necessary	Section 2.4.11 provides that commercial and residential uses other than those permitted in that section would not be permitted.
	iv)	Encourage improved utilization and increased intensification/densification of Industrial lands for industrial activities including the removal of any unnecessary municipal policies or regulatory barriers related to development form and density	Section 2.4.12 encourages better utilization and intensification of industrial areas. This will be informed by Metro Vancouver's "Best Practices for the Intensive Use of Industrial Land".

Policy Action 2.2.9	v)	Review and update parking and loading requirements to reflect changes in industrial forms and activities, ensure better integration with the surrounding character and reflect improvements to transit service in an effort to avoid the oversupply of parking	Section 3.9.3 considers reduced parking requirements as transit service improves. Section 2.4.12 encourages better utilization and intensification of industrial areas. This will be informed by Metro Vancouver's "Best Practices for the Intensive Use of Industrial Land" including best practices around improved integration related to changes in industrial forms.
	vi)	Explore municipal industrial strategies or initiatives that support economic growth objectives with linkages to land use planning	Section 3.6.1 directs the implementation of the Economic Development Strategy which includes land use planning initiatives to support industrial uses.
	vii)	Provide infrastructure and services in support of existing and expanding industrial activities	Section 2.4.12 encourages and supports expanding and intensifying industrial development. Policies 3.8.17 and 3.8.19 aim to ensure safety and efficiency of infrastructure for goods movement related to industrial activities.
	viii)	Support the unique locational and infrastructure needs of rail-oriented, waterfront and trade-oriented industrial uses	Section 3.8.13 to 3.8.15 aim to address the needs of rail and water transportation related to industrial uses.
	ix)	Consider the preparation of urban design guidelines for Industrial land edge planning such as interface designs, buffering standards, or tree planting, to minimize potential land use conflicts between industrial and sensitive land uses, and to improve resilience to the impacts of climate change	Sections 2.3.12, 2.4.7 and 3.7.7 support existing industrial uses and specify how new land uses shall minimize impacts on existing industrial uses through buffering, landscaping, and building design. Section 3.17.7 incorporates climate change mitigation and adaptation in decision making and planning. The Gloucester Community Plan and Northwest Langley Community Plan development permit guidelines include landscape areas and buffers for industrial interfaces.
	d) i)	Include policies for Employment lands that: Support a mix of industrial, small scale commercial and office and other related employment uses while maintaining support for the light industrial capacity of the area, including opportunities for the potential densification/intensification of industrial activities, where appropriate	Section 2.4.13 supports industrial uses in Employment Areas and encourages better utilization of land and intensification of industrial development. Section 2.4.14 also provides policies for office and commercial uses. Section 3.7.7 encourages buffering of employment lands from non-employment lands.
	ii)	Allow large and medium format retail, where appropriate, provided that such development will not	Section 2.4.14 permits commercial uses in conformity with community and neighbourhood plans.

Policy Action 2.2.9		undermine the broad objectives of the regional growth strategy	Section 3.7.3 limits major retail developments on employment lands and directs them to Urban Centres and FTDAs.
	iii)	Support the objective of concentrating larger scale commercial, higher density forms of employment and other Major Trip-Generating uses in Urban Centres, and local-scale uses in Frequent Transit Development Areas	Sections 2.3.7 and 2.3.8 direct higher density commercial development and high trip-generating uses to the Regional Centre, Town and Community Centres and the Frequent Transit Development Areas. Section 2.4.11 directs new non-residential major trip-generating uses to the Regional Centre, Town Centres and Frequent Transit Development Area.
	iv)	Support higher density forms of commercial and light industrial development where Employment lands are located within Urban Centres or Frequent Transit Development Areas and permit employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas while low employment density and low transit generating uses, possibly with goods movement needs and impacts, are located elsewhere	Section 2.4.14 provides for more intensive forms of commercial development in Employment areas located within Regional and Town Centres and Frequent Transit Development Areas and permits commercial uses not compatible with Urban Centres or FTDAs in other Employment areas. The Carvolth and Latimer Neighbourhood Plans allows for higher density commercial and light industrial development within the FTDA and along the Major Transit Growth Corridor. Lower employment density commercial and light industrial uses with higher goods movement needs are located north of Highway 1 just outside of the Carvolth FTDA, as stipulated in the Northwest Langley Community Plan.
	v)	Do not permit residential uses, except for: • an accessory caretaker unit; or • limited residential uses (with an emphasis on affordable, rental units) on lands within 200 metres of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light industrial uses, where appropriate and subject to the consideration of municipal objectives and local context	Section 2.4.13 permits residential use for only one dwelling unit per lot for an owner, manager or caretaker use on Employment lands.
	e)	Include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency and mitigating impacts on ecosystems	Section 3.16 includes policies to achieve objectives of reducing overall energy use and improving per capita energy efficiency, and fostering a transition to local, low-carbon, renewable energy sources and district based energy systems.

Policy Action 2.2.9	f)	Include policies that assist existing and new businesses to adapt to the impacts of climate change and reduce their exposure to natural hazards risks such as those identified within the regional growth strategy (Table 5)	Section 3.4.12 aims to reduce natural hazard risks through creation of natural hazard Development Permit Areas. Section 3.4.13 requires consideration of the anticipated impacts of climate change and the designation of high-impact areas as hazardous condition areas. Section 3.17.8 is to promote awareness of climate change mitigation and adaptation and the importance of energy conservation in reducing GHG emissions through community outreach that targets personal energy and emissions reduction opportunities. 3.17.9 is to pursue strategic adaptation planning that regularly assesses the potential impacts of climate change and ensures that strategic directions related to climate change risk management and climate change adaptation actions are considered in decision making processes

Strategy 2.3 Protect the supply of agricultural land and strengthen agricultural viability			
	Section	**Policy**	**Applicable OCP Policy(-ies)**
Policy Action 2.3.12	a)	Adopt Regional Context Statements that: Specify the Agricultural lands within their jurisdiction, denoting those within the Agricultural Land Reserve on a map generally consistent with Map 8	Agricultural areas are shown on Maps 1 and A-1.
	b)	Consider policies and programs that increase markets and the distribution of local food in urban areas to strengthen the viability of agriculture and increase availability of local food for all residents	Section 3.3.11 provides for review of existing policies and bylaws to encourage and support local food production and sustainable agriculture. Section 3.3.14 provides support markets and local food celebrations near housing and transit.
	c) i)	Include policies that protect the supply of agricultural land and strengthen agriculture viability including those that: Assign appropriate land use designations to protect agricultural land for future generations and discourage land uses on Agricultural lands that do not directly support and strengthen agricultural viability	Goal 2 of the OCP is to promote agriculture and enhance farm viability. Agricultural lands are shown as Agriculture on Map 1 to support agricultural viability and limit development. These lands are further protected in Sections 5.5 and 5.6 of the Rural Plan with policies that encourage agricultural use and restrict other uses.

	ii)	Encourage the consolidation of small parcels and discourage the subdivision and fragmentation of agricultural land	Section 2.1.1 and 2.1.2 discourage development outside the urban development area and limit subdivision and commercial, industrial and institutional uses. The Rural Plan discusses minimum parcel sizes for subdivision, subject to the approval of the Agricultural Land Commission.
	iii)	Support climate change adaptation including: • monitoring storm water, flooding and sea level rise impacts on agricultural land, • implementing flood construction requirements for residential uses, and • maintaining and improving drainage and irrigation infrastructure that support agricultural production, where appropriate and in collaboration with other governments and agencies	3.12.22 considers stormwater management for agricultural uses. Sections 3.15 and 3.17 address climate change and recommend assessment of potential impacts of climate change. Section 3.15 addresses floodplain protection and setback of buildings from watercourses. Section 2.2.2. encourages the implementation and update of the Agricultural Viability Strategy.
Policy Action 2.3.12	iv)	Protect the integrity of agricultural land by requiring edge planning along the Urban Containment Boundary and adjacent to agricultural operations through activities such as screening, physical buffers, roads, or Development Permit area requirements	Sections 2.1.3, 2.1.4 and 3.6.9 of the OCP and Section 5.11 of the Rural Plan provide general policies for the agricultural-urban interface. Development permit provisions and policies within Neighbourhood and Community Plans have been enacted in Willoughby and Brookswood-Fernridge a development permit provision to cover all the agricultural-urban edges is underway.
	v)	Demonstrate support for economic development opportunities for agricultural operations that are farm related uses, benefit from close proximity to farms and enhance primary agricultural production as defined by the *Agricultural Land Commission Act*	Sections 3.6.9, 3.6.10 and 3.6.14 outline strategies to enhance economic development opportunities for agricultural uses. Section 2.1 of the Agricultural Viability Strategy and Part 4 of the Rural Plan support economic development opportunities related to agriculture.
	vi)	Align policies and regulations, where applicable, with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations	Section 3.16.18 commits the Township to amend the Zoning Bylaw to adopt the Minister of Agriculture's Bylaw Standards for on-farm anaerobic digestion systems.

Policy Action 2.3.13	a)	In partnership with other agencies and organizations, support agricultural awareness and promote the importance of the agricultural industry, the importance of protecting agricultural land and the value of local agricultural products and experiences	Section 3.6.10 recommends exploration of an Agricultural Centre of Excellence with educational links. Section 3.3.12 encourages agricultural education and Section 4.5 of the Rural Plan makes a number of recommendations on education related to the agricultural industry. Section 2.1.4 of the Agricultural Viability Strategy also lists a number of actions to promote agriculture in the Township.

Metro 2050 Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards

Schedule 3 of the OCP contains a Development Permit Area (DPA) for streamside protection and enhancement as well as policies prioritizing the preservation and enhancement of ecological services and environmentally sensitive areas, the promotion of wildlife habitat restoration, energy conservation measures and reduction targets for GHG emissions. Policies in this section of the OCP also prioritize renewable energy generation opportunities, the reduction of transportation-related energy consumption by increasing local food production and the implementation of incentive structures to encourage energy-efficient, low-carbon construction, renovation and development practices. Policies to encourage settlement patterns that minimize risks associated with climate change and natural hazards are also included in Schedule 3. Moreover, the Township's Climate Action Strategy has over 140 actions across eight Priority Areas that aim to tackle the human contributors to climate change through actions to reduce carbon emissions and prepare the community to better adapt to a changing climate.

Goal 3 Targets

Policy with Target	Applicable OCP Policies	Commentary
3.2.7 a) identify local ecosystem protection and tree canopy cover targets and demonstrate how these targets will contribute to the regional targets in Action 3.2.1: • increase the area of lands protected for nature from 40% to 50% of the region's land base by the year 2050; and • increase the total regional tree canopy cover within the Urban Containment Boundary from 32% to 40% by the year 2050.	Section 3.13 Ecological Services identifies measures to protect, enhance, and increase green space and to protect wildlife habitat and ecologically sensitive areas through plans, policies and programs. Section 3.13.5 is to implement and update the Wildlife Habitat Conservation Strategy to include targets that contribute to the RGS goal of 50% of land in the region protected for nature by 2050. Section 3.13.20 is to implement and regularly update the Community Forest Management Strategy, which includes long-term tree canopy cover targets. Consider a tree canopy cover target over time to increase the	The Climate Action Plan contains a Greenspace and Ecosystems priority area aimed at increasing the Township's tree canopy and shade through a complete Tree Canopy Study and Strategy. This will work to reduce the urban heat island effect, increase carbon sequestration, and improve biodiversity. Another action under this priority is to subsidize options for encouraging tree planting on private lands to increase tree canopy cover.

	total cover to 40% within the Urban Containment Boundary.	
3.3.7 a) identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050;	Sections 2.5.18 and 3.17 address community design and GHG reduction strategies. Section 3.9 provides policies and objectives to increase walking, cycling and transit use. Section 3.17.6 is to implement the Climate Action Strategy, which includes targets of 45% emissions reduction by 2030 and 100% emissions reduction by 2050.	The Climate Action Plan's Transportation and Mobility Priority area contains 42 actions related to increasing opportunities for active, and multi-modal transit, improving bike and e-bike networks and expanding access to EV's and car sharing services. The Buildings and Land Use Priority Area of this plan also contains actions towards establishing revised and comprehensive energy and emissions guidelines for new construction; reducing energy and emissions and increase resilience in existing buildings and requiring future Township-owned facilities to be zero carbon in operation.

Strategy 3.1 Protect and enhance Conservation and Recreation Lands

	Section	Policy	Applicable OCP Policy(-ies)
	a)	Adopt Regional Context Statements that: Identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2	Conservation and Recreation areas are shown on Maps 1 and A-1.
	b)	Include policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation which may include the following uses:	Section 2.2.14 states that Conservation and Recreation lands are intended to preserve significant ecological and recreational lands.
	i)	Drinking water supply areas	Section 2.2.16 limits agricultural uses on Conservation and Recreation lands to primarily soil-based agriculture. This section provides further protection through setbacks and buffers from other land uses adjacent to Conservation and Recreation lands.
	ii)	Environmental conservation areas	Section 2.2.14 states that Recreation and Conservation lands be used for environmental and ecological conservation.

Strategy 3.1 Protect and enhance Conservation and Recreation Lands			
	Section	**Policy**	**Applicable OCP Policy(-ies)**
Policv Action 3.1.9	iii)	Wildlife management areas and ecological reserves	Section 3.13 addresses management of environmentally sensitive areas, wildlife habitat, streams and riparian areas.
	iv)	Forests	Section 2.2.14 demonstrates the intention to preserve ecological and conservation lands.
	v)	Wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater and intertidal ecosystems)	Section 3.13 addresses management of environmentally sensitive areas, wildlife habitat, streams and riparian areas. All watercourses in the Township are designated as a development permit area in Schedule 3.
	vi)	Riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams and rivers)	Section 3.13 addresses management of environmentally sensitive areas, wildlife habitat, streams and riparian areas. All watercourses in the Township are designated as a development permit area in Schedule 3.
	vii)	Ecosystems not covered above that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities	Section 3.15.1 states that development in floodplain areas adjacent to the Fraser River will be protected from flooding through building elevation requirements and setbacks. It also notes a commitment to the ongoing maintenance and new construction of dikes. Section 3.15.3 notes that development along all watercourses will be protected from flooding and slope instability through building requirements and setbacks.
	viii)	Uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including: • major parks and outdoor recreation areas	Section 2.2.14 states that Recreation and Conservation lands be used for outdoor recreation purposes.
Policy Action 3.1.9		• education, research and training facilities and associated uses that serve conservation and/ or recreation users; • commercial uses, tourism activities and public, cultural, or community amenities; • limited agricultural use, primarily soil-based; and • land management activities needed to minimize vulnerability / risk to climate change impacts	Section 2.2.14 includes education, research and training associated with conservation and recreation. Section 2.2.15 provides policies related to commercial activities. Section 2.2.16 provides policies on limited agricultural use. Section 3.15 addresses land subject to hazardous conditions and climate change impacts.

Strategy 3.1 Protect and enhance Conservation and Recreation Lands			
	Section	**Policy**	**Applicable OCP Policy(-ies)**
	c) i)	Protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by considering wildland interface planning and introducing measures such as physical buffers or development permit requirements	Section 2.2.16 addresses buffering of Conservation and Recreation areas from activities in adjacent areas.
	ii)	Encourage the consolidation of small parcels, and discourage subdivision and fragmentation of lands with a Conservation and Recreation regional land use designation	

Strategy 3.2 Protect, enhance, restore, and connect ecosystems			
	Section	**Policy**	**Applicable OCP Policy(-ies)**
Policy Action 3.2.7	a)	Adopt Regional Context Statements that: Identify local ecosystem protection and tree canopy cover targets and demonstrate how these targets will contribute to the regional targets in Action 3.2.1	Section 3.13 Ecological Services identifies measures to protect, enhance, and increase green space and to protect wildlife habitat and ecologically sensitive areas through plans, policies and programs. Section 3.13.20 is to implement and regularly update the Community Forest Management Strategy which includes long-term tree canopy cover targets. Consider a tree canopy cover target over time to increase the total cover to 40% within the Urban Containment Boundary.
	b) i)	Refer to Map 11 or more detailed local ecological and cultural datasets and include policies that: Support the protection, enhancement and restoration of ecosystems through measures such as land acquisition, density bonusing, development permit requirements, subdivision design, conservation covenants, land trusts and tax exemptions	Section 3.13 Ecological Services identifies measures to protect, enhance and restore ecologically important systems.
	ii)	Seek to acquire, restore, enhance and protect lands, in collaboration with adjacent member jurisdictions and other partners that will enable ecosystem connectivity in a regional green infrastructure network	Section 3.13.8 is to create a mapping system to identify and monitor environmentally sensitive areas as part of ongoing planning and development initiatives. Section 3.13.9 is to consider land acquisition to conserve high-value wildlife habitat areas and corridors in partnership with other organizations. Section 3.14.5 is to establish an arbour ribbon along the urban-rural

			interface through property rights-of-way which would protect natural habitat and ecosystem connectivity.
	iii)	Discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity	Section 3.13.7 is to integrate the protection of wildlife habitat with other Township plans, policies and programs. Such plans, policies and programs include community and neighbourhood plans that facilitate development.
	iv)	Indicate how the interface between ecosystems and other land uses will be managed to maintain ecological integrity using edge planning and measures such as physical buffers or development permit requirements	2.1.4, 2.2.15, and 3.14.5 provide policies for maintaining ecological integrity adjacent to a variety of other land uses. Development permit provisions have been enacted under Community Plans.
	c) i)	Include policies that: Support the consideration of natural assets and ecosystem services in land use decision-making and land management practices	Section 3.13 Ecological Services identifies measures to protect, enhance and increase green space and to protect wildlife habitat and ecologically sensitive areas through plans, policies and programs.
Policy Action 3.2.7	ii)	Enable the retention and expansion of urban forests using various tools, such as local tree canopy cover targets, urban forest management strategies, tree regulations, development permit requirements, land acquisition, street tree planting and reforestation or restoration policies, with consideration of resilience	Section 3.13.20 is to implement and regularly update the Community Forest Management Strategy, which includes tree canopy cover targets and other policies to retain and expand the urban forest.
	iii)	Reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements and invasive species management plans	Section 3.13.14 promotes Metro Vancouver Invasive Species Control Best Practices to reduce threat of invasive species.
	v)	Increase green infrastructure along the Regional Greenway Network, the Major Transit Network, community greenways, and other locations, where appropriate and in collaboration with Metro Vancouver, TransLink, and other partners	Section 3.14.3 through to 3.14.7 and Map 12 provide a plan for recreational greenways that incorporates the components of the Recreational Greenway Network.
	iv)	Support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans, and water conservation objectives	Section 3.12.19 addresses provision and implementation of integrated stormwater management plans for all Township watersheds within Urban Development Areas.

Strategy 3.3 Advance land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality			
	Section	**Policy**	**Applicable OCP Policy(-ies)**
	a)	Adopt Regional Context Statements that: Identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010	Development of mixed use, pedestrian, bicycle and transit friendly centres and urban areas with higher density housing forms is encouraged to reduce greenhouse gas emissions. Sections 2.5.18 and 3.17 address

Policy Action 3.3.7		levels by the year 2030 and achieving a carbon neutral region by the year 2050	community design and GHG reduction strategies and Section 3.9 addresses walking, cycling, and transit. Section 3.17.6 of the OCP is to implement the 2021 Climate Action Strategy (CAS). CAS LI-1 provides a commitment to review the OCP and other bylaws and policies to support climate action.
	b) i)	Identify policies, actions, incentives and / or strategies that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities and improve air quality from land use, infrastructure and settlement patterns, such as: Existing building retrofits and construction of new buildings to meet energy and greenhouse gas performance guidelines or standards (e.g. BC Energy Step Code, passive design), the electrification of building heating systems, green demolition requirements, embodied emissions policies, zero-carbon district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geoexchange systems and zero emission vehicle charging infrastructure	Section 3.16 provides policies encouraging district heating, green building design, renewable heat systems and electric vehicle infrastructure.
	ii)	Community design, infrastructure, and programs that encourage transit, cycling, rolling and walking	Section 2.5.5 through to 2.5.11 provide design guidance for transit, cycling and pedestrian modes of transportation.
	c)	Focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along Major Transit Growth Corridors	Section 2.3 provides policies to achieve the objectives of: creating a sustainable urban area by designing communities based on the principles of centres, walkability and viable transit; and providing appropriate services and amenities at each scale of Urban Centre.

Strategy 3.4 Advance land use infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards.			
	Section	**Policy**	**Applicable OCP Policy(-ies)**
Policy Action 3.4.5	a)	Adopt Regional Context Statements that: Include policies that minimize risks associated with climate change and natural hazards in existing communities through tools such as heat and air quality response plans, seismic retrofit policies and flood-proofing policies	Sections 3.16.8 and 3.16.10 encourage renewable energy and retrofit policies for existing neighbourhoods. Section 3.15 provides policies to meet the objective of protecting land and buildings subject to flooding.

	b)	Include policies that discourage new development in current and future hazardous areas to the extent possible through tools such as land use plans, hazard-specific Development Permit Areas and managed retreat policies and where development in hazardous areas is unavoidable, mitigate risks	Sections 3.15 and 3.17 address climate change and lands subject to hazardous conditions.
Policy Action 3.4.6	a)	Incorporate climate change and natural hazard risk assessments into planning and location decisions for new municipal utilities, assets, operations and community services	Section 3.17.9 recommends assessment of potential impacts of climate change. Section 3.15 addresses floodplain protection and setback of buildings from watercourses.
Policy Action 3.4.7	a)	Integrate emergency management, utility planning, and climate change adaptation principles when preparing land use plans, transportation plans and growth management policies	Section 3.4.12, 3.4.13, and 3.17.7 facilitate mitigation measures to reduce risks from climate change.
Policy Action 3.4.8	a)	Adopt appropriate planning standards, guidelines, and best practices related to climate change and natural hazards, such as flood hazard management guidelines and wildland urban interface fire risk reduction principles	Sections 3.4.12, 3.4.13 and 3.17.7 facilitate mitigation measures to reduce risks from climate change.

Metro 2050 Goal 4: Provide Diverse and Affordable Housing Choices

Expansion of the diversity and supply of housing is encouraged through a mix of housing types and tenures. The OCP also requires regular updates to, and implementation of the Housing Action Plan (HAP), which contains additional policy direction to increase diversity and supply to meet a variety of needs. The first three priorities of the HAP align with the RGS strategies to achieve the goal of providing diverse and affordable housing choices.

RGS Strategy 1: Expand the supply and diversity of housing choices to meet a variety of needs
HAP Priority 1: Diversify housing types

RGS Strategy 2: Protect tenants and expand, retain, and renew rental housing supply
HAP Priority 2: Catalyze rental housing

RGS Strategy 3: Meet the housing needs of lower income households and populations experiencing or at risk of homelessness
HAP Priority 3: Support vulnerable residents.

The HAP includes 18 actions to achieve the three priorities identified above and six indicators to measure progress toward achievement over the five-year implementation timeframe.

Goal 4 Targets

Policy with Target	Applicable OCP Policy(-ies)	Commentary
4.2.7 a) indicate how they will, within their local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	Section 2.4.5 is to consider affordable housing in all designations, but especially in Urban Centres and Frequent Transit Development Areas. Section 3.1.2 is to work with multiple levels of government and the Metro Vancouver Housing Corporation to increase the number of affordable housing units. Section 3.1.6 includes incentives for developers to include affordable market rental housing and/or non-market housing such as parking relaxations, density bonusing and CACs that include affordable housing as a community benefit.	Community and Neighbourhood Plans such as the Aldergrove Plan support the provision of increased options for housing tenures and affordable housing in the downtown area. This plan aims to accommodate a significant share of anticipated future residential growth within Aldergrove through multi-family and mixed used developments in the downtown area and to reinforce its status/function as a pedestrian and transit oriented Municipal Town Centre. The Housing Action Plan (2021) contains the priority to catalyze rental housing. The actions within the plan support the provision of affordable housing through a variety of policies and initiatives.

Strategy 4.1 Expand the supply and diversity of housing to meet a variety of needs

	Section	Policy	Applicable OCP Policy(-ies)
Policy Action 4.1.8	a)	Adopt Regional Context Statements that: Indicate how they will work towards meeting estimated future housing needs and demand, as determined in their housing needs report or assessment	Sections 3.1.1 to 3.1.10 demonstrate tools and incentives to meet housing needs and demands.
	b)	Articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options	Section 2.5.2 encourages a mix of housing types and tenures. Section 3.1 provides a variety of policies to fulfill objectives for diverse and affordable housing options.
	c)	Identify policies and actions that contribute the following outcomes:	The Township will work with the federal and provincial governments, Metro Vancouver and the development industry to provide affordable rental housing for

	i)	Increased supply of adequate, suitable and affordable housing to meet a variety of needs along the housing continuum	households with low or low to moderate incomes. Section 3.1.1 is to update and implement the Housing Action Plan (updated 2021). Goal 1 of the Housing Action Plan is to increase access to affordable, appropriate housing. Appropriate housing is defined as housing that is in good repair, has enough bedrooms for the household size and meets household accessibility needs.
	ii)	Increased supply of family-friendly, age-friendly and accessible housing	Section 3.1.1 is to update and implement the Housing Action Plan (updated 2021). Action 1A is to require a proportion of apartment units in new developments to be three or more bedrooms in size. Action 1B is to explore opportunities to enhance the adaptable housing policy, which is currently outlined in Section 3.1.15 of the OCP.
	iii)	Increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models and cohousing	Section 2.5.2 encourages a mix of housing tenures.
	iv)	Increased density and supply of diverse ground-oriented and infill housing forms in low-density neighbourhoods, such as duplex, four-plex, townhouse, laneway/coach houses and apartments, particularly in proximity to transit	Section 2.5.2 encourages a mix of housing forms and tenures. This policy is implemented through community and neighbourhood plans. Section 3.3.1 requires implementation of the Housing Action Plan, which includes actions to permit accessory detached dwellings, duplexes on current single-detached lots in appropriate locations, and secondary suites within attached housing. In addition, Action 1D is to identify areas with potential for infill development and consider a community or neighbourhood plan update process to facilitate infill development.
	v)	Integration of land use and transportation planning such that households can reduce their combined housing and transportation costs	Section 3.9.4 requires integration of transit access and active transportation in the design of new commercial, multi-family and institutional developments. The Willoughby Community Plan and Neighbourhood Plans aim to increase density to sufficient levels to support frequent transit routes and more reliable public transportation service.

	vi)	Increased social connectedness in multi-unit housing	Section 3.2.1 is to implement the Social Sustainability Strategy (SSS). Action 2A of the SSS includes initiatives to increase neighbourhood connections, including researching social connectedness in multi-family developments to inform potential updated design guidelines and pilot programs. Section 3.2.7 encourages on-site open space and play areas in new multi-family developments.
	vii)	Integrated housing within neighbourhood contexts and high quality urban design	New development takes place in the context of Community and Neighbourhood Plans adopted in the OCP, which include high-quality urban design facilitated through development permit areas and Plan policies.
	viii)	Existing and future housing stock that is low carbon and resilient to climate change impacts and natural hazards	Section 3.16 provides policies encouraging district heating, green building design, renewable heat systems and electric vehicle infrastructure.
Policy Action 4.1.9	a)	Prepare and implement housing strategies or action plans that: Are aligned with housing needs reports or assessments and reviewed or updated every 5-10 years to ensure that housing strategies or action plans are based on recent evidence and responsive to current and future housing needs	Council endorsed a 2021 Housing Action Plan following the completion of a Housing Needs Report in 2020 which updated and replaced the 2013 Housing Action Plan. The Housing Needs Report was updated in 2024 to comply with provincial legislation. Section 3.1.1 of the OCP requires regular updates and implementation of the Housing Action Plan.
	b)	Are based on an assessment of local housing market conditions, by tenure, including assessing housing supply, demand and affordability	The Housing Needs Report includes assessment of housing market conditions, by tenure, including assessing housing supply, demand and affordability. The Housing Action Plan requires annual monitoring of these housing market conditions.
	c)	Identify housing priorities based on the assessment of local housing market conditions, household incomes, changing population and household demographics, climate change and natural hazards resilience and key categories of local housing need including specific statements about special needs housing and the housing needs of equity-seeking groups	Section 3.1 provides policies to fulfill the objectives of providing tools and incentives to encourage affordable housing options for all who needs them and address the scope of special needs housing in the community. Section 3.1.1 of the OCP requires regular updates and implementation of the Housing Action Plan. The 2021 Housing Action plan identifies housing priorities. Priority 3 is to Support vulnerable residents which includes equity-seeking groups and special needs housing.

	d)	Identify implementation measures within their jurisdiction and financial capabilities, including actions set out in Action 4.1.8	Section 3.1 identifies implementation measures to achieve housing goals and objectives. The 2021 Housing Action Plan includes actions that identify implementation measures to achieve the goals of the plan.

Strategy 4.2 Protect tenants and expand, retain, and renew rental housing supply			
	Section	**Policy**	**Applicable OCP Policy(-ies)**
Policy Action 4.2.7	a)	Adopt Regional Context Statements that: Indicate how they will, within their local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	Section 2.5.2 encourages a mix of housing tenures. Section 3.1.6 recommends policies to increase the supply of affordable rental housing. Action 2A of the Housing Action Plan is to prepare a policy providing minimum requirements for market and/or non-market rental housing in new strata developments (e.g. rental only zoning and/or inclusionary zoning). Action 2B is to Review and update incentives for market and subsidized rental housing. Action 2F is to consider policies that require a proportion of new housing units to be market and/or non-market rental in the Willowbrook Community Plan update (Regional City Centre).
	b)	Articulate how local plans and policies will mitigate impacts on renter households, particularly during redevelopment or densification of Urban Centres and Frequent Transit Development Areas	Section 3.1.11 requires consideration of existing tenants during redevelopment.
	c)	Identify the use of regulatory tools that protect and preserve rental housing	Action 4B of the Housing Action Plan is to identify existing and new rental developments to consider the future need for additional protection policies. All primary market rental housing has been identified as part of implementation, and protection policies will be considered.
	d) i)	Identify policies and actions that contribute to the following outcomes: Increased supply of affordable rental housing in proximity to transit and on publicly-owned land	Section 2.4.3 provides for the consideration of high density development in Urban Centres and FTDAs. Section 2.4.4 requires consideration of social amenities for high density development, including a range of housing affordability options. Section 2.4.5. is to consider affordable housing in all designations, especially in Urban Centres, FTDAs and near transit services.

	ii)	Increased supply of market and below-market rental housing through the renewal of aging purpose-built rental housing and prevention of net rental unit loss	Action 4B of the Housing Action Plan is to identify existing and new rental developments to consider the future need for additional protection policies. All primary market rental and non-market rental housing has been identified as part of implementation, and protection policies will be considered.
	iii)	Protection and renewal of existing non-market rental housing	Section 3.1.2 requires the Township to work with Metro Vancouver Housing Corporation and other levels of government to increase the number of affordable housing units, which includes non-market rental housing. Action 4B of the Housing Action Plan is to identify existing and new rental developments to consider the future need for additional protection policies. All primary market rental and non-market rental housing has been identified as part of implementation, and protection policies will be considered.
	iv)	Mitigated impacts on renter households due to renovation or redevelopment and strengthened protections for tenants	Section 3.1.11 provides consideration of existing tenants during redevelopment.
	v)	Reduced energy use and greenhouse gas emissions from existing and future rental housing stock, while considering impacts on tenants and affordability	Section 3.16 includes policies related to reducing greenhouse gas emissions and increasing energy efficiency during renovation, redevelopment and new development.
Policy Action 4.2.8	a)	Prepare and implement housing strategies or action plans that: Encourage the supply of new rental housing and mitigate or limit the loss of existing rental housing stock	Section 3.1.6 and 3.1.10 encourage the supply of new rental housing. Priority 2 of the Housing Action Plan is to catalyze rental housing. Actions under Section 2 aim to create new rental housing and limit loss of existing rental housing.
	b)	Encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built housing	Section 3.1.8 provides consideration of existing tenants during redevelopment.
	c)	Cooperate with and facilitate the activities of Metro Vancouver Housing under Action 4.2.2	Section 3.1.2 facilitates cooperation with regional and provincial housing providers.
Strategy 4.3 Meeting the housing needs of lower income households and populations experiencing or at risk of homelessness			
	Section	**Policy**	**Applicable OCP Policy(-ies)**
	a)	Adopt Regional Context Statements that: Indicate how they will collaborate with the Federal Government, the Province, and other partners, to assist in increasing the supply of	Section 3.1.2 provides that the Township will work with other levels of government to increase the number of affordable housing units.

Policy Action 4.3.7		permanent, affordable and supportive housing units	
	b)	Identify policies and actions to partner with other levels of government and non-profit organizations in order to create pathways out of homelessness and contribute to meeting the housing and support needs of populations experiencing or at risk of homelessness	Sections 3.1.11 to 3.1.15 supports collaboration with non-profit agencies for resources for those in need. Action 2G of the Housing Action Plan is to work with social purpose organizations to encourage development of affordable rental and supportive housing. Action 3A of the Housing Action Plan is to collaborate with BC Housing, non-profits and other organizations to address the urgent need for housing for women and children fleeing violence. Action 3C of the Housing Action Plan is to support establishment and coordination of a local intersectoral housing and homelessness table to strengthen collaborative action on homelessness. Action 3D of the Housing Action Plan is to support initiatives that raise awareness and address misinformation about homelessness in the community and communicate the benefits of affordable and supportive housing development (e.g. local events and advertising campaigns). Action 3E of the Housing Action Plan is to strengthen collaboration with Fraser Health Authority to monitor the need and plan for subsidized assisted living and residential care facilities for seniors and other special needs housing.
Policy Action 4.3.8	a)	Prepare and implement housing strategies or action plans that: Identify opportunities to participate in programs with other levels of government to secure additional housing units to meet the housing needs of lower income households	The 2021 Housing Action Plan directs collaboration with BC Housing and Fraser Health Authority to secure housing for vulnerable residents.
	b)	Identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development	Action 3D of the 2021 Housing Action Plan supports raising awareness and addressing misinformation about homelessness and communicating the benefits of affordable and supportive housing development.

	c)	Are aligned with or integrate plans to address homelessness and identify strategies to reduce the total number of households that are in core housing need and populations experiencing or at risk of homelessness	Priorities and Actions of the Housing Action Plan are aimed at achieving the following two goals: Goal 1: increase access to affordable, appropriate housing. The success indicator for this goal is the core housing need rate. Goal 2: reduce homelessness.

Metro 2050 Goal 5: Support Sustainable Transportation Choices

Land use and transportation are coordinated by aligning centres along the major transit network and major transit growth corridors to encourage future expansion of transit. Mixed use centres are proposed to support transit use. OCP policies address walking, cycling, rolling, shared mobility and transit use and focus on improving the safety and efficiency of all modes over time.

The OCP includes policies to address the safe and efficient movement of vehicles for passengers, goods and services. Designated truck routes are shown on Map 8.

Goal 5 Targets

Strategy 5.1 Coordinate land use and transportation to encourage transit and multiple-occupancy vehicles, cycling and walking

	Section	Policy	Applicable OCP Policy(-ies)
Policy Action 5.1.14	a)	Identify land use and transportation policies and actions to encourage a greater share of trips made by transit, shared mobility options, cycling, walking and rolling	Following completion of the Transportation and Mobility Strategy, include OCP policies that encourage a greater share of trips to be made by rolling, which will make the OCP consistent with the RGS over time. Section 2.3.7 encourages major office development to be located in the Regional Centre, Town Centres, Community Centres and Frequent Transit Development Areas. Section 2.3.8 encourages higher-density residential and commercial development and other high trip-generating uses to be located in the Regional Centre, Town Centres, Community Centres and Frequent Transit Development Areas, noting that major commercial development servicing the Township as a whole or other municipalities should be located in the Regional Centre and Frequent Transit Development Area. Section 2.3.9 encourages mixed-use development in all centres. Section 2.3.10 requires Centres to be developed with pedestrian- and transit-friendly design. Section 2.3.11 directs major institutional facilities to be developed in Centres and Frequent Transit Development Areas, or other areas with good access to public transit. Section 2.3.13 encourages transit improvements in all centres and Frequent Transit Development Areas. This section includes consideration of reduced parking requirements for residential and commercial uses based

			on a review of parking needs as transit service improves. Section 2.3.14 encourages transit, cycling and walking safety improvements in all Centres and Frequent Transit Development Areas via supportive land uses, road design, and greenway design. This section also encourages transit-priority measures where appropriate. Section 2.3.15 supports transit-supportive, mixed use areas in Major Transit Growth Corridors and Transit-Oriented Area(s).
	b)	Support the development and implementation of transportation demand management strategies, such as: parking pricing and supply measures, transit priority measures, end-of-trip facilities for active transportation and micro-mobility and shared mobility services	Section 3.8.18 is to consider the implementation of demand management strategies such as shared mobility options and transit priority measures, where appropriate. Section 3.9.4 is to require, where appropriate, the integration of transit access, high-quality pedestrian environments, cycling routes, and end-of-trip facilities such as bicycle parking and change rooms into the design of new commercial, multi-unit residential and institutional developments. Section 3.9.9 is to encourage major employers and public institutions to establish transportation demand management programs. Section 3.9.12 is to continue to liaise with the regional transit authority to improve transit infrastructure, facilities and service and to make bicycle-transit integration convenient and easy.
	c)	Manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, walking and rolling	Section 3.9.5 is to take advantage of road improvement projects to incorporate improvements to pedestrian and cycling facilities. Section 3.9.6 is to build on existing assets by connecting the park and trail system with pedestrian and cycling networks, where feasible. Section 3.9.7 is to support pedestrian connectivity within and leading to centres through attention to the public realm, including a continuous pedestrian network and mobility and navigation aids such as audible signals and wayfinding signage. Section 3.9.8 is to improve pedestrian and cyclist comfort and safety through traffic calming, physical separation from vehicle traffic and intersection improvements, where appropriate. Section 3.9.10 is to provide safe walking and cycling routes to schools. Section 3.9.11 is to work toward universal access at all transit stops.

Policy Action 5.2.6			Section 3.9.13 is to update and implement the Cycling Plan with policies and maps relating to the cycling network, facilities, maintenance and programs. Section 3.9.14 is to provide a range of cycling facility types, both on-street and off-street, to connect key destinations.
	d)	Support the transition to zero-emission vehicles	Section 3.16.15 and 3.16.16 support electric vehicles and required infrastructure. Electric vehicle charging requirements have been added to the Zoning Bylaw to implement Section 3.16.16.
	e)	Support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10	Following completion of the Transportation and Mobility Strategy, update the OCP to support implementation of the Strategy, including the Major Bikeway Network, to make the OCP consistent with the RGS over time. Section 3.14.6 is to work with Metro Vancouver and other organizations to expand the regional park system, extend regional trails (such as the Trans-Canada Trail, Fort-to-Fort Trail and South Langley Regional Trail), and implement the Regional Greenway Network.
	f)	Support implementation of local active transportation and micro-mobility facilities that provide direct, comfortable, all ages and abilities connections to the Regional Greenway Network, Major Bikeway Network, transit services and everyday destinations	Sections 2.3.14, 2.4.8, and 3.14.7 encourage active transportation opportunities and greenways in urban and natural areas. Sections 3.14.3 through to 3.14.7 and Map 12 provide a plan for recreational greenways that incorporate the components of the Recreational Greenway Network.

Strategy 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services

	Section	**Policy**	**Applicable OCP Policy(-ies)**
	a)	Adopt Regional Context Statements that: Identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres; Frequent Transit Development Areas; Major Transit Growth Corridors; Industrial, Employment and Agricultural lands; ports; airports; and international border crossings	Map 8 shows truck routes for the Township that serve Urban Centres, Frequent Transit Development Areas, Industrial, Employment and Agricultural areas and the airport.

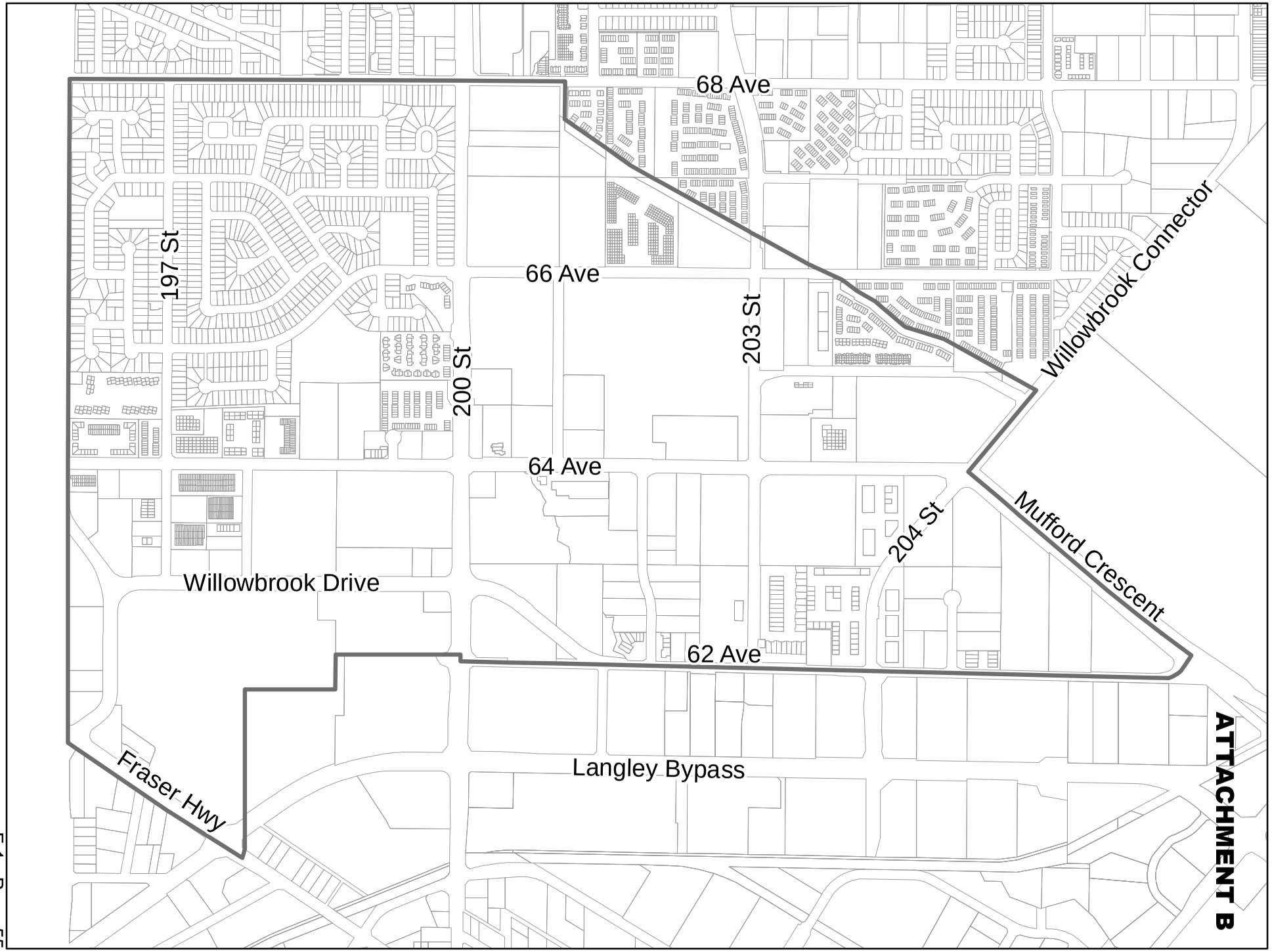
	b)	Identify land use and related policies and actions that support the optimization and safety of goods movement via roads, highways, railways, aviation, short sea shipping and active transportation	The land use policies in Section 2, particularly policies related to centres and land use designations (Sections 2.3 and 2.4), and policies in Sections 3.8 and 3.9 support efficient transportation. The Road Classifications map (Map 7) does so as well.
	c)	Support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization and lane management	Section 3.8.12 is to participate in further studies regarding railway crossing, overpass requirements with respect to the Trans-Canada Highway and traffic control systems within urban community areas, as needed. Section 3.8.13 is to continue to liaise with the regional transportation authority, Fraser Valley Regional District, BC Transit, rail companies and other transportation stakeholders and participate in regional transportation studies. Section 3.8.18 recommends consideration of demand management strategies where appropriate. Map 7 identifies road classifications and Map 8 identifies designated truck routes.
	d)	Identify policies and actions that support the protection of rail rights-of-way, truck routes and access points to navigable waterways in order to reserve the potential for goods movement	Section 3.8.14 addresses protection of rail rights-of-way and access to navigable waterways.
	e)	Identify policies and actions to mitigate public exposure to unhealthy levels of noise, vibration, and air pollution associated with the Major Road Network, Major Transit Network, railways, truck routes and Federal / Provincial Highways	Works towards creating policies to mitigate public exposure to unhealthy levels of noise, vibration and air pollution associated with the Major Road Network, Major Transit Network, railways, truck routes and Federal/Provincial Highways.
	f)	Identify policies and actions that anticipate the land and infrastructure requirements for goods movement and drayage, such as truck parking, zero-emission vehicle charging infrastructure, and e-commerce distribution centres and mitigate any negative impacts of these uses on neighbourhoods	Section 3.8 identifies policies to implement the Master Transportation Plan and appropriate infrastructure while minimizing impacts on local neighbourhoods.

Metro 2050 Implementation

Metro 2050 includes some policies that can be used if the Member Jurisdiction includes language permitting them, either below or in statements elsewhere in the RCS.

	Policy	Member Jurisdiction Response
Policy 6.2.7	A Member Jurisdiction may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations within the Urban Containment Boundary, as follows: a) the Member Jurisdiction may re-designate land from one regional land use designation to another regional land use designation, only if the aggregate area of all proximate sites so re-designated does not exceed one (1) hectare; b) notwithstanding section 6.2.7 (a), for sites that are greater than one (1) hectare and less than three (3) hectares in area, the Member Jurisdiction may redesignate land: • from Industrial to General Urban regional land use designation, if the site is contiguous with an Industrial site and the developable portion of the site will be predominantly within 150 metres of an existing or approved rail rapid transit station; or • from Industrial to Employment regional land use designation if the developable portion of the site will be predominantly within 250 metres of an existing or approved rail rapid transit station, provided that: • the re-designation does not impede rail, waterway, road, or highway access for industrial uses; and • the aggregate area of all proximate sites so re-designated does not exceed three (3) hectares. c) the aggregate area of land affected by all re-designations under section 6.2.7 (a) and (b) together cannot exceed two (2) percent of the Member Jurisdiction's total lands within each applicable regional land use designation as of July 29, 2011.	*The RCS hereby permits this.*
Policy 6.2.8	A Member Jurisdiction may include language in its Regional Context Statement that permits amendments to its Official Community Plan to adjust the boundaries of Urban Centres and Frequent Transit Development Areas, provided such boundary adjustments meet the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) of the Regional Growth Strategy.	*The RCS hereby permits this.*

Map 4 - Willowbrook Regional Centre



F:\data\Geomatics\Planning\LONG_RANGE\2024\OCP-updates\Regional_Context_Statement\Map 4 Willowbrook Regional Centre.mxd

ATTACHMENT B
F.1

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDEMENT (REGIONAL CONTEXT STATEMENT UPDATE) BYLAW NO. 6163

EXPLANATORY NOTE

Bylaw No. 6163 amends the Official Community Plan by:

- replacing all mentions of Metro 2040 with Metro 2050
- updating Schedule A – Regional Context Statement
- updating Map 4 – Willowbrook Regional Centre

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842

AMENDEMENT (REGIONAL CONTEXT STATEMENT UPDATE) BYLAW NO. 6163

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 (Regional Context Statement Update) Bylaw No. 6163”.

2. The “Langley Official Community Plan Bylaw 1979 No. 1842 as amended is further amended by:

   a) Replacing Section 1.3 Regional Context with the following:

      “1.3 REGIONAL CONTEXT

      The Township of Langley is located within the Lower Mainland area of British Columbia in the southeastern portion of the Metro Vancouver region. Location, climate and setting have combined to attract people and business to the region resulting in strong growth pressures throughout the region. However, due to physical constraints (water, topography, the Agricultural Land Reserve, environmentally sensitive areas for wildlife and the international border) land for urban development is limited.

      Under Section 429 of the *Local Government Act*, a Regional Board may adopt a regional growth strategy to guide decisions on growth, change and development within its regional district. Metro Vancouver adopted Metro 2050: Regional Growth Strategy (RGS) on February 24, 2023. The RGS is based on a philosophy of sustainability, providing land use policies to guide the future development of the region and support the efficient provision of transportation, regional infrastructure and community services.

      The RGS was developed in response to a number of challenges facing Metro Vancouver. Continued growth in the region is expected but development in a compact form, not urban sprawl, could reduce congestion and improve the viability of public transportation and urban centres. An aging and growing population will require provision of appropriate housing and access to employment, services and amenities. Adequate space for industry and commerce and an efficient transportation system are needed to maintain economic growth. There are many natural resources in the region that need to be protected to support biodiversity, provide the water, land and air resources that are essential to life and offer recreational opportunities for residents. The agricultural land base also requires protection to allow food production. Risks from natural hazards and climate change need to be mitigated.

To respond to these challenges, the RGS has five goals:

1. Create a compact urban area.
2. Support a sustainable economy.
3. Protect the environment, address climate change and respond to natural hazards.
4. Develop diverse and affordable housing choices.
5. Support sustainable transportation choices.

Each goal is supported by a number of strategies including actions for municipalities to undertake through their planning processes. The RGS also provides parcel-based land use designation maps and outlines general land uses permitted in each designation. Any change to these designations requires an amendment to the RGS."

b) Replacing the subtitle "Metro Vancouver 2040" in Section 1.4 PURPOSE OF THE OCP with the following:

"2050 Regional Growth Strategy"

c) Replacing Schedule 1 – Regional Context Statement with Schedule "A" attached to and forming this bylaw.

d) Replacing Map 4 – Willowbrook Regional Centre with the map in Schedule "B".

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. 6163

SCHEDULE 1 REGIONAL CONTEXT STATEMENT

1.1 REGIONAL GROWTH STRATEGY GOALS

The Regional Growth Strategy (RGS) of Metro Vancouver Regional District has five goals:

- Create a compact urban area
- Support a sustainable economy
- Protect the environment, address climate change and respond to natural hazards
- Provide diverse and affordable housing choices
- Support sustainable transportation choices

The Township of Langley Official Community Plan (OCP) relates to all these goals as described in this Regional Context Statement (RCS). The RGS goals constitute the social, economic and environmental objectives of the Metro Vancouver Regional Board in relation to the Regional District.

1.1.1. Compact Urban Area

The OCP addresses creation of compact urban areas by identifying an urban development area and Urban Centres including the Regional City Centre and Municipal Town Centres identified in the RGS. The urban development area and urban centres are described generally in Section 2.3. The OCP also identifies Community Centres and a Frequent Transit Development Area. Major commercial and office development is encouraged in these centres as well as higher density housing. New non-residential Major Trip-Generating uses, which include office or business parks, shopping malls, post-secondary institutions and large format entertainment uses will generally be directed to the Regional City Centre, Municipal Town Centres and Frequent Transit Development Areas. The Centres and the Frequent Transit Development Area are shown on Maps 3, 4, 5 and 6.

In the event of any inconsistency between the requirements of the Agricultural Land Commission Act, the regulations or orders of the Commission and the boundary of any urban development area, urban centre or associated economic development area, the Agricultural Land Commission requirements will prevail until such time as the inconsistency is resolved.

1.1.2. Sustainable Economic Development

Diverse economic development opportunities close to where people live are supported by encouraging office and commercial uses in the Regional Centre, Town Centre and Frequent Transit Development Areas. The OCP also supports industrial uses by protecting industrial lands and designating them as Industrial. Industrial policies support appropriate accessory uses and do not permit large scale retail or residential uses. Industrial, office and limited commercial uses are permitted in Employment areas. Policies related to Employment permit office and retail commercial uses in these areas outside the Regional Centre and Frequent Transit Development Area.

The supply of agricultural land for farming is protected by designating much of the Township as Agricultural. Agricultural viability is supported by policies to discourage subdivision of agricultural land. General interface policies along the agricultural–urban edge are provided. The Rural Plan and Agricultural Viability Strategy provide policies to address transportation,

drainage and irrigation, economic development opportunities and educational programs related to agriculture.

1.1.3. Protect the Environment, Address Climate Change and Respond to Natural Hazards

Major conservation and recreation lands are protected by designation on the land use map and by policies that limit the use of these lands. To protect natural features and their connectivity, watercourses are designated as a development permit area and a Recreational Greenways Network is provided in this plan. The plan identifies policies that address climate change including policies to reduce energy consumption from the perspectives of land use and transportation infrastructure. Integrated storm water management and water conservation policies are provided as well as policies to minimize risks associated with climate change and natural hazards.

1.1.4. Provide Diverse and Affordable Housing Choices

Expansion of the diversity and supply of housing is encouraged through a mix of housing types and tenures. The OCP also requires regular updates to and implementation of the Housing Action Plan (HAP) which contains additional policy direction to increase diversity and supply to meet a variety of needs. The first three priorities of the HAP align with the RGS strategies to achieve the goal of providing diverse and affordable housing choices.

RGS Strategy 1: Expand the supply and diversity of housing choices to meet a variety of needs
HAP Priority 1: Diversify housing types

RGS Strategy 2: Protect tenants and expand, retain and renew rental housing supply
HAP Priority 2: Catalyze rental housing

RGS Strategy 3: Meet the housing needs of lower income households and populations experiencing or at risk of homelessness
HAP Priority 3: Support vulnerable residents.

The HAP includes 18 actions to achieve the three priorities identified above and six indicators to measure progress toward achievement over the five-year implementation timeframe.

1.1.5. Sustainable Transportation Choices

Land use and transportation are coordinated by aligning centres along the major transit network and major transit growth corridors to encourage future expansion of transit. Mixed use centres are proposed to support transit use. A number of policies address walking, cycling and transit use. Map 8 shows designated truck routes.

1.1.6. Regional District Services

The OCP contains policies in relation to housing, solid waste and air quality. The OCP also generally encourages infrastructure and amenity investments in the Urban Centres and Frequent Transit Development Areas.

1.1.7. Agricultural Land Reserve

The Township of Langley is committed to supporting agriculture. This commitment is articulated in the Township's OCP land use designations, accompanying Rural Plan and as referenced in the Regional Context Statement Table 9. The 'Agriculture' land use designation in the OCP is intended primarily for agricultural uses and supporting services where food production and other

forms of agriculture are encouraged. Subdivision is limited in agricultural areas, as set out in the Rural Plan and subject to the approval of the provincial Agricultural Land Commission for land within the ALR. Agricultural viability is further supported by OCP policies to manage the urban-agricultural interface through development permit guidelines, provision of setbacks, landscaped buffers, informational signage, restrictive covenants and transitional land uses.

Notwithstanding this commitment to the protection of agricultural land to support agricultural viability and to limit development, in certain cases and under specific conditions, appropriate municipal flexibility allows amendments to the Township of Langley's OCP for sites with a regional Agricultural or Rural land use designation as specified below.

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:

1) From an Agricultural designation to a Rural designation (or vice versa) within the Township of Langley's OCP where:
    a) the proposed use is consistent with the general intent of the 'Agricultural' or 'Rural' land use designations contained in the Township's OCP;
    b) the subject site no more than 0.5 hectare in size; and
    c) the subject site is not contiguous with a site previously re-designated pursuant to Regional Context Statement Section 1.1.7.

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 Regional Context Statement Section 1.1.7.

3) From an 'Agricultural' or a 'Rural' designation to an 'Industrial' designation within the Township of Langley's OCP where:
    a) the proposed use is consistent with the general intent of the 'Industrial' land use designation contained in the Township of Langley's OCP;
    b) the subject site is no more than 10 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 Regional Context Statement Section 1.1.7.

4) From an 'Agricultural' or a 'Rural' designation to a designation supporting agro-industrial uses within the Township of Langley's OCP where:
    a) the proposed use is consistent with the general intent of a land use designation in the Township of Langley's OCP that permits agro-industrial uses; and

b) the subject site is used for agro-industrial uses such as washing, packaging, processing, storing and selling of farm products, or any agro-industrial use permitted by the Agricultural Land Commission.

In addition to the above, if the subject site is within the Agricultural Land Reserve, the Agricultural Land Commission must have approved exclusion of the subject site from the Agricultural Land Reserve or granted permission for non-farm use or subdivision, as permitted under the *Agricultural Land Commission Act*. The aggregate of land affected by all re-designations under this provision cannot exceed 1% of the municipality's total lands within the Agricultural Land Reserve that has a regional 'Agricultural' or 'Rural' regional land use designation.

1.1.8. Salmon River Uplands

The Township of Langley is committed to the shared regional growth strategy's goals, strategies and policy actions including but not limited to limiting sprawl, directing growth to Urban Centres and along transit corridors and protecting important lands like the region's agricultural, ecologically sensitive and industrial lands.

As indicated in Policy Action 6.9.1 and on Map 12 of Metro 2050, the Salmon River Uplands area is a unique geography within the region that has a distinct planning history and background. Most of the lands in the Salmon River Uplands area are designated Rural in Metro 2050.

Policy Action 1.4.3 c) of Metro 2050 states that Member Jurisdictions will specify the allowable density and form for any lands with a Rural regional land use designation in Regional Context Statements. Metro 2050 indicates that the region's Rural regional land use designated lands are intended to protect the existing character, landscapes and environmental qualities of rural communities outside the Urban Containment Boundary and that land uses in these areas may include low density forms of residential.

In the Salmon River Uplands area, the Township intends to:

a. limit growth in lands with the Rural land use designation to lots that are at minimum half (½) an acre in size recognizing that the area has legacy developments with lots that may be smaller than half (½) an acre; and
b. not develop Agricultural Land Reserve lands.

The following policies apply to the Salmon River Uplands, identified as the "Rural within the Sewerage Area" and "Sewerage Extension Areas" in Metro 2050:

1. "Low density forms of residential" in the Rural regional land use designation of Metro 2050 will be interpreted as permitting minimum lots sizes equivalent to half (½) acre lots.

2. The Rural regional land use designation of Metro 2050 provides flexibility for minor lot-size variances to accommodate site topographic, environmental, or other land use constraints, as appropriate. These considerations may be considered on a case-by-case basis by the Township of Langley.

3. Land uses established and subdivisions registered at the Land Title and Survey Authority of British Columbia prior to February 24, 2023, being the date of adoption of Metro 2050, will, for the purposes of Policy Action 6.9.1 of Metro 2050, be considered as being consistent with the applicable regional land use designation as of February 24, 2023.

1.2 POPULATION, DWELLING AND EMPLOYMENT PROJECTIONS

Metro 2050 includes regional and sub-regional population, dwelling unit and employment projections by decade. Township-wide projections in Section 1.2 are based on municipal projections provided by Metro Vancouver.

Data and statistics in Section 1.2 are projections as opposed to targets. The only exception is the Township's employment target shown in Table 7. Projections aim to predict what will happen based on historic trends and calculated estimates of future trends. Targets aim to achieve a desired outcome that may or may not be consistent with projections.

1.2.1. Population

The Township's population has grown from less than 15,000 in 1961 to about 139,000 in 2021, an average increase of 3.9% per year. The region is growing and continued robust population growth in the Township is anticipated over the next 30 years. The estimated 2050 population is expected to reach 228,360 based on projections provided by Metro Vancouver. Historic and projected populations are shown graphically in Figure 7.

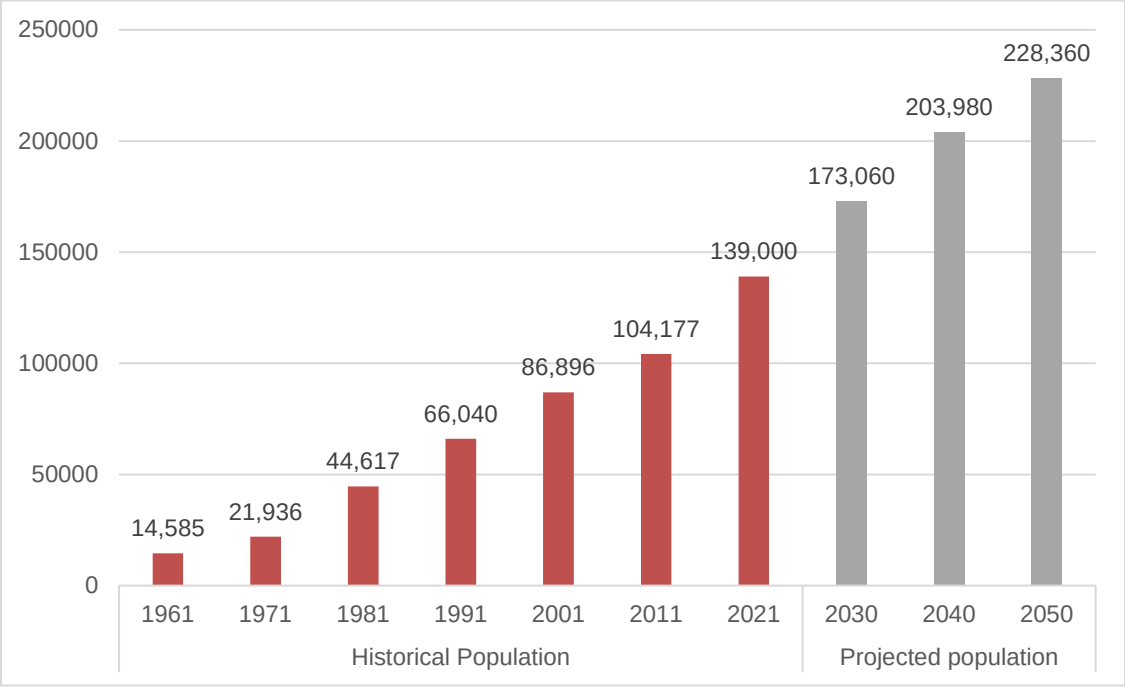


Figure 7: Township of Langley historical and projected population from 1961 to 2050.

Year	Population	Period	Average Annual Growth Rate
2021	139,000	-	-
2030	173,060	2021 - 2030	2.7%
2040	203,980	2031 - 2040	1.8%
2050	228,360	2041 - 2050	1.2%

Table 3 Projected Population and Growth Rates in Langley (2021 to 2050)

The projected population for the Regional Centre, the Town Centres and the Frequent Transit Development Area are shown in the table below.

Area	2023	2031	2041	2051
Regional Centre (Willowbrook)	5,480	7,600	10,250	12,640
Willoughby Town Centre	780	1,330	2,020	2,630
Aldergrove Town Centre	710	2,470	4,670	6,870
Carvolth FTDA	4,780	5,910	7,330	8,600

Table 4 Projected Population for Areas in Langley (to 2051)

Langley's population is expected to grow in all age cohorts over the next 30 years. As observed in the rest of Canada, the age cohort with the highest proportionate growth over the next decades will be those over 65 years of age, as shown in Figure 8. The proportion of the population under 25 years of age is projected to decline from about 30% to 23% of the total population by 2051 and the proportion over 65 years is expected to increase from 17% to almost 24%. The aging population will have significant impacts on housing, mobility, accessibility, recreation and servicing needs. Despite its aging population, Langley will remain a relatively young community compared to the region overall.

In addition to these age-related trends, the cultural profile of this population growth is anticipated to become increasingly diverse.

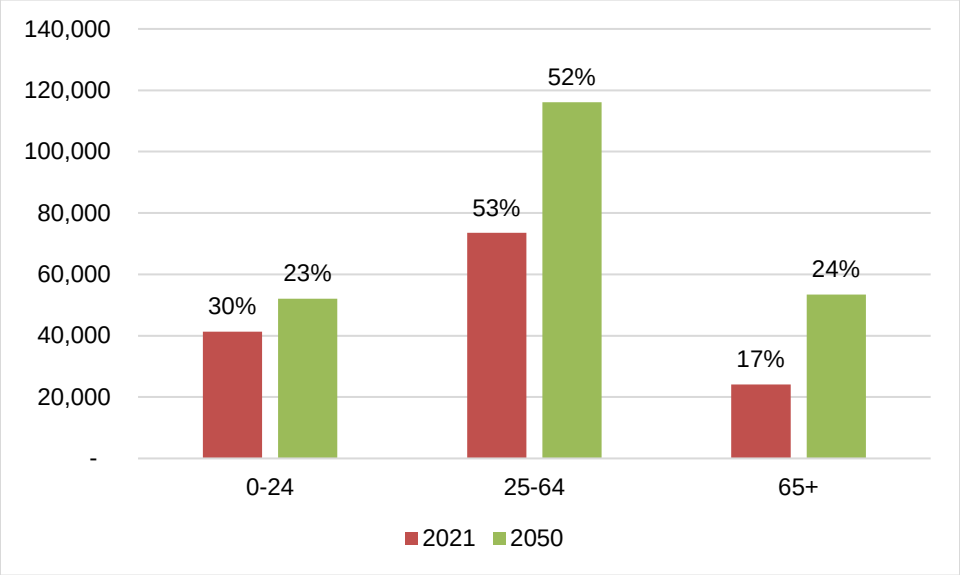


Figure 8 Select age cohort projections in the Township of Langley (to 2050). Percentages display the distribution of the population amongst the age cohorts for the given year.

1.2.2. Housing

To accommodate the projected population growth, approximately 37,000 new dwelling units will have to be constructed by 2050. Of these, about two thirds (67%) are projected to be ground-oriented units (single-detached, semi-detached, rowhouse and townhouse) with the remaining one third (32%) as apartment units. The 2050 housing stock will be comprised of 77% ground-oriented housing and 23% apartments, representing an increase in the proportion of apartments as compared to the 2021 housing mix (15% apartments). Rental and affordable housing options will need to be considered as part of the housing mix.

Year	Number of Dwellings
2021	49,084
2030	65,196
2040	77,780
2050	85,863

Table 5 Dwelling Unit Projection (to 2051)

Dwelling unit projections for the Regional Centre, the Town Centres and the Frequent Transit Development Area are provided in the table below.

Area	2023	2031	2041	2051
Regional Centre (Willowbrook)	2,390	3,590	5,090	6,430
Willoughby Town Centre	460	780	1,190	1,550
Aldergrove Town Centre	280	1,310	2,610	3,770
Carvolth FTDA	2,540	3,180	4,000	4,700

Table 6 Dwelling Unit Projection (to 2051)

1.2.3. Employment

Providing employment in the community is important because it offers opportunities for residents to work close to where they live thereby reducing the time, cost and environmental impacts of commuting and also providing a diversified assessment base for property taxes. Ideally, the number of jobs within the community would be equal to the number of people in the labour force.

The industrial, institutional, retail and office sectors provide most of the employment in the Township, followed by home-based business, recreation and agriculture. Robust employment growth is expected to continue in all sectors with the largest increases in office and industrial jobs.

Two employment targets are provided. The first target was based on a regional projection, offered by the RGS. The second was developed as part of the Township's Employment Lands Study (2010) and provides a more ambitious target. The Township's target is an aspirational goal that if achieved would provide an approximately 1:1 ratio between the number of jobs in the Township and the number of residents in the labour force. The higher projection may be difficult to achieve due to an aging population and technological change, but a 1:1 job to labour force ratio would greatly assist in achieving a sustainable community.

Year	Metro Vancouver Projection	Township Target
2030	80,500	97,291
2040	91,000	113,339
2050	98,500	126,429

Table 7 Employment Targets in Langley (to 2051)

Employment projections for Regional Centre, the Town Centres and the Frequent Transit Development Area are provided in the table below.

Area	2023	2031	2041	2051
Regional Centre (Willowbrook)	8,350	10,110	12,310	14,300
Willoughby Town Centre	750	1,150	1,650	2,100
Carvolth FTDA	5,020	7,180	9,870	12,300
Aldergrove Core	1,280	1,460	1,685	1,890

Table 8 Employment Projections for Areas in Langley (to 2051)

1.3 REGIONAL LAND USE DESIGNATIONS

On January 16, 2023, Township of Langley Council accepted, by resolution, *Metro 2050: Regional Growth Strategy* ("Metro 2050"), reflecting the Township's general commitment to its vision and goals. Pursuant to Section 446 of the Local Government Act, each municipality must submit to the board of the regional district a regional context statement that identifies the relationship between the municipal OCP and the RGS and, if applicable, how the OCP is to be made consistent with the RGS over time.

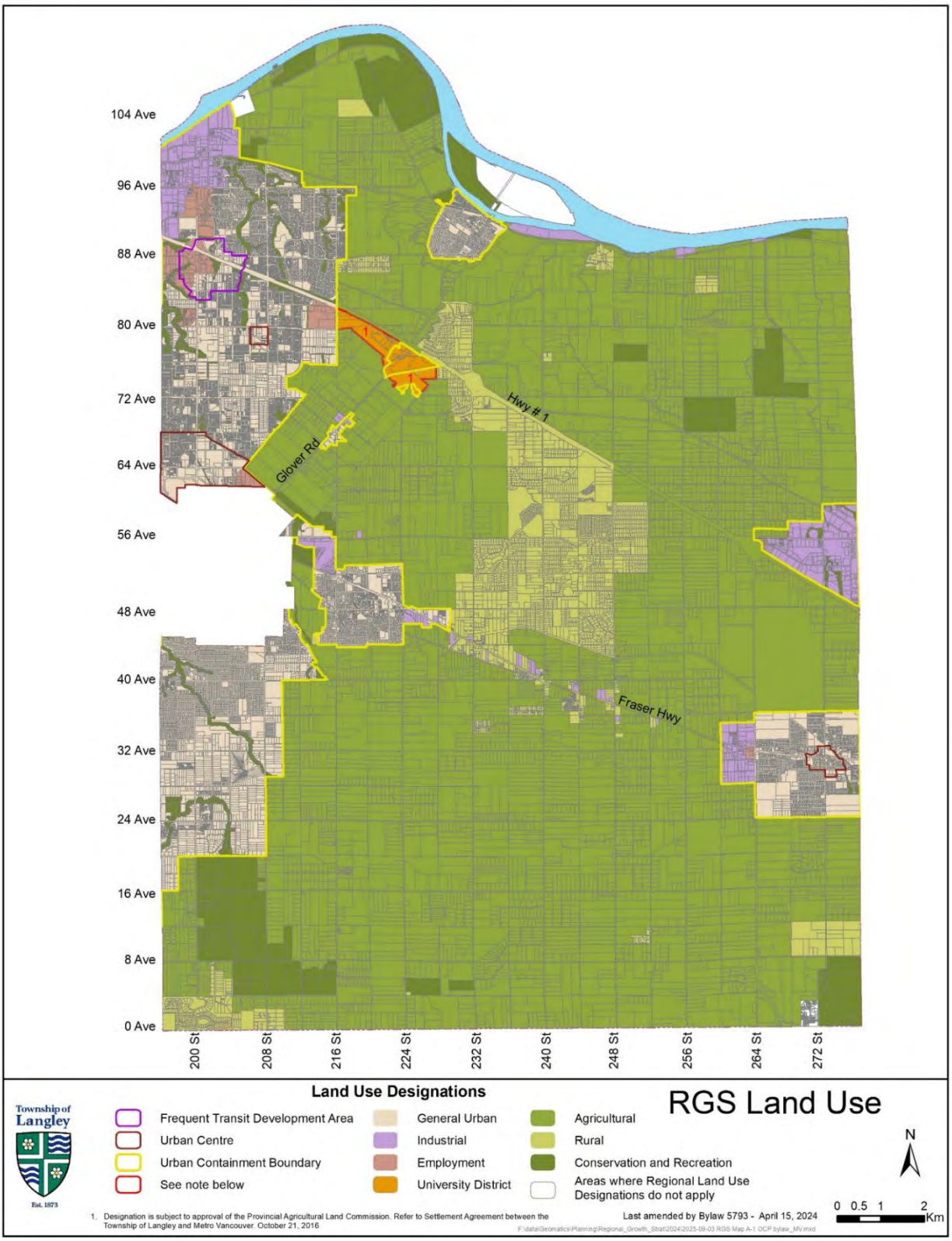
The RGS provides a map of regional land use designations as a tool to achieve the Strategy's goals and provide the basis for defining matters of regional significance. Section 447 of the Local Government Act provides that a Regional Context Statement will identify how the OCP is to be made consistent with the RGS over time. The OCP is to be made consistent from time to time with the RGS in the following manner:

a) by way of Township applications to the MVRD Board for amendments to the RGS regional land use designations;

b) despite paragraph (a), by way of amendments to the OCP made consistent with the RCS that has been accepted by the MVRD.

Map A-1 below sets out proposed changes to regional land use designations in Metro 2050 that would make the OCP consistent with the RGS.

MAP A-1


104 Ave
96 Ave
88 Ave
80 Ave
72 Ave
64 Ave
56 Ave
48 Ave
40 Ave
32 Ave
24 Ave
16 Ave
8 Ave
0 Ave
200 St
208 St
216 St
224 St
232 St
240 St
248 St
256 St
264 St
272 St
Hwy # 1
Glover Rd
Fraser Hwy
1
Land Use Designations
RGS Land Use
Township of Langley
Est. 1873
Frequent Transit Development Area
Urban Centre
Urban Containment Boundary
See note below
General Urban
Industrial
Employment
University District
Agricultural
Rural
Conservation and Recreation
Areas where Regional Land Use Designations do not apply
N
0 0.5 1 2 Km
1. Designation is subject to approval of the Provincial Agricultural Land Commission. Refer to Settlement Agreement between the Township of Langley and Metro Vancouver. October 21, 2016
Last amended by Bylaw 5793 - April 15, 2024

1.4 ROLE OF MUNICIPALITIES

Table 9 below lists the municipal actions as required by the RGS and provides information on the sections of the OCP that address those requirements or discusses how the OCP will be made consistent with the RGS over time. In particular, the Table contains a description of OCP policy provisions relative to the listed "Role of Member Jurisdictions" within the RGS.

For certainty, the OCP policies contained in this Table are not incorporated by reference from the OCP to be substantive policies of the RCS. Instead, they are inserted to specifically identify the relationship between the OCP and the RGS matters referred to under Sections 446-447 of the *Local Government Act* and to identify how the OCP will made consistent with the RGS over time.

Metro 2050 Regional Targets		
Goal 1 Create a Compact Urban Area Targets		
Policy with Target	**Applicable OCP Policies**	**Supplementary Information**
1.1.9 b) Provide Member Jurisdiction population, dwelling unit and employment projections, with reference to guidelines contained in Table 1 and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of **focusing 98% of residential growth inside the Urban Containment Boundary**	Section 2.1 provides objectives and policies to meet the goal of providing urban land uses and major transportation and infrastructure works within the urban development area (consistent with the RGS Urban Containment Boundary). Urban Community and Neighbourhood Plans adopted into the OCP are located within the Urban Containment Boundary.	Willoughby has been the primary growth area since 1998. The Willoughby population is estimated to be approximately 53,000 in 2025, with an estimated buildout population of 90,000. The Willoughby Community Plan is being updated to reflect the designation of a Major Transit Growth Corridor along 200 Street between the Carvolth FTDA and Willowbrook Regional Centre. Brookswood-Fernridge will be a future growth area, with an estimated current population of 14,000 and estimated buildout population of 59,000.
1.2.23 a) provide dwelling unit and employment projections that indicate the Member Jurisdiction's share of planned growth and **contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2** (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas) Regional Targets for Residential Growth by Location: • **All Urban Centre Types: 40%** • **Frequent Transit Development Areas: 28%** Regional Targets for Employment Growth by Location: • **All Urban Centre Types: 50%** • **Frequent Transit Development Areas: 27%**	Sections 2.3.2, 2.3.3, 2.3.7 and 2.3.8 provide policies to direct major commercial and higher density residential development to Urban Centres. The scale of development and densities permitted in the Urban Centres and Frequent Transit Development Area (FTDA) are higher than other areas in the Township. Section 2.4.3 provides for consideration of mid- and high-rise development in Urban Centres and FTDAs as well as along Translink's proposed Frequent Transit Network that connects them.	The Willowbrook Community Plan update will guide the development of the Willowbrook area as part of the Regional Centre. Future planning in the Willowbrook area will update the planning policies to assist in creating a mixed use, high-density, transit-oriented regional centre consistent with best practices for development around Skytrain stations. Based on the preliminary status of the Willowbrook Community Plan, future population and employment projections have not been completed. The Aldergrove Community Plan provides for a compact, mixed use, walkable and transit-oriented downtown with commercial and high-density residential uses. The Core Area, contiguous with the Municipal Town Centre designation, will be home to approximately 6,000 residents and 2,000 jobs at buildout. This constitutes density of 216 residents and employees per hectare. The Yorkson Neighbourhood Plan provides for the development of a town centre

		for Willoughby consisting of mixed use commercial and mid-rise residential uses in a pedestrian oriented environment. The Yorkson neighbourhood will be home to approximately 28,000 residents and well over 2,000 jobs at build out. The Carvolth Neighbourhood Plan provides for a high-density of population and employment within a transit-oriented hub contributing to growth within Frequent Transit Development areas. It will be home to approximately 8,600 residents and 12,800 jobs at build out. The Plan area is 184 hectares, resulting in density of 155 residents and jobs per hectare.
1.2.23 b) ii) include policies and actions for Urban Centres and Frequent Transit Development Areas that: **focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3** (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.12 *1.2.12 Implement the strategies and actions of the Regional Growth Strategy that contribute to regional targets as shown on Table 2 to:* ***a) focus 98% of the region's dwelling unit growth to areas within the Urban Containment Boundary;*** ***b) focus 40% of the region's dwelling unit growth and 50% of the region's employment growth to Urban Centres; and*** c) ***focus 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas.***	Sections 2.3.2, 2.3.3, 2.3.7 and 2.3.8 provide policies to direct major commercial and higher density residential development to Urban Centres. The scale of development and densities permitted in the Urban Centres and Frequent Transit Development Area (FTDA) are higher than other areas in the Township. Section 2.4.3 provides for consideration of mid- and high-rise development in Urban Centres and FTDAs as well as along Translink's proposed Frequent Transit Network that connects them.	The Willowbrook Community Plan update will guide the development of the Willowbrook area as part of the Regional Centre. Future planning in the Willowbrook area will update the planning policies to assist in creating a mixed use, high-density, transit-oriented regional centre consistent with best practices for development around Skytrain stations. Based on the preliminary status of the Willowbrook Community Plan, future population and employment projections have not been completed. The Aldergrove Community Plan provides for a compact, mixed use, walkable and transit-oriented downtown with commercial and high-density residential uses. The Core Area, contiguous with the Municipal Town Centre designation, will be home to approximately 6,000 residents and 2,000 jobs at buildout. This constitutes density of 216 residents and employees per hectare. The Yorkson Neighbourhood Plan provides for the development of a town centre for Willoughby consisting of mixed use commercial and mid-rise residential uses in a pedestrian oriented

		environment. The Yorkson neighbourhood will be home to approximately 28,000 residents and well over 2,000 jobs at build out. The Carvolth Neighbourhood Plan provides for a high-density of population and employment within a transit-oriented hub contributing to growth within Frequent Transit Development areas. It will be home to approximately 8,600 residents and 12,800 jobs at build out. The Plan area is 184 hectares, resulting in density of 155 residents and jobs per hectare.

Goal 3 Protect the Environment, Address Climate Change and Respond to Natural Hazards Targets

Policy with Target	Applicable OCP Policies	Supplementary Information
3.2.7 a) identify local ecosystem protection and tree canopy cover targets and demonstrate how these targets will contribute to the regional targets in Action 3.2.1: • increase the area of lands protected for nature **from 40% to 50% of the region's land base by the year 2050**; and • increase the total regional tree canopy cover within the Urban Containment Boundary **from 32% to 40% by the year 2050.**	Section 3.13 Ecological Services identifies measures to protect, enhance and increase green space and to protect wildlife habitat and ecologically sensitive areas through plans, policies and programs. Section 3.13.5 is to implement and update the Wildlife Habitat Conservation Strategy to include targets that contribute to the RGS goal of 50% of land in the region protected for nature by 2050. Section 3.13.20 is to implement and regularly update the Community Forest Management Strategy, which includes long-term tree canopy cover targets. Consider a tree canopy cover target over time to increase the total cover to 40% within the Urban Containment Boundary.	The Climate Action Plan contains a Greenspace and Ecosystems priority area aimed at increasing the Township's tree canopy and shade through a complete Tree Canopy Study and Strategy. This will work to reduce the urban heat island effect, increase carbon sequestration and improve biodiversity. Another action under this priority is to subsidize options for encouraging tree planting on private lands to increase tree canopy cover.
3.3.7 a) identify how local land use and transportation policies will contribute to meeting the **regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030** and **achieving a carbon neutral region by the year 2050**;	Sections 2.5.18 and 3.17 address community design and GHG reduction strategies. Section 3.9 provides policies and objectives to increase walking, cycling and transit use. Section 3.17.6 is to implement the Climate Action Strategy, which includes targets of 45% emissions reduction by 2030 and 100% emissions reduction by 2050.	The Climate Action Plan's Transportation and Mobility Priority area contains 42 actions related to increasing opportunities for active and multi-modal transit, improving bike and e-bike networks and expanding access to EV's and car sharing services. The Buildings and Land Use Priority Area of this plan also contains actions towards establishing revised and comprehensive energy and emissions guidelines for new construction; reducing energy

		and emissions and increase resilience in existing buildings and requiring future Township-owned facilities to be zero carbon in operation.

Goal 4 Provide Diverse and Affordable Housing Choices Target		
Policy with Target	**Applicable OCP Policies**	**Supplementary Information**
4.2.7 a) indicate how they will, within their local context, contribute toward the regional target of having **at least 15% of newly completed housing units built within all Urban Centres, Frequent Transit Development Areas and Major Transit Growth Corridors combined, to the year 2050, be affordable rental housing units** (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	Section 2.4.5 is to consider affordable housing in all designations, but especially in Urban Centres and Frequent Transit Development Areas. Section 3.1.2 is to work with multiple levels of government and the Metro Vancouver Housing Corporation to increase the number of affordable housing units. Section 3.1.6 includes incentives for developers to include affordable market rental housing and/or non-market housing such as parking relaxations, density bonusing and CACs that include affordable housing as a community benefit.	Community and Neighbourhood Plans such as the Aldergrove Plan support the provision of increased options for housing tenures and affordable housing in the downtown area. This plan aims to accommodate a significant share of anticipated future residential growth within Aldergrove through multi-family and mixed used developments in the downtown area and to reinforce its status/function as a pedestrian and transit oriented Municipal Town Centre. The Housing Action Plan (2021) contains the priority to catalyze rental housing. The actions within the plan support the provision of affordable housing through a variety of policies and initiatives.

Metro 2050 Goal 1: Create a Compact Urban Area

The OCP addresses creation of compact urban areas by identifying an urban development area and Urban Centres, including the Regional City Centre and Municipal Town Centres identified in the RGS. The urban development area and Urban Centres are described generally in Section 2.3. The OCP also identifies Community Centres and a Frequent Transit Development Area as identified in the RGS. Major commercial and office development is encouraged in these centres, as well as higher density housing. New non-residential Major Trip-Generating uses, which include office or business parks, shopping malls, post-secondary institutions and large format entertainment uses, will generally be directed to the Regional City Centre, Municipal Town Centres and Frequent Transit Development Areas. The Centres and the Frequent Transit Development Area are shown on Maps 3, 4, 5 and 6.

Goal 1 Targets

Policy with Target	Applicable OCP Policy(-ies)	Commentary
1.1.9 b) Provide member jurisdiction population, dwelling unit and employment projections, with reference to guidelines contained in Table 1 and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary.	Section 2.1 provides objectives and policies to meet the goal of providing urban land uses and major transportation and infrastructure works within the urban development area (consistent with the RGS Urban Containment Boundary). Urban Community and Neighbourhood Plans adopted into the OCP are located within the Urban Containment Boundary.	Willoughby has been the primary growth area since 1998. The Willoughby population is estimated to be approximately 53,000 in 2025, with an estimated buildout population of 90,000. The Willoughby Community Plan is being updated to reflect the designation of a Major Transit Growth Corridor along 200 Street between the Carvolth FTDA and Willowbrook Regional Centre. Brookswood-Fernridge will be a future growth area, with an estimated current population of 14,000 and estimated buildout population of 59,000.
1.2.24 b) include policies and actions for Urban Centres and Frequent Transit Development Areas that: ii) focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13	Sections 2.3.2, 2.3.3, 2.3.7 and 2.3.8 provide policies to direct major commercial and higher density residential development to Urban Centres. The scale of development and densities permitted in the Urban Centres and Frequent Transit Development Area (FTDA) are higher than other areas in the Township. Section 2.4.3 provides for consideration of mid- and high-rise development in Urban Centres and FTDAs as well as along Translink's proposed Frequent Transit Network that connects them.	The Willowbrook Community Plan update will guide the development of the Willowbrook area as part of the Regional Centre. Future planning in the Willowbrook area will update the planning policies to assist in creating a mixed use, high-density, transit-oriented regional centre consistent with best practices for development around Skytrain stations. Based on the preliminary status of the Willowbrook Community Plan, future population and employment projections have not been completed. The Aldergrove Community Plan provides for a compact, mixed use, walkable and transit-oriented downtown with commercial and high-density residential uses. The Core Area, contiguous with the Municipal Town Centre designation, will be home to approximately 6,000 residents and 2,000 jobs at buildout. This constitutes density of 216 residents and employees per hectare.

		The Yorkson Neighbourhood Plan provides for the development of a town centre for Willoughby consisting of mixed use commercial and mid-rise residential uses in a pedestrian oriented environment. The Yorkson neighbourhood will be home to approximately 28,000 residents and well over 2,000 jobs at build out. The Carvolth Neighbourhood Plan provides for a high-density of population and employment within a transit-oriented hub contributing to growth within Frequent Transit Development areas. It will be home to approximately 8,600 residents and 12,800 jobs at build out. The Plan area is 184 hectares, resulting in density of 155 residents and jobs per hectare.

Strategy 1.1 Contain urban development within the Urban Containment Boundary			
Policy Action 1.1.9	Section	Policy	Applicable OCP Policy(-ies)
	a)	Depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2)	The urban development area is defined by the urban land uses on Maps 1 and A-1.
	b)	Provide member jurisdiction population, dwelling unit and employment projections, with reference to guidelines contained in Table 1 and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary	Schedule 1 includes tables that provide population, dwelling unit and employment projections. Only about 2% of population growth from 2021 to 2051 is expected to occur outside the urban containment boundary, shown on Map A-1.
	c)	Include a commitment to liaise regularly with Metro Vancouver Liquid Waste Services and Metro Vancouver Water Services to keep them apprised of the scale and timeframe of major development plans as well as specific plans to separate combined sewers	Sections 3.12.1, 3.12.6, 3.12.8, 3.12.9 and 3.12.16 consider long term, regional needs of major development plans in collaboration with Metro Vancouver for liquid waste and water. The Township is committed to liaise regularly with Metro Vancouver Waste Services and Metro Vancouver Water Services to keep them appraised of the scale and timeframe of major development Plans. There are no combined sewers in the Township of Langley.

	d)	Integrate land use planning policies with local and regional economic development strategies, particularly in the vicinity of the port and airports, to minimize potential exposure of residents to environmental noise and other harmful impacts	Section 3.7.1 requires implementation of the Employment Lands Study, which considers regional economic development strategies. Section 3.7.7 encourages buffering between Industrial and Employment lands and other land uses.

Strategy 1.2 Focus Growth in Urban Centres and Frequent Transit Development Areas			
Policy Action 1.2.24	Section	Policy	Applicable OCP Policy(ies)
	a)	Adopt Regional Context Statements that: Provide dwelling unit and employment projections that indicate the member jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)	Schedule 1 provides population, dwelling unit, employment projections for Urban Centres and Frequent Transit Development Areas
	b) i)	Include policies and actions for Urban Centres and Frequent Transit Development Areas that: Identify the location, boundaries and types of Urban Centres and Frequent Transit Development Areas on a map that is consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and Map 4	Urban Centres and Frequent Transit Development Areas are shown on Maps 3 to 6.
	ii)	Focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13	Sections 2.3.2, 2.3.3, 2.3.7 and 2.3.8 provide policies to direct major commercial and higher density residential development to Urban Centres. The scale of development and densities permitted in the Urban Centres and Frequent Transit Development Area (FTDA) are higher than other areas in the Township. The Willowbrook Community Plan Update will guide the development of the Willowbrook area as part of the Regional City Centre. Future planning in the Willowbrook area will update the planning policies to assist in creating a mixed-use, high-density transit oriented regional city centre consistent with best practices for development around Skytrain stations. Section 2.4.3 provides for consideration of mid- and high-rise development Urban Centres and FTDAs as well as along

			TransLink's proposed Frequent Transit Network that connects them. The Aldergrove Community Plan provides for a compact, mixed use walkable and transit-oriented downtown with commercial and high-density residential uses.
Policy Action 1.2.24	iii)	Encourage office development to locate in Urban Centres through policies, economic development programs, or other financial incentives	Office development is encouraged in all Urban Centres (Section 2.3.7). Future work will be undertaken to determine appropriate policies and the need for incentives to encourage office development.
	iv)	Support modal shift by establishing or maintaining reduced residential and commercial parking requirements in Urban Centres and FTDAs and consider the use of parking maximums	Consideration of reduced residential and commercial parking requirements are provided for in Section 2.3.13 as transit service improves. The future Willowbrook Community Plan will contemplate lower parking requirements and parking maximums within an 800-metre radius of the Skytrain station. Section 3.9.3 provides for the consideration of reducing parking requirements as transit service improves.
	v)	Consider the identification of appropriate measures and neighbourhood plans to accommodate urban densification and infill development in Urban Centres, Frequent Transit Development Areas and, where appropriate, Major Transit Growth Corridors in a resilient and equitable way (e.g. through community vulnerability assessments, emergency services planning, tenant protection policies and strategies to enhance community social connectedness and adaptive capacity)	Frequent Transit Development Areas are shown on Maps 3 and 6. Policies related to Frequent Transit Development Areas are in Sections 2.3.6, 2.3.7, 2.3.8, 2.3.11, 2.3.12, 2,3,13 and 2,3.14. Section 2.4.6 encourages infill development; however, Urban Centres and Frequent Transit Development Areas in the Township are primarily in greenfield development context. The future Willoughby Community Plan and Willoughby Transit Corridor Corridor Plan will address the Major Transit Growth Corridor in a resilient and equitable way, utilizing various tools provided to municipalities, such as inclusionary zoning and density benefit provisions. Section 3.1 provides guidance for equitable housing development in neighbourhood planning. This includes implementation of the Housing Action Plan, which also includes actions to lead to a more equitable housing stock. Section 3.1.11 requires developers to provide consideration for existing tenants in rental buildings, non-market housing and manufactured home parks being redeveloped, which may include compensation, extended tenant notification standards, first right of refusal to purchase or rent new units, rent-to-own provisions and retention of rental land use. Section 3.1.16 allows for special needs and supportive housing in all neighbourhoods and most zoning districts and encourages partnerships that increase supply.

			Section 3.1.17 is to collaborate with and support non-profit agencies that provide shelter, food and social services for those in need. Section 3.2.1 is to implement the Social Sustainability Strategy to address the needs of community connectedness, inclusion and resilience. Section 3.3 provides policies that will enhance social connectedness and community resilience through a focus on health and leisure. Section 3.4 includes policies that support the objective to create communities that support personal and public safety. Section 3.5 provides arts, culture and heritage policies that focus on diverse opportunities and contributing to residents' sense of place.
Policy Action 1.2.24	vi)	Consider support for the provision of childcare spaces in Urban Centres and Frequent Transit Development Areas	Policy 2.4.4 requires consideration of incorporating social amenities, including childcare, on mid- and high-rise development sites within community and neighbourhood plans, some of which would be located in Urban Centres and FTDAs. Policies 3.2.8 and 3.2.9 facilitate incorporating childcare centres in residential and mixed-use developments, as well as co-locating childcare centres on institutional properties.
	vii)	Consider the implementation of green infrastructure.	Goal 7 of the OCP is to increase biodiversity and natural capital with additional emphasis on green infrastructure in new neighbourhoods. Sections 3.13-3.17 provide several objectives and policies aimed as implementation of green infrastructure.
	viii)	Focus infrastructure and amenity investments (such as public works and civic and recreation facilities) in Urban Centres and Frequent Transit Development Areas and at appropriate locations within Major Transit Growth Corridors	Section 2.3.11 directs community arts, entertainment, cultural and other major institutional facilities to the Urban Centres and FTDA and other areas with good transit access (MTN and MTGCs).
	ix)	Support the provision of community services and spaces for non-profit organizations	Section 2.5.14, 2.5.19 and 3.1.17 support the provision of community services and non-profit organizations.
Policy Action 1.2.24	x)	Consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms and intensification of commercial and light industrial	Section 2.4.14 and 2.4.16 direct more intensive development where Employment areas are located within the Regional Centre and Frequent Transit Development Areas. Policies for the Employment designations in the Regional Centre and the Carvolth Frequent Transit Development Area are provided in Section 2.4.14.

	xi)	Take appropriate steps to avoid or mitigate the negative health impacts of busy roadways on new or redeveloped residential areas	Sections 2.3.10 and 2.3.14 encourage safe cycling, walking and transit use through design. Section 3.8.15 provides designated truck routes that minimize impacts on residential areas. Section 3.13 provides for integration of ecological services into broader planning initiatives. Such ecological services can reduce air, light and noise pollution. Section 3.14.4 provides for the development of a multi-use recreational greenway system connecting throughout the Township and displayed on Map 12, which provides separated paths for pedestrians and cyclists on busy roadways and buffers noise and pollution for fronting uses. The Willoughby Community Plan and Neighbourhood Plans generally provide for wide greenways along busy roadways to reduce health impacts.
	c) i)	Include policies for General Urban Lands that: Identify General Urban lands and their boundaries on a map generally consistent with Map 2.	General Urban areas are identified on Maps 1 and A-1.
	ii)	Exclude new non-residential Major Trip-Generating uses, as defined in the Regional Context Statement, from those portions of General Urban lands outside of Urban Centres and Frequent Transit Development Areas and direct new non-residential Major Trip-Generating uses to Urban Centres and Frequent Transit Development Areas	Section 2.3.8 directs higher density residential and commercial development and high trip-generating uses to Urban Centres and Frequent Transit Development Areas and restricts major non-residential trip-generating uses such as large format retail uses from locating outside those areas. Section 2.4.11 directs new non-residential Major Trip-Generating uses, except where permitted by an existing land use designation, to General Urban lands within Urban Centres and Frequent Transit Development Areas. Such uses include office or business parks, outlet shopping malls, post-secondary institutions and large-format entertainment uses. For clarity, existing non-residential Major Trip-Generating uses may further develop and expand on present lands, adjacent lands and lands in close proximity.
Policy Action 1.2.24	iii)	Encourage infill and intensification (e.g. row houses, townhouses, mid-rise apartments, laneway houses) in appropriate locations within walking distance of the Frequent Transit Network	Section 2.4.6 encourages infill development. Community and Neighbourhood Plans in walking distance of the Frequent Transit Network generally provide for a diversity of housing types including row houses, townhouses, mid-rise apartments, secondary suites and coach houses. Section 3.1.1 requires implementation of the Housing Action Plan, which includes actions to permit accessory detached dwellings, duplexes on current single-detached lots in

			appropriate locations and secondary suites within attached housing. In addition, Action 1D is to identify areas with potential for infill development and consider a community or neighbourhood plan update process to facilitate infill development. Section 3.1.7 encourages a diverse range of housing to meet different types of housing needs, including small-scale multi-unit housing.
	iv)	Encourage neighbourhood-serving commercial uses	Local Centres are identified on Map 3 as Community Centres and are intended to provide a mix of housing types, local serving commercial activities and good access to transit; the Walnut Grove, Fort Langley, Murrayville and Brookswood-Fernridge Community Plans designate commercial core areas with a mix of housing types in close proximity.
	d)	With regards to Actions 1.2.16 and 1.2.24 c) ii), include a definition of "non-residential Major Trip-Generating uses" that includes, but is not limited to, the following uses: office or business parks, outlet shopping malls, post-secondary institutions and large-format entertainment venues	Work towards drafting a definition of non-residential Major Trip-generating uses.
	e)	Consider the identification of new Frequent Transit Development Areas in appropriate locations within Major Transit Growth Corridors, as part of the development of new or amended area or neighbourhood plans, or other community planning initiatives	Section 2.4.3 considers mid- and high-rise development in areas along 200 Street within the Willoughby community within 250m of key arterial nodes and within 400m of transit routes (this section of 200 Street is a MTGC). Section 2.4.4 specifies best practices in transit-oriented design that community and neighbourhood plans must consider. The future Willoughby Community Plan and subsequent new Willoughby Transit Corridor Plan will identify transit hubs along the 200 Street corridor as Frequent Transit Development Areas.
	f)	Consider long-term growth and transportation planning coordination with adjacent municipalities, First Nations, TransLink and Metro Vancouver for transit corridors that run through or along two or more adjacent jurisdictions	Goal 11 of the OCP supports meaningful community engagement through ongoing partnerships and coordination with Metro Vancouver, TransLink, First Nations and neighbouring municipalities. Section 4.1.6 directs work with TransLink for long-term transportation growth needs.

Strategy 1.3 Develop resilient, healthy, connected and complete communities with a range of services and amenities			
Policy Action 1.3.7	**Section**	**Policy**	**Applicable OCP Policies**
	a)	Adopt Regional Context Statements that: Support compact, mixed use, transit, walking, cycling and rolling oriented communities.	Sections 2.3.14 and 2.4.8 encourage safe and efficient transit, cycling and walking. Section 2.5.1 is to include a well-planned mix of land uses in each community. Section 2.5.2 is to include a mix of housing in each community. Section 2.5.3 requires Town Centres and Community Centres to be planned as central nodes to located services and amenities as close as possible to the greatest number of residents. Section 2.5.4 is to balance employment and residential uses in each community to provide options to work close to home. Section 2.5.6 addresses community and neighbourhood design to be efficient and convenient for walking, bicycles, transit, delivery trucks and private automobiles.
	b)	Locate and support community, arts, cultural, recreational, institutional, medical/health, social service, education and childcare facilities and local serving retail uses in Urban Centres or areas with good access to transit.	Section 2.5.1 directs a mix of land uses in each community so residents can live, work, shop, learn, play and access services in their local community.
	c)	Provide and encourage public spaces and other place-making amenities and facilities (e.g., community gardens, playgrounds, gathering places, etc.) in new and established neighbourhoods, for all ages, abilities and seasons, to support social connections and engagement	Section 2.5.8, 2.5.12, 3.2.7 and 3.3.7 encourage age-friendly public spaces, amenities and facilities in neighbourhood design. Section 2.5.19 supports development of strong community spirit with urban design and community services that consider a variety of place-making amenities and facilities. Section 2.5.21 requires establishment of a public art policy which will contribute to place-making.
	d) i)	Respond to health and climate change-related risks by providing equitable access to: Recreation facilities	Section 3.3.2 and 3.3.4 support access to a diverse range of recreation and leisure options for all ages and abilities indoor and outdoor recreation facilities.

Policy Action 1.3.7	ii)	Green spaces and public spaces (e.g. parks, trails, urban forests, public squares, etc.)	Sections 2.1.4, 3.14.4, 3.14.5 and 3.14.7 address park, green and public spaces. The Willoughby Community Plan and Neighbourhood Plans provide for an extensive greenway network with varying typologies, different park typologies (including public squares) and wildlife habitat patches, implemented through the Willoughby Greenway Amenity Policy. The Brookswood-Fernridge Plan and Neighbourhood Plans provide for an extensive greenway network with varying typologies, aquatic conservation areas and natural spaces, implemented through the Brookswood-Fernridge Greenway Amenity Policy. The Community Forest Management Strategy provides tree canopy targets and strategies to achieve targets.
	iii)	Safe and inviting walking, cycling and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities	Section 2.1.4, 2.3.14, 2.5.17 and 3.9.6 provide for a variety of greenways and natural habitat settings for active and passive movement.
	e)	Support the inclusion of community gardens (at-grade, rooftop, or on balconies), grocery stores and farmers' markets to support food security and local production, distribution and consumption of healthy food, in particular where they are easily accessible to housing and transit services	Section 3.3.1 to 3.3.14 support production, access and distribution to local food and agriculture.
	f)	Consider, when preparing new neighbourhood and area plans, the mitigation of significant negative social and health impacts, such as through the use of formal health and social impact assessment methods in neighbourhood design and major infrastructure investments	Section 3.3.9 promotes partnerships with Fraser Health Authority to support healthy lifestyles and prevent chronic diseases. Section 3.17.7 promotes strategic adaptation planning to mitigate risks of climate change.
Policy Action 1.3.7	g)	Provide design guidance for existing and new neighbourhoods to promote social connections, universal accessibility, crime prevention through environmental design and inclusivity while considering the impacts of these strategies on identified marginalized members of the community	Sections 2.5.7 and 2.5.8 provide design guidance to encourage walking and rolling for pleasure, meeting daily needs and accessing public transit. Section 2.5.10 requires development of comprehensive design guidelines that balance cohesive design with respect for unique neighbourhoods and character areas, including universal design approaches for the public realm. Sections 2.4.4 and 3.4.6 require Crime Prevention Through Environmental Design for new development. Section 3.1.16 requires allowance of special needs and supportive housing in the majority of zoning districts and partnerships with community groups and other agencies to increase availability.

	h)	Consider where appropriate, opportunities to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres, FTDAs and other local centres	Section 2.5.21 and 3.5.20 encourage recognition of local culture and heritage through art and partnerships, including with Indigenous communities and other cultures.

Strategy 1.4 Protect Rural Lands from Urban Development			
	Section	**Policy**	**Applicable OCP Policy(-ies)**
Policy Action 1.4.3	a)	Adopt Regional Context Statements that: Identify Rural lands and their boundaries on a map generally consistent with Map 2	Boundaries are identified on Maps 1 and A-1.
	b)	Limit development to a scale, form and density consistent with the intent for the Rural land use designation and that is compatible with on-site sewer servicing	Section 2.2.6 specifies density of development in the Rural area and discusses sewer servicing. Sections 5.5.3 and 5.6.2 of the Rural Plan, include lot size provisions, subject to Agricultural Land Commission regulations.
	c)	Specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation	Section 2.2.6 specifies the density and general form of development. Sections 5.5.3 and 5.6.2 of the Rural Plan include lot size provisions, subject to Agricultural Land Commission regulations and approvals.
	d)	Prioritize and support agricultural uses within the Agricultural Land Reserve and where appropriate, support agricultural uses outside of the Agricultural Land Reserve	Section 2.2.6 allows agricultural uses in the Rural area.
	e)	Support the protection, enhancement, restoration and expansion of ecosystems identified on Map 11 to maintain ecological integrity, enable ecosystem connectivity, increase natural carbon sinks and enable adaptation to the impacts of climate change	Section 2.2.14 and 3.13.1 to 3.13.4 maintain and promote ecological capacity and aim to increase total green space in Langley to provide ecological services. Section 3.13.3 integrates ecological services into broader community planning initiatives related to environmentally sensitive areas, parks and open space and streams and riparian areas. Section 3.13.10 promotes protection of ecosystems on private land including in the ALR through land covenants, eco-gifting, land trusts, stewardship, education, tax incentives, or other means.

Goal 2: Support a Sustainable Economy

Diverse economic development opportunities close to where people live are supported by encouraging office and commercial uses in the Regional Centre, Town Centres and Frequent Transit Development Area. The OCP also supports industrial uses by protecting industrial lands and designating them as Industrial. Industrial policies support appropriate accessory uses and do not permit large scale retail or residential uses. Industrial, office and limited commercial uses are permitted in Employment areas. Policies related to Employment permit office and retail commercial uses in these areas outside the Regional Centre and Frequent Transit Development Area.

The supply of agricultural land for farming is protected by designating much of the Township as Agricultural. Agricultural viability is supported by policies to discourage subdivision of agricultural land. General interface policies along the agricultural–urban edge are provided. The Rural Plan and Agricultural Viability Strategy provide policies to address transportation, drainage and irrigation, economic development opportunities and educational programs related to agriculture.

Strategy 2.1 Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live

	Section	Policy	Applicable OCP Policy(-ies)
Policy 2.1.10	a)	Include policies to support appropriate economic activities, as well as context-appropriate built form for Urban Centres, Frequent Transit Development Areas, Industrial lands and Employment lands	Sections 2.3.7 and 2.3.8 support office and commercial development in the Regional Centre, Town Centre and Frequent Transit Development Areas. Sections 2.4.11, 2.4.13 and 2.4.14 support industrial uses in Industrial areas and industrial, office and limited commercial uses in Employment areas.
	b)	Support the development and expansion of large-scale office and retail uses in Urban Centres and lower-scale uses in Frequent Transit Development Areas through policies such as: zoning that reserves land for commercial uses, density bonus provisions to encourage office development, variable development cost charges and/or other incentives	Sections 2.3.7 to 2.3.9 support office and commercial development in the Regional Centre, Town Centres and FTDAs and considers incentives for office development, such as variable Development Cost Charges, financial incentives, or bonus density provisions. Numerous Community and Neighbourhood Plan land uses designate land or a minimum amount of permitted density for commercial uses.
	c)	Discourage the development and expansion of major commercial uses outside of Urban Centres and Frequent Transit Development Areas and that discourage the development of institutional land uses outside of Urban Centres and Frequent Transit Development Areas	Section 2.3.5 allows for neighbourhood centres providing small-scale commercial development to serve the local area or neighbourhood. Sections 2.3.7 and 2.3.8 also provide policies encouraging higher density residential and commercial development to centres and Frequent Transit Development Areas.

Strategy 2.2: Protect the supply and enhance the efficient use of industrial land			
	Section	**Policy**	**Applicable OCP Policy(-ies)**
Policy Action 2.2.9	a)	Adopt Regional Context Statements that: Identify the Industrial and Employment lands and their boundaries on a map generally consistent with Map 7.	Industrial and Employment areas are shown on Maps 1 and A-1.
	b)	Identify Trade-Oriented lands, if applicable, with a defined set of permitted uses that support inter-regional, provincial, national and international trade (e.g. logistics, warehouses, distribution centres, transportation and intermodal terminals) and location needs (e.g. large and flat sites, proximity to highway, port, or rail infrastructure) on a map consistent with the goals in the regional growth strategy. Strata and/or small lot subdivisions on these lands should not be permitted	The OCP does not identify any trade-oriented lands at this time. Potential trade-oriented lands may be further considered over time.
	c) i)	Include policies for Industrial lands that: Consistently define, support and protect industrial uses, as defined in *Metro 2050*, in municipal plans and bylaws and ensure that non-industrial uses are not permitted	Section 2.4.11 states the intention of Industrial areas to be used for manufacturing and warehousing use. Sections 2.3.12 and 3.7.7 support industrial activity by minimizing impacts on existing industrial areas through buffering, landscaping and building design.
	ii)	Support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces and caretaker units	Section 2.4.11 allows retail use directly related and accessory to the industrial use and provides for limited commercial uses to support industrial activities, subject to policies in community plans. Residential use is limited to one unit for the owner, manager, or caretaker.
	iii)	Exclude uses that are not consistent with the intent of Industrial lands and not supportive of industrial activities, such as medium and large format retail uses, residential uses and standalone office uses, other than ancillary uses, where deemed necessary	Section 2.4.11 provides that commercial and residential uses other than those permitted in that section would not be permitted.
	iv)	Encourage improved utilization and increased intensification/densification of Industrial lands for industrial activities, including the removal of any unnecessary municipal policies or regulatory barriers related to development form and density	Section 2.4.12 encourages better utilization and intensification of industrial areas. This will be informed by Metro Vancouver's "Best Practices for the Intensive Use of Industrial Land".

Policy Action 2.2.9	v)	Review and update parking and loading requirements to reflect changes in industrial forms and activities, ensure better integration with the surrounding character and reflect improvements to transit service, in an effort to avoid the oversupply of parking	Section 3.9.3 considers reduced parking requirements as transit service improves. Section 2.4.12 encourages better utilization and intensification of industrial areas. This will be informed by Metro Vancouver's "Best Practices for the Intensive Use of Industrial Land", including best practices around improved integration related to changes in industrial forms.
	vi)	Explore municipal industrial strategies or initiatives that support economic growth objectives with linkages to land use planning	Section 3.6.1 directs the implementation of the Economic Development Strategy which includes land use planning initiatives to support industrial uses.
	vii)	Provide infrastructure and services in support of existing and expanding industrial activities	Section 2.4.12 encourages and supports expanding and intensifying industrial development. Policies 3.8.17 and 3.8.19 aim to ensure safety and efficiency of infrastructure for goods movement related to industrial activities.
	viii)	Support the unique locational and infrastructure needs of rail-oriented, waterfront and trade-oriented industrial uses	Section 3.8.13 to 3.8.15 aim to address the needs of rail and water transportation related to industrial uses.
	ix)	Consider the preparation of urban design guidelines for Industrial land edge planning, such as interface designs, buffering standards, or tree planting, to minimize potential land use conflicts between industrial and sensitive land uses and to improve resilience to the impacts of climate change	Sections 2.3.12, 2.4.7 and 3.7.7 support existing industrial uses and specify how new land uses shall minimize impacts on existing industrial uses through buffering, landscaping and building design. Section 3.17.7 incorporates climate change mitigation and adaptation in decision making and planning. The Gloucester Community Plan and Northwest Langley Community Plan development permit guidelines include landscape areas and buffers for industrial interfaces.
	d) i)	Include policies for Employment lands that: Support a mix of industrial, small scale commercial and office and other related employment uses, while maintaining support for the light industrial capacity of the area, including opportunities for the potential densification/intensification of industrial activities, where appropriate	Section 2.4.13 supports industrial uses in Employment Areas and encourages better utilization of land and intensification of industrial development. Section 2.4.14 also provides policies for office and commercial uses. Section 3.7.7 encourages buffering of employment lands from non-employment lands.
	ii)	Allow large and medium format retail, where appropriate, provided that such development will not	Section 2.4.14 permits commercial uses in conformity with community and neighbourhood plans.

Policy Action 2.2.9		undermine the broad objectives of the regional growth strategy	Section 3.7.3 limits major retail developments on employment lands and directs them to Urban Centres and FTDAs.
	iii)	Support the objective of concentrating larger scale commercial, higher density forms of employment and other Major Trip-Generating uses in Urban Centres and local-scale uses in Frequent Transit Development Areas	Sections 2.3.7 and 2.3.8 direct higher density commercial development and high trip-generating uses to the Regional Centre, Town and Community Centres and the Frequent Transit Development Areas. Section 2.4.11 directs new non-residential major trip-generating uses to the Regional Centre, Town Centres and Frequent Transit Development Area.
	iv)	Support higher density forms of commercial and light industrial development where Employment lands are located within Urban Centres or Frequent Transit Development Areas and permit employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas, while low employment density and low transit generating uses, possibly with goods movement needs and impacts, are located elsewhere	Section 2.4.14 provides for more intensive forms of commercial development in Employment areas located within Regional and Town Centres and Frequent Transit Development Areas and permits commercial uses not compatible with Urban Centres or FTDAs in other Employment areas. The Carvolth and Latimer Neighbourhood Plans allows for higher density commercial and light industrial development within the FTDA and along the Major Transit Growth Corridor. Lower employment density commercial and light industrial uses with higher goods movement needs are located north of Highway 1 just outside of the Carvolth FTDA, as stipulated in the Northwest Langley Community Plan.
	v)	Do not permit residential uses, except for: • an accessory caretaker unit; or • limited residential uses (with an emphasis on affordable, rental units) on lands within 200 metres of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light industrial uses, where appropriate and subject to the consideration of municipal objectives and local context	Section 2.4.13 permits residential use for only one dwelling unit per lot for an owner, manager or caretaker use on Employment lands.
	e)	Include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency and mitigating impacts on ecosystems	Section 3.16 includes policies to achieve objectives of reducing overall energy use and improving per capita energy efficiency and fostering a transition to local, low-carbon, renewable energy sources and district based energy systems.

Policy Action 2.2.9	f)	Include policies that assist existing and new businesses to adapt to the impacts of climate change and reduce their exposure to natural hazards risks, such as those identified within the regional growth strategy (Table 5)	Section 3.4.12 aims to reduce natural hazard risks through creation of natural hazard Development Permit Areas. Section 3.4.13 requires consideration of the anticipated impacts of climate change and the designation of high-impact areas as hazardous condition areas. Section 3.17.8 is to promote awareness of climate change mitigation and adaptation and the importance of energy conservation in reducing GHG emissions, through community outreach that targets personal energy and emissions reduction opportunities. 3.17.9 is to pursue strategic adaptation planning that regularly assesses the potential impacts of climate change and ensures that strategic directions related to climate change risk management and climate change adaptation actions are considered in decision making processes

Strategy 2.3 Protect the supply of agricultural land and strengthen agricultural viability			
	Section	**Policy**	**Applicable OCP Policy(-ies)**
Policy Action 2.3.12	a)	Adopt Regional Context Statements that: Specify the Agricultural lands within their jurisdiction, denoting those within the Agricultural Land Reserve, on a map generally consistent with Map 8	Agricultural areas are shown on Maps 1 and A-1.
	b)	Consider policies and programs that increase markets and the distribution of local food in urban areas to strengthen the viability of agriculture and increase availability of local food for all residents	Section 3.3.11 provides for review of existing policies and bylaws to encourage and support local food production and sustainable agriculture. Section 3.3.14 provides support markets and local food celebrations near housing and transit.
	c) i)	Include policies that protect the supply of agricultural land and strengthen agriculture viability including those that: Assign appropriate land use designations to protect agricultural land for future generations and discourage land uses on Agricultural lands that do not directly support and strengthen agricultural viability	Goal 2 of the OCP is to promote agriculture and enhance farm viability. Agricultural lands are shown as Agriculture on Map 1 to support agricultural viability and limit development. These lands are further protected in Sections 5.5 and 5.6 of the Rural Plan with policies that encourage agricultural use and restrict other uses.

	ii)	Encourage the consolidation of small parcels and discourage the subdivision and fragmentation of agricultural land	Section 2.1.1 and 2.1.2 discourage development outside the urban development area and limit subdivision and commercial, industrial and institutional uses. The Rural Plan discusses minimum parcel sizes for subdivision, subject to the approval of the Agricultural Land Commission.
	iii)	Support climate change adaptation including: • monitoring storm water, flooding and sea level rise impacts on agricultural land, • implementing flood construction requirements for residential uses and • maintaining and improving drainage and irrigation infrastructure that support agricultural production, where appropriate and in collaboration with other governments and agencies	3.12.22 considers stormwater management for agricultural uses. Sections 3.15 and 3.17 address climate change and recommend assessment of potential impacts of climate change. Section 3.15 addresses floodplain protection and setback of buildings from watercourses. Section 2.2.2. encourages the implementation and update of the Agricultural Viability Strategy.
Policy Action 2.3.12	iv)	Protect the integrity of agricultural land by requiring edge planning along the Urban Containment Boundary and adjacent to agricultural operations through activities such as screening, physical buffers, roads, or Development Permit area requirements	Sections 2.1.3, 2.1.4 and 3.6.9 of the OCP and Section 5.11 of the Rural Plan provide general policies for the agricultural-urban interface. Development permit provisions and policies within Neighbourhood and Community Plans have been enacted in Willoughby and Brookswood-Fernridge a development permit provision to cover all the agricultural-urban edges is underway.
	v)	Demonstrate support for economic development opportunities for agricultural operations that are farm related uses, benefit from close proximity to farms and enhance primary agricultural production as defined by the *Agricultural Land Commission Act*	Sections 3.6.9, 3.6.10 and 3.6.14 outline strategies to enhance economic development opportunities for agricultural uses. Section 2.1 of the Agricultural Viability Strategy and Part 4 of the Rural Plan support economic development opportunities related to agriculture.
	vi)	Align policies and regulations, where applicable, with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations	Section 3.16.18 commits the Township to amend the Zoning Bylaw to adopt the Minister of Agriculture's Bylaw Standards for on-farm anaerobic digestion systems.

Policy Action 2.3.13	a)	In partnership with other agencies and organizations, support agricultural awareness and promote the importance of the agricultural industry, the importance of protecting agricultural land and the value of local agricultural products and experiences	Section 3.6.10 recommends exploration of an Agricultural Centre of Excellence with educational links. Section 3.3.12 encourages agricultural education and Section 4.5 of the Rural Plan makes a number of recommendations on education related to the agricultural industry. Section 2.1.4 of the Agricultural Viability Strategy also lists a number of actions to promote agriculture in the Township.

Metro 2050 Goal 3: Protect the Environment, Address Climate Change and Respond to Natural Hazards

Schedule 3 of the OCP contains a Development Permit Area (DPA) for streamside protection and enhancement as well as policies prioritizing the preservation and enhancement of ecological services and environmentally sensitive areas, the promotion of wildlife habitat restoration, energy conservation measures and reduction targets for GHG emissions. Policies in this section of the OCP also prioritize renewable energy generation opportunities, the reduction of transportation-related energy consumption by increasing local food production and the implementation of incentive structures to encourage energy-efficient, low-carbon construction, renovation and development practices. Policies to encourage settlement patterns that minimize risks associated with climate change and natural hazards are also included in Schedule 3. Moreover, the Township's Climate Action Strategy has over 140 actions across eight Priority Areas that aim to tackle the human contributors to climate change through actions to reduce carbon emissions and prepare the community to better adapt to a changing climate.

Goal 3 Targets

Policy with Target	Applicable OCP Policies	Commentary
3.2.7 a) identify local ecosystem protection and tree canopy cover targets and demonstrate how these targets will contribute to the regional targets in Action 3.2.1: • increase the area of lands protected for nature from 40% to 50% of the region's land base by the year 2050; and • increase the total regional tree canopy cover within the Urban Containment Boundary from 32% to 40% by the year 2050.	Section 3.13 Ecological Services identifies measures to protect, enhance and increase green space and to protect wildlife habitat and ecologically sensitive areas through plans, policies and programs. Section 3.13.5 is to implement and update the Wildlife Habitat Conservation Strategy to include targets that contribute to the RGS goal of 50% of land in the region protected for nature by 2050. Section 3.13.20 is to implement and regularly update the Community Forest Management Strategy, which includes long-term tree canopy cover targets. Consider a tree canopy cover target over time to increase the	The Climate Action Plan contains a Greenspace and Ecosystems priority area aimed at increasing the Township's tree canopy and shade through a complete Tree Canopy Study and Strategy. This will work to reduce the urban heat island effect, increase carbon sequestration and improve biodiversity. Another action under this priority is to subsidize options for encouraging tree planting on private lands to increase tree canopy cover.

	total cover to 40% within the Urban Containment Boundary.	
3.3.7 a) identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050;	Sections 2.5.18 and 3.17 address community design and GHG reduction strategies. Section 3.9 provides policies and objectives to increase walking, cycling and transit use. Section 3.17.6 is to implement the Climate Action Strategy, which includes targets of 45% emissions reduction by 2030 and 100% emissions reduction by 2050.	The Climate Action Plan's Transportation and Mobility Priority area contains 42 actions related to increasing opportunities for active and multi-modal transit, improving bike and e-bike networks and expanding access to EV's and car sharing services. The Buildings and Land Use Priority Area of this plan also contains actions towards establishing revised and comprehensive energy and emissions guidelines for new construction; reducing energy and emissions and increase resilience in existing buildings and requiring future Township-owned facilities to be zero carbon in operation.

Strategy 3.1 Protect and enhance Conservation and Recreation Lands

	Section	Policy	Applicable OCP Policy(-ies)
	a)	Adopt Regional Context Statements that: Identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2	Conservation and Recreation areas are shown on Maps 1 and A-1.
	b)	Include policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses:	Section 2.2.14 states that Conservation and Recreation lands are intended to preserve significant ecological and recreational lands.
	i)	Drinking water supply areas	Section 2.2.16 limits agricultural uses on Conservation and Recreation lands to primarily soil-based agriculture. This section provides further protection through setbacks and buffers from other land uses adjacent to Conservation and Recreation lands.
	ii)	Environmental conservation areas	Section 2.2.14 states that Recreation and Conservation lands be used for environmental and ecological conservation.

Strategy 3.1 Protect and enhance Conservation and Recreation Lands			
	Section	**Policy**	**Applicable OCP Policy(-ies)**
Policy Action 3.1.9	iii)	Wildlife management areas and ecological reserves	Section 3.13 addresses management of environmentally sensitive areas, wildlife habitat, streams and riparian areas.
	iv)	Forests	Section 2.2.14 demonstrates the intention to preserve ecological and conservation lands.
	v)	Wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater and intertidal ecosystems)	Section 3.13 addresses management of environmentally sensitive areas, wildlife habitat, streams and riparian areas. All watercourses in the Township are designated as a development permit area in Schedule 3.
	vi)	Riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams and rivers)	Section 3.13 addresses management of environmentally sensitive areas, wildlife habitat, streams and riparian areas. All watercourses in the Township are designated as a development permit area in Schedule 3.
	vii)	Ecosystems not covered above that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities	Section 3.15.1 states that development in floodplain areas adjacent to the Fraser River will be protected from flooding through building elevation requirements and setbacks. It also notes a commitment to the ongoing maintenance and new construction of dikes. Section 3.15.3 notes that development along all watercourses will be protected from flooding and slope instability through building requirements and setbacks.
	viii)	Uses within those lands that are appropriately located, scaled and consistent with the intent of the designation, including: • major parks and outdoor recreation areas	Section 2.2.14 states that Recreation and Conservation lands be used for outdoor recreation purposes.
Policy Action 3.1.9		• education, research and training facilities and associated uses that serve conservation and/or recreation users; • commercial uses, tourism activities and public, cultural, or community amenities; • limited agricultural use, primarily soil-based; and • land management activities needed to minimize vulnerability / risk to climate change impacts	Section 2.2.14 includes education, research and training associated with conservation and recreation. Section 2.2.15 provides policies related to commercial activities. Section 2.2.16 provides policies on limited agricultural use. Section 3.15 addresses land subject to hazardous conditions and climate change impacts.

Strategy 3.1 Protect and enhance Conservation and Recreation Lands			
	Section	**Policy**	**Applicable OCP Policy(-ies)**
	c) i)	Protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by considering wildland interface planning and introducing measures such as physical buffers or development permit requirements	Section 2.2.16 addresses buffering of Conservation and Recreation areas from activities in adjacent areas.
	ii)	Encourage the consolidation of small parcels and discourage subdivision and fragmentation of lands with a Conservation and Recreation regional land use designation	

Strategy 3.2 Protect, enhance, restore and connect ecosystems			
	Section	**Policy**	**Applicable OCP Policy(-ies)**
Policy Action 3.2.7	a)	Adopt Regional Context Statements that: Identify local ecosystem protection and tree canopy cover targets and demonstrate how these targets will contribute to the regional targets in Action 3.2.1	Section 3.13 Ecological Services identifies measures to protect, enhance and increase green space and to protect wildlife habitat and ecologically sensitive areas through plans, policies and programs. Section 3.13.20 is to implement and regularly update the Community Forest Management Strategy, which includes long-term tree canopy cover targets. Consider a tree canopy cover target over time to increase the total cover to 40% within the Urban Containment Boundary.
	b) i)	Refer to Map 11 or more detailed local ecological and cultural datasets and include policies that: Support the protection, enhancement and restoration of ecosystems through measures such as land acquisition, density bonusing, development permit requirements, subdivision design, conservation covenants, land trusts and tax exemptions	Section 3.13 Ecological Services identifies measures to protect, enhance and restore ecologically important systems.
	ii)	Seek to acquire, restore, enhance and protect lands, in collaboration with adjacent member jurisdictions and other partners, that will enable ecosystem connectivity in a regional green infrastructure network	Section 3.13.8 is to create a mapping system to identify and monitor environmentally sensitive areas as part of ongoing planning and development initiatives. Section 3.13.9 is to consider land acquisition to conserve high-value wildlife habitat areas and corridors in partnership with other organizations. Section 3.14.5 is to establish an arbour ribbon along the urban-rural

			interface through property rights-of-way, which would protect natural habitat and ecosystem connectivity.
	iii)	Discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity	Section 3.13.7 is to integrate the protection of wildlife habitat with other Township plans, policies and programs. Such plans, policies and programs include community and neighbourhood plans that facilitate development.
	iv)	Indicate how the interface between ecosystems and other land uses will be managed to maintain ecological integrity using edge planning and measures such as physical buffers, or development permit requirements	2.1.4, 2.2.15 and 3.14.5 provide policies for maintaining ecological integrity adjacent to a variety of other land uses. Development permit provisions have been enacted under Community Plans.
	c) i)	Include policies that: Support the consideration of natural assets and ecosystem services in land use decision-making and land management practices	Section 3.13 Ecological Services identifies measures to protect, enhance and increase green space and to protect wildlife habitat and ecologically sensitive areas through plans, policies and programs.
Policy Action 3.2.7	ii)	Enable the retention and expansion of urban forests using various tools, such as local tree canopy cover targets, urban forest management strategies, tree regulations, development permit requirements, land acquisition, street tree planting and reforestation or restoration policies, with consideration of resilience	Section 3.13.20 is to implement and regularly update the Community Forest Management Strategy, which includes tree canopy cover targets and other policies to retain and expand the urban forest.
	iii)	Reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements and invasive species management plans	Section 3.13.14 promotes Metro Vancouver Invasive Species Control Best Practices to reduce threat of invasive species.
	v)	Increase green infrastructure along the Regional Greenway Network, the Major Transit Network, community greenways and other locations, where appropriate and in collaboration with Metro Vancouver, TransLink and other partners	Section 3.14.3 through to 3.14.7 and Map 12 provide a plan for recreational greenways that incorporates the components of the Recreational Greenway Network.
	iv)	Support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans and water conservation objectives	Section 3.12.19 addresses provision and implementation of integrated stormwater management plans for all Township watersheds within Urban Development Areas.

Strategy 3.3 Advance land use, infrastructure and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities and improve air quality			
	Section	**Policy**	**Applicable OCP Policy(-ies)**
	a)	Adopt Regional Context Statements that: Identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010	Development of mixed use, pedestrian, bicycle and transit friendly centres and urban areas with higher density housing forms is encouraged to reduce greenhouse gas emissions. Sections 2.5.18 and 3.17 address

Policy Action 3.3.7		levels by the year 2030 and achieving a carbon neutral region by the year 2050	community design and GHG reduction strategies and Section 3.9 addresses walking, cycling and transit. Section 3.17.6 of the OCP is to implement the 2021 Climate Action Strategy (CAS). CAS LI-1 provides a commitment to review the OCP and other bylaws and policies to support climate action.
	b) i)	Identify policies, actions, incentives and / or strategies that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities and improve air quality from land use, infrastructure and settlement patterns, such as: Existing building retrofits and construction of new buildings to meet energy and greenhouse gas performance guidelines or standards (e.g. BC Energy Step Code, passive design), the electrification of building heating systems, green demolition requirements, embodied emissions policies, zero-carbon district energy systems and energy recovery and renewable energy generation technologies, such as solar panels and geoexchange systems and zero emission vehicle charging infrastructure	Section 3.16 provides policies encouraging district heating, green building design, renewable heat systems and electric vehicle infrastructure.
	ii)	Community design, infrastructure and programs that encourage transit, cycling, rolling and walking	Section 2.5.5 through to 2.5.11 provide design guidance for transit, cycling and pedestrian modes of transportation.
	c)	Focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas and at appropriate locations along Major Transit Growth Corridors	Section 2.3 provides policies to achieve the objectives of: creating a sustainable urban area by designing communities based on the principles of centres, walkability and viable transit; and providing appropriate services and amenities at each scale of Urban Centre.

Strategy 3.4 Advance land use infrastructure and human settlement patterns that improve resilience to climate change impacts and natural hazards.

	Section	**Policy**	**Applicable OCP Policy(-ies)**
Policy Action 3.4.5	a)	Adopt Regional Context Statements that: Include policies that minimize risks associated with climate change and natural hazards in existing communities through tools such as heat and air quality response plans, seismic retrofit policies and flood-proofing policies	Sections 3.16.8 and 3.16.10 encourage renewable energy and retrofit policies for existing neighbourhoods. Section 3.15 provides policies to meet the objective of protecting land and buildings subject to flooding.

	b)	Include policies that discourage new development in current and future hazardous areas to the extent possible through tools such as land use plans, hazard-specific Development Permit Areas and managed retreat policies and where development in hazardous areas is unavoidable, mitigate risks	Sections 3.15 and 3.17 address climate change and lands subject to hazardous conditions.
Policy Action 3.4.6	a)	Incorporate climate change and natural hazard risk assessments into planning and location decisions for new municipal utilities, assets, operations and community services	Section 3.17.9 recommends assessment of potential impacts of climate change. Section 3.15 addresses floodplain protection and setback of buildings from watercourses.
Policy Action 3.4.7	a)	Integrate emergency management, utility planning and climate change adaptation principles when preparing land use plans, transportation plans and growth management policies	Section 3.4.12, 3.4.13 and 3.17.7 facilitate mitigation measures to reduce risks from climate change.
Policy Action 3.4.8	a)	Adopt appropriate planning standards, guidelines and best practices related to climate change and natural hazards, such as flood hazard management guidelines and wildland urban interface fire risk reduction principles	Sections 3.4.12, 3.4.13 and 3.17.7 facilitate mitigation measures to reduce risks from climate change.

Metro 2050 Goal 4: Provide Diverse and Affordable Housing Choices

Expansion of the diversity and supply of housing is encouraged through a mix of housing types and tenures. The OCP also requires regular updates to and implementation of the Housing Action Plan (HAP), which contains additional policy direction to increase diversity and supply to meet a variety of needs. The first three priorities of the HAP align with the RGS strategies to achieve the goal of providing diverse and affordable housing choices.

RGS Strategy 1: Expand the supply and diversity of housing choices to meet a variety of needs
HAP Priority 1: Diversify housing types

RGS Strategy 2: Protect tenants and expand, retain and renew rental housing supply
HAP Priority 2: Catalyze rental housing

RGS Strategy 3: Meet the housing needs of lower income households and populations experiencing or at risk of homelessness
HAP Priority 3: Support vulnerable residents.

The HAP includes 18 actions to achieve the three priorities identified above and six indicators to measure progress toward achievement over the five-year implementation timeframe.

Goal 4 Targets

Policy with Target	Applicable OCP Policy(-ies)	Commentary
4.2.7 a) indicate how they will, within their local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	Section 2.4.5 is to consider affordable housing in all designations, but especially in Urban Centres and Frequent Transit Development Areas. Section 3.1.2 is to work with multiple levels of government and the Metro Vancouver Housing Corporation to increase the number of affordable housing units. Section 3.1.6 includes incentives for developers to include affordable market rental housing and/or non-market housing such as parking relaxations, density bonusing and CACs that include affordable housing as a community benefit.	Community and Neighbourhood Plans such as the Aldergrove Plan support the provision of increased options for housing tenures and affordable housing in the downtown area. This plan aims to accommodate a significant share of anticipated future residential growth within Aldergrove through multi-family and mixed used developments in the downtown area and to reinforce its status/function as a pedestrian and transit oriented Municipal Town Centre. The Housing Action Plan (2021) contains the priority to catalyze rental housing. The actions within the plan support the provision of affordable housing through a variety of policies and initiatives.

Strategy 4.1 Expand the supply and diversity of housing to meet a variety of needs

	Section	Policy	Applicable OCP Policy(-ies)
	a)	Adopt Regional Context Statements that: Indicate how they will work towards meeting estimated future housing needs and demand, as determined in their housing needs report or assessment	Sections 3.1.1 to 3.1.10 demonstrate tools and incentives to meet housing needs and demands.
	b)	Articulate how local plans and policies will meet the need for diverse (in tenure, size and type) and affordable housing options	Section 2.5.2 encourages a mix of housing types and tenures. Section 3.1 provides a variety of policies to fulfill objectives for diverse and affordable housing options.

Policy Action 4.1.8	c) i)	Identify policies and actions that contribute the following outcomes: Increased supply of adequate, suitable and affordable housing to meet a variety of needs along the housing continuum	The Township will work with the federal and provincial governments, Metro Vancouver and the development industry to provide affordable rental housing for households with low or low to moderate incomes. Section 3.1.1 is to update and implement the Housing Action Plan (updated 2021). Goal 1 of the Housing Action Plan is to increase access to affordable, appropriate housing. Appropriate housing is defined as housing that is in good repair, has enough bedrooms for the household size and meets household accessibility needs.
	ii)	Increased supply of family-friendly, age-friendly and accessible housing	Section 3.1.1 is to update and implement the Housing Action Plan (updated 2021). Action 1A is to require a proportion of apartment units in new developments to be three or more bedrooms in size. Action 1B is to explore opportunities to enhance the adaptable housing policy, which is currently outlined in Section 3.1.15 of the OCP.
	iii)	Increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models and cohousing	Section 2.5.2 encourages a mix of housing tenures.
	iv)	Increased density and supply of diverse ground-oriented and infill housing forms in low-density neighbourhoods, such as duplex, four-plex, townhouse, laneway/coach houses and apartments, particularly in proximity to transit	Section 2.5.2 encourages a mix of housing forms and tenures. This policy is implemented through community and neighbourhood plans. Section 3.3.1 requires implementation of the Housing Action Plan, which includes actions to permit accessory detached dwellings, duplexes on current single-detached lots in appropriate locations and secondary suites within attached housing. In addition, Action 1D is to identify areas with potential for infill development and consider a community or neighbourhood plan update process to facilitate infill development.

	v)	Integration of land use and transportation planning such that households can reduce their combined housing and transportation costs	Section 3.9.4 requires integration of transit access and active transportation in the design of new commercial, multi-family and institutional developments. The Willoughby Community Plan and Neighbourhood Plans aim to increase density to sufficient levels to support frequent transit routes and more reliable public transportation service.
	vi)	Increased social connectedness in multi-unit housing	Section 3.2.1 is to implement the Social Sustainability Strategy (SSS). Action 2A of the SSS includes initiatives to increase neighbourhood connections, including researching social connectedness in multi-family developments to inform potential updated design guidelines and pilot programs. Section 3.2.7 encourages on-site open space and play areas in new multi-family developments.
	vii)	Integrated housing within neighbourhood contexts and high quality urban design	New development takes place in the context of Community and Neighbourhood Plans adopted in the OCP, which include high-quality urban design facilitated through development permit areas and Plan policies.
	viii)	Existing and future housing stock that is low carbon and resilient to climate change impacts and natural hazards	Section 3.16 provides policies encouraging district heating, green building design, renewable heat systems and electric vehicle infrastructure.
Policy Action 4.1.9	a)	Prepare and implement housing strategies or action plans that: Are aligned with housing needs reports or assessments and reviewed or updated every 5-10 years to ensure that housing strategies or action plans are based on recent evidence and responsive to current and future housing needs	Council endorsed a 2021 Housing Action Plan following the completion of a Housing Needs Report in 2020 which updated and replaced the 2013 Housing Action Plan. The Housing Needs Report was updated in 2024 to comply with provincial legislation. Section 3.1.1 of the OCP requires regular updates and implementation of the Housing Action Plan.
	b)	Are based on an assessment of local housing market conditions, by tenure, including assessing housing supply, demand and affordability	The Housing Needs Report includes assessment of housing market conditions, by tenure, including assessing housing supply, demand and affordability. The Housing Action Plan requires annual monitoring of these housing market conditions.
	c)	Identify housing priorities, based on the assessment of local housing market conditions, household incomes, changing population and household demographics, climate change and natural hazards resilience and key categories of local housing need, including specific statements about special needs housing and the housing needs of equity-seeking groups	Section 3.1 provides policies to fulfill the objectives of providing tools and incentives to encourage affordable housing options for all who needs them and address the scope of special needs housing in the community. Section 3.1.1 of the OCP requires regular updates and implementation of the Housing

			Action Plan. The 2021 Housing Action plan identifies housing priorities. Priority 3 is to Support vulnerable residents which includes equity-seeking groups and special needs housing.
	d)	Identify implementation measures within their jurisdiction and financial capabilities, including actions set out in Action 4.1.8	Section 3.1 identifies implementation measures to achieve housing goals and objectives. The 2021 Housing Action Plan includes actions that identify implementation measures to achieve the goals of the plan.

Strategy 4.2 Protect tenants and expand, retain and renew rental housing supply			
	Section	**Policy**	**Applicable OCP Policy(-ies)**
Policy Action 4.2.7	a)	Adopt Regional Context Statements that: Indicate how they will, within their local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	Section 2.5.2 encourages a mix of housing tenures. Section 3.1.6 recommends policies to increase the supply of affordable rental housing. Action 2A of the Housing Action Plan is to prepare a policy providing minimum requirements for market and/or non-market rental housing in new strata developments (e.g. rental only zoning and/or inclusionary zoning). Action 2B is to Review and update incentives for market and subsidized rental housing. Action 2F is to consider policies that require a proportion of new housing units to be market and/or non-market rental in the Willowbrook Community Plan update (Regional City Centre).
	b)	Articulate how local plans and policies will mitigate impacts on renter households, particularly during redevelopment or densification of Urban Centres and Frequent Transit Development Areas	Section 3.1.11 requires consideration of existing tenants during redevelopment.
	c)	Identify the use of regulatory tools that protect and preserve rental housing	Action 4B of the Housing Action Plan is to identify existing and new rental developments to consider the future need for additional protection policies. All primary market rental housing has been identified as part of implementation and protection policies will be considered.
	d) i)	Identify policies and actions that contribute to the following outcomes: Increased supply of affordable rental housing in proximity to transit and on publicly-owned land	Section 2.4.3 provides for the consideration of high density development in Urban Centres and FTDAs. Section 2.4.4 requires consideration of social amenities for high density development, including a range of housing affordability options.

			Section 2.4.5. is to consider affordable housing in all designations, especially in Urban Centres, FTDAs and near transit services.
	ii)	Increased supply of market and below-market rental housing through the renewal of aging purpose-built rental housing and prevention of net rental unit loss	Action 4B of the Housing Action Plan is to identify existing and new rental developments to consider the future need for additional protection policies. All primary market rental and non-market rental housing has been identified as part of implementation and protection policies will be considered.
	iii)	Protection and renewal of existing non-market rental housing	Section 3.1.2 requires the Township to work with Metro Vancouver Housing Corporation and other levels of government to increase the number of affordable housing units, which includes non-market rental housing. Action 4B of the Housing Action Plan is to identify existing and new rental developments to consider the future need for additional protection policies. All primary market rental and non-market rental housing has been identified as part of implementation and protection policies will be considered.
	iv)	Mitigated impacts on renter households due to renovation or redevelopment and strengthened protections for tenants	Section 3.1.11 provides consideration of existing tenants during redevelopment.
	v)	Reduced energy use and greenhouse gas emissions from existing and future rental housing stock, while considering impacts on tenants and affordability	Section 3.16 includes policies related to reducing greenhouse gas emissions and increasing energy efficiency during renovation, redevelopment and new development.
Policy Action 4.2.8	a)	Prepare and implement housing strategies or action plans that: Encourage the supply of new rental housing and mitigate or limit the loss of existing rental housing stock	Section 3.1.6 and 3.1.10 encourage the supply of new rental housing. Priority 2 of the Housing Action Plan is to catalyze rental housing. Actions under Section 2 aim to create new rental housing and limit loss of existing rental housing.
	b)	Encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built housing	Section 3.1.8 provides consideration of existing tenants during redevelopment.
	c)	Cooperate with and facilitate the activities of Metro Vancouver Housing under Action 4.2.2	Section 3.1.2 facilitates cooperation with regional and provincial housing providers.
Strategy 4.3 Meeting the housing needs of lower income households and populations experiencing or at risk of homelessness			
	Section	**Policy**	**Applicable OCP Policy(-ies)**

Policy Action 4.3.7	a)	Adopt Regional Context Statements that: Indicate how they will collaborate with the Federal Government, the Province and other partners, to assist in increasing the supply of permanent, affordable and supportive housing units	Section 3.1.2 provides that the Township will work with other levels of government to increase the number of affordable housing units.
	b)	Identify policies and actions to partner with other levels of government and non-profit organizations in order to create pathways out of homelessness and contribute to meeting the housing and support needs of populations experiencing or at risk of homelessness	Sections 3.1.11 to 3.1.15 supports collaboration with non-profit agencies for resources for those in need. Action 2G of the Housing Action Plan is to work with social purpose organizations to encourage development of affordable rental and supportive housing. Action 3A of the Housing Action Plan is to collaborate with BC Housing, non-profits and other organizations to address the urgent need for housing for women and children fleeing violence. Action 3C of the Housing Action Plan is to support establishment and coordination of a local intersectoral housing and homelessness table to strengthen collaborative action on homelessness. Action 3D of the Housing Action Plan is to support initiatives that raise awareness and address misinformation about homelessness in the community and communicate the benefits of affordable and supportive housing development (e.g. local events and advertising campaigns). Action 3E of the Housing Action Plan is to strengthen collaboration with Fraser Health Authority to monitor the need and plan for subsidized assisted living and residential care facilities for seniors and other special needs housing.
Policy Action 4.3.8	a)	Prepare and implement housing strategies or action plans that: Identify opportunities to participate in programs with other levels of government to secure additional housing units to meet the housing needs of lower income households	The 2021 Housing Action Plan directs collaboration with BC Housing and Fraser Health Authority to secure housing for vulnerable residents.
	b)	Identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development	Action 3D of the 2021 Housing Action Plan supports raising awareness and addressing misinformation about homelessness and communicating the benefits of affordable and supportive housing development.

	c)	Are aligned with or integrate plans to address homelessness and identify strategies to reduce the total number of households that are in core housing need and populations experiencing or at risk of homelessness	Priorities and Actions of the Housing Action Plan are aimed at achieving the following two goals: Goal 1: increase access to affordable, appropriate housing. The success indicator for this goal is the core housing need rate. Goal 2: reduce homelessness.

Metro 2050 Goal 5: Support Sustainable Transportation Choices

Land use and transportation are coordinated by aligning centres along the major transit network and major transit growth corridors to encourage future expansion of transit. Mixed use centres are proposed to support transit use. OCP policies address walking, cycling, rolling, shared mobility and transit use and focus on improving the safety and efficiency of all modes over time.

The OCP includes policies to address the safe and efficient movement of vehicles for passengers, goods and services. Designated truck routes are shown on Map 8.

Goal 5 Targets

Strategy 5.1 Coordinate land use and transportation to encourage transit and multiple-occupancy vehicles, cycling and walking

	Section	Policy	Applicable OCP Policy(-ies)
Policy Action 5.1.14	a)	Identify land use and transportation policies and actions to encourage a greater share of trips made by transit, shared mobility options, cycling, walking and rolling	Following completion of the Transportation and Mobility Strategy, include OCP policies that encourage a greater share of trips to be made by rolling, which will make the OCP consistent with the RGS over time. Section 2.3.7 encourages major office development to be located in the Regional Centre, Town Centres, Community Centres and Frequent Transit Development Areas. Section 2.3.8 encourages higher-density residential and commercial development and other high trip-generating uses to be located in the Regional Centre, Town Centres, Community Centres and Frequent Transit Development Areas, noting that major commercial development servicing the Township as a whole or other municipalities should be located in the Regional Centre and Frequent Transit Development Area. Section 2.3.9 encourages mixed-use development in all centres. Section 2.3.10 requires Centres to be developed with pedestrian- and transit-friendly design. Section 2.3.11 directs major institutional facilities to be developed in Centres and Frequent Transit Development Areas, or other areas with good access to public transit. Section 2.3.13 encourages transit improvements in all centres and Frequent Transit Development Areas. This section includes consideration of reduced parking requirements for residential and commercial uses based

			on a review of parking needs as transit service improves. Section 2.3.14 encourages transit, cycling and walking safety improvements in all Centres and Frequent Transit Development Areas via supportive land uses, road design and greenway design. This section also encourages transit-priority measures where appropriate. Section 2.3.15 supports transit-supportive, mixed use areas in Major Transit Growth Corridors and Transit-Oriented Area(s).
	b)	Support the development and implementation of transportation demand management strategies, such as: parking pricing and supply measures, transit priority measures, end-of-trip facilities for active transportation and micro-mobility and shared mobility services	Section 3.8.18 is to consider the implementation of demand management strategies such as shared mobility options and transit priority measures, where appropriate. Section 3.9.4 is to require, where appropriate, the integration of transit access, high-quality pedestrian environments, cycling routes and end-of-trip facilities such as bicycle parking and change rooms into the design of new commercial, multi-unit residential and institutional developments. Section 3.9.9 is to encourage major employers and public institutions to establish transportation demand management programs. Section 3.9.12 is to continue to liaise with the regional transit authority to improve transit infrastructure, facilities and service and to make bicycle-transit integration convenient and easy.
	c)	Manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, walking and rolling	Section 3.9.5 is to take advantage of road improvement projects to incorporate improvements to pedestrian and cycling facilities. Section 3.9.6 is to build on existing assets by connecting the park and trail system with pedestrian and cycling networks, where feasible. Section 3.9.7 is to support pedestrian connectivity within and leading to centres through attention to the public realm, including a continuous pedestrian network and mobility and navigation aids such as audible signals and wayfinding signage. Section 3.9.8 is to improve pedestrian and cyclist comfort and safety through traffic calming, physical separation from vehicle traffic and intersection improvements, where appropriate. Section 3.9.10 is to provide safe walking and cycling routes to schools. Section 3.9.11 is to work toward universal access at all transit stops.

Policy Action 5.2.6			Section 3.9.13 is to update and implement the Cycling Plan with policies and maps relating to the cycling network, facilities, maintenance and programs. Section 3.9.14 is to provide a range of cycling facility types, both on-street and off-street, to connect key destinations.
	d)	Support the transition to zero-emission vehicles	Section 3.16.15 and 3.16.16 support electric vehicles and required infrastructure. Electric vehicle charging requirements have been added to the Zoning Bylaw to implement Section 3.16.16.
	e)	Support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10	Following completion of the Transportation and Mobility Strategy, update the OCP to support implementation of the Strategy, including the Major Bikeway Network, to make the OCP consistent with the RGS over time. Section 3.14.6 is to work with Metro Vancouver and other organizations to expand the regional park system, extend regional trails (such as the Trans-Canada Trail, Fort-to-Fort Trail and South Langley Regional Trail) and implement the Regional Greenway Network.
	f)	Support implementation of local active transportation and micro-mobility facilities that provide direct, comfortable, all ages and abilities connections to the Regional Greenway Network, Major Bikeway Network, transit services and everyday destinations	Sections 2.3.14, 2.4.8 and 3.14.7 encourage active transportation opportunities and greenways in urban and natural areas. Sections 3.14.3 through to 3.14.7 and Map 12 provide a plan for recreational greenways that incorporate the components of the Recreational Greenway Network.

Strategy 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services

	Section	**Policy**	**Applicable OCP Policy(-ies)**
	a)	Adopt Regional Context Statements that: Identify routes on a map for the safe and efficient movement of goods and service vehicles to, from and within Urban Centres; Frequent Transit Development Areas; Major Transit Growth Corridors; Industrial, Employment and Agricultural lands; ports; airports; and international border crossings	Map 8 shows truck routes for the Township that serve Urban Centres, Frequent Transit Development Areas, Industrial, Employment and Agricultural areas and the airport.

	b)	Identify land use and related policies and actions that support the optimization and safety of goods movement via roads, highways, railways, aviation, short sea shipping and active transportation	The land use policies in Section 2, particularly policies related to centres and land use designations (Sections 2.3 and 2.4) and policies in Sections 3.8 and 3.9 support efficient transportation. The Road Classifications map (Map 7) does so as well.
	c)	Support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization and lane management	Section 3.8.12 is to participate in further studies regarding railway crossing, overpass requirements with respect to the Trans-Canada Highway and traffic control systems within urban community areas, as needed. Section 3.8.13 is to continue to liaise with the regional transportation authority, Fraser Valley Regional District, BC Transit, rail companies and other transportation stakeholders and participate in regional transportation studies. Section 3.8.18 recommends consideration of demand management strategies where appropriate. Map 7 identifies road classifications and Map 8 identifies designated truck routes.
	d)	Identify policies and actions that support the protection of rail rights-of-way, truck routes and access points to navigable waterways in order to reserve the potential for goods movement	Section 3.8.14 addresses protection of rail rights-of-way and access to navigable waterways.
	e)	Identify policies and actions to mitigate public exposure to unhealthy levels of noise, vibration and air pollution associated with the Major Road Network, Major Transit Network, railways, truck routes and Federal / Provincial Highways	Works towards creating policies to mitigate public exposure to unhealthy levels of noise, vibration and air pollution associated with the Major Road Network, Major Transit Network, railways, truck routes and Federal/Provincial Highways.
	f)	Identify policies and actions that anticipate the land and infrastructure requirements for goods movement and drayage, such as truck parking, zero-emission vehicle charging infrastructure and e-commerce distribution centres and mitigate any negative impacts of these uses on neighbourhoods	Section 3.8 identifies policies to implement the Master Transportation Plan and appropriate infrastructure while minimizing impacts on local neighbourhoods.

Metro 2050 Implementation

Metro 2050 includes some policies that can be used if the Member Jurisdiction includes language permitting them, either below or in statements elsewhere in the RCS.

	Policy	Member Jurisdiction Response
Policy 6.2.7	A Member Jurisdiction may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations within the Urban Containment Boundary, as follows: a) the Member Jurisdiction may re-designate land from one regional land use designation to another regional land use designation, only if the aggregate area of all proximate sites so re-designated does not exceed one (1) hectare; b) notwithstanding section 6.2.7 (a), for sites that are greater than one (1) hectare and less than three (3) hectares in area, the Member Jurisdiction may redesignate land: • from Industrial to General Urban regional land use designation, if the site is contiguous with an Industrial site and the developable portion of the site will be predominantly within 150 metres of an existing or approved rail rapid transit station; or • from Industrial to Employment regional land use designation if the developable portion of the site will be predominantly within 250 metres of an existing or approved rail rapid transit station, provided that: • the re-designation does not impede rail, waterway, road, or highway access for industrial uses; and • the aggregate area of all proximate sites so re-designated does not exceed three (3) hectares. c) the aggregate area of land affected by all re-designations under section 6.2.7 (a) and (b) together cannot exceed two (2) percent of the Member Jurisdiction's total lands within each applicable regional land use designation as of July 29, 2011.	*The RCS hereby permits this.*
Policy 6.2.8	A Member Jurisdiction may include language in its Regional Context Statement that permits amendments to its Official Community Plan to adjust the boundaries of Urban Centres and Frequent Transit Development Areas, provided such boundary adjustments meet the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) of the Regional Growth Strategy.	*The RCS hereby permits this.*

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	SEPTEMBER 15, 2025 - REGULAR MEETING	**REPORT:**	25-146
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	08-14-0232
SUBJECT:	OFFICIAL COMMUNITY PLAN AMENDMENT AND REZONING APPLICATION NO. 100302 (1219893 BC LTD. / CRE8 ARCHITECTURE LTD. / 7100 AND 7126 - 206 STREET AND 7119 AND 7143 – 207 STREET)		

PROPOSAL:

Application to amend the Willoughby Community Plan and the Northeast Gordon Estate Neighbourhood Plan and rezone a 1.3 ha (3.4 ac) portion of a land assembly located at 7100 and 7126 - 206 Street and 7119 and 7143 - 207 Street to Comprehensive Development Zone CD-215 to facilitate development of approximately 83 townhouse units.

RECOMMENDATION SUMMARY:

That Council give first and second reading to Bylaws No. 6154 and 6155 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 Northwest 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 1998 No. 3800 Amendment (Northeast Gordon Estate Neighbourhood Plan) Bylaw 2005 No. 4475 Amendment (1219893 BC Ltd.) Bylaw No. 6154 and Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1219893 BC Ltd.) Bylaw No. 6155 rezoning a portion of a 1.5 ha (3.8 ac) land assembly located at 7100 and 7126 - 206 Street and 7119 and 7143 - 207 Street to Comprehensive Development Zone CD- 215 to facilitate development of approximately 83 townhouses, subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. A Servicing Agreement being entered into with the Township to secure required road and utility upgrades and extensions in accordance with the Township's Subdivision and Development Servicing Bylaw.
2. Provision of road dedications, widening and necessary traffic improvements for 206 and 207 Street in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Northeast Gordon Estate Neighbourhood Plan.
3. Provision of a final tree management plan incorporating tree retention, replacement, protection details demonstrating retention of 27 trees and security in compliance with Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection).

4. Dedication and construction of an approximately 0.18 ha (0.45 ac) environmental protection and public amenity lot including detailed design to confirm retention of 15 trees in relation to streamside requirements, open space design details and security in coordination with the project to the south, as preliminarily shown on the tree management plan prepared by Klimo & Associates dated June 18, 2025 and engineering drawings prepared by Coastland Engineering & Surveying dated August 2023.
5. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
6. Registration of restrictive covenants acceptable to the Township:
    a. restricting development until a Development Permit is issued for the site and requiring the units fronting 206 Street to be a two-storey duplex form
    b. prohibiting clearing of the site (with the exception of servicing access areas) until such time as a final tree management plan incorporating tree retention replacement, protection details, and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) is accepted by the Township
    c. prohibiting direct vehicular access from 206 Street
    d. identifying the units (5% of townhouse units) required in accordance with the Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan
    e. prohibiting parking on internal strata roadways (other than in clearly identified parking spaces).
7. Water Sustainability Act (WSA) Change Approval from the BC Ministry of Water, Land and Resource Stewardship.
8. Compliance with Township of Langley Official Community Plan Schedule 3 including acceptance of the streamside enhancement plans, fencing, signage and security.
9. Compliance with the Willoughby Greenway Amenity Policy and the 5% Neighbourhood Park Land Acquisition Policy.
10. As per the applicant's proposal in support of the proposed community plan amendment and rezoning application, provision of $2,415,200 as a voluntary amenity contribution.
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 1998 No. 3800 Amendment (Northeast Gordon Estate Neighbourhood Plan) Bylaw 2005 No. 4475 Amendment (1219893 BC Ltd.) Bylaw No. 6154 is consistent with the Township's Five Year Financial Plan as updated annually and with Metro Vancouver's Integrated Liquid Waste Resource Management Plan and Integrated Solid Waste Resource Management Plan, Housing Needs Report and with the consultation requirement of Official Community Plan Consultation Policy (07-160).

That Council authorize staff to schedule the required Public Hearing for Bylaws No. 6154 and 6155.

EXECUTIVE SUMMARY:

CRE8 Architecture Inc. has applied on behalf of the owners to amend the Willoughby Community Plan and the Northeast Gordon Estate Neighbourhood Plan and rezone a portion of a 1.5 ha

(3.8 ac) land assembly located at 7100 and 7126 - 206 Street and 7119 and 7143 - 207 Street to Comprehensive Development Zone CD-215 to facilitate development of approximately 83 townhouse units at a density of 54 uph (22 upa), retention of 27 significant trees and dedication of 0.18 ha / 0.45 ac of land for environmental protection and public amenity.

The Willoughby Community Plan and the Northeast Gordon Estate Neighbourhood Plan provide for a base density in a single family form of 6 upa with the opportunity to increase the density to 15 upa provided land is dedicated or permanently secured to support retention of significant trees. To accommodate the proposed townhouse development at a density of 54 uph (22 upa) density, the applicant has applied to amend the Northeast Gordon Estate Neighbourhood Plan and the Willoughby Community Plan.

A delegated Development Permit for form and character is required prior to building permit issuance should Council elect to advance the application.

PURPOSE:

The purpose of this report is to advise and make recommendations to Council regarding the proposed Willoughby Community Plan and Northeast Gordon Estate Neighbourhood Plan Amendment Bylaw No. 6154 and Rezoning Bylaw No. 6155.

REFERENCE:

Owner:	1219893 BC Ltd. 17012 - 23 Avenue Surrey, BC V3Z 9Z2
Agent:	CRE8 Architecture Ltd. 205, 6321 King George Boulevard Surrey, BC V3X 1G1
Legal Description:	Lots A and B Section 14 Township 8 New Westminster District Plan 78780 Lot 3 Section 14 Township 8 New Westminster District Plan 73202 Lot 24 Section 14 Township 8 New Westminster District Plan 37825
Location and Lot Area:	1.5 ha (3.8 ac) – total land assembly 1.3 ha (3.4 ac) – area proposed to be rezoned
Existing Zoning:	Suburban Residential Zone SR-2
Proposed Zoning:	Comprehensive Development Zone CD-215
Willoughby Community Plan (existing):	Residential
Willoughby Community Plan (proposed)	Multi Family
Northeast Gordon Estate Neighbourhood Plan (existing):	Residential Area A (base density 15 units per hectare / 6 units per acre up to maximum of 37.5 units per hectare / 15 units per acre subject to land dedication)
Northeast Gordon Estate Neighbourhood Plan (proposed):	Residential Area A (54 units per hectare / 22 units per acre)

BACKGROUND/HISTORY:

- The subject application involves an assembly of four (4) suburban residential properties with a total area of 1.5 ha (3.8 ac).
- The Northeast Gordon Estate Neighbourhood Plan identifies significant tree areas on the land use concept with associated density bonus policies to support tree retention.
- The subject site is designated “Residential Area A” on Maps 1 and 3 of Northeast Gordon Estate Neighbourhood Plan. The designation has a base density 15 UPH (6 UPA). A bonus density up to a maximum 37 UPH (15 UPA) is permitted depending on the amount of land dedicated or permanently secured for environmental protection or public amenity as indicated in Section 3.1.4 of the Willoughby Community Plan. To achieve the maximum permitted density of 37 UPH(15 UPA), 36% of the land is required to be dedicated for tree protection.

- Staff note that two applications to the south (ToL Projects No. 08-14-0201 and 08-14-187) propose Neighbourhood Plan amendments to accommodate townhouse developments at a density of approximately 22 UPA.

DISCUSSION/ANALYSIS:

- The applicant has applied to amend the Northeast Gordon Estate Neighbourhood Plan on a site specific basis to allow 54 UPH / 22 UPA density in a townhouse form within the "Residential Area A" land use designation to facilitate development of approximately 83 townhouse units.
- The application also includes amendments to the Willoughby Community Plan to change the land use to "Multi Family" from "Residential" and to remove the site from the "Residential Bonus Density 2" area. The applicant is proposing to dedicate 12% of the lands and accommodate a townhouse land use form at a maximum permitted density of 55 UPH (22 UPA).
- The development proposal includes:
    - retention of 27 trees
    - a 0.18 ha / 0.45 ac environmental protection and public amenity dedication along the south property line consisting of open space (0.12 ha (0.29 ac)) and SPEA area (0.06 ha (0.16 ac)). 15 trees are proposed for retention in the dedicated area
    - retention of 12 trees in the amenity space on the development site
- The arborist report submitted by the applicant indicates that out of 172 significant trees located on the site, 27 significant trees are proposed for retention. Confirmation of retention of 27 trees prior to final reading requires design coordination with the SPEA offsetting channel location, site grading and the development proposal to the south.
- A yellow coded watercourse exists in the 207 Street road dedication. The application proposes reconstruction of the watercourse in keeping with the Northeast Gordon Estate Neighbourhood Plan road standards and construction of offsetting features in the proposed environmental protection area. The applicant is utilizing the Streamside Protection and Enhancement Area (SPEA) "flex" provision of OCP Schedule 3. Confirmation of detailed design and Water Sustainability Act approval are required.

Adjacent Uses:

	Existing Use:	**Northeast Gordon Estate NP Designation:**	**Existing Zoning:**
North:	Suburban residential lots under ToL Project No. 08-14-0227 (11 single family lots)	Single Family (6 UPA)	Suburban Residential Zone SR-2
South:	Suburban residential lots under ToL Project No. 08-14-0201 (143 townhouse units)	Residential Area A	Suburban Residential Zone SR-2
East:	207 Street, beyond which are suburban residential lots	Townhouse (12 UPA)	Suburban Residential Zone SR-2

West:	206 Street, beyond which are single family lots	Single Family (6 UPA)	Compact Residential R-CL(B) Zone

Community / Neighbourhood Plan Amendments:

- Bylaw No. 6154 amends the Willoughby Community Plan to change the land use to "Multi Family" from "Residential" and to remove the site from the "Residential Bonus Density 2" area.
- Bylaw No. 6154 amends the Northeast Gordon Estate NP on a site specific basis to allow 54 UPH / 22 UPA in a townhouse form to facilitate development of approximately 83 townhouse units.
- To support the proposed plan amendment, the applicant is retaining 27 trees on site (15 in a dedicated environmental protection and public amenity lot) and proposing a $2,095,200 voluntary community amenity contribution.

Zoning Amendment:

- Bylaw No. 6155 rezones a portion of a 1.5 ha (3.8 ac) land assembly located at 7100 and 7126 - 206 Street and 7119 and 7143 - 207 Street to Comprehensive Development Zone CD-215.
- Comprehensive Development Zone CD-215 permits townhouses with a density of up to up to 54 UPH (22 UPA) consistent with the Townhouse Northeast Gordon Estate Neighbourhood Plan land use designation.

Development Permits:

- The subject site is located in Development Permit Area 'B' – Residential in the Willoughby Community Plan.
- 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 applications are being processed concurrently for consideration by a delegated staff official.
- The project will be further reviewed as part of the development permit application process to ensure compliance with, including but not limited to, the following: provisions of the site's proposed CD-215 zoning in terms of siting, lot coverage, height, use and density; landscaping and age-friendly amenity area requirements; tree retention, streamside protection, grading and alignment with the Development Permit Area B – Residential guidelines including implementation of 2-storey duplex form fronting 206 Street. Staff note that the site plan is conceptual and resolution of the above requirements may result in a change to the proposed number of units.

Community Amenity Contributions:

On July 7, 2025 an Interim Policy Regarding Community Amenity Contributions No. 07-170 was adopted by Council that directs staff to:

- discuss with development applicants the prospect of making amenity contributions to the Township; negotiate with development applicants on a case-by-case basis for the provision of community amenities; or allow amenity contributions either at the initiative of

development applicants or as a result of rezoning negotiations between the applicant and the Township.

The applicant has proposed a $2,415,200 voluntary amenity contribution in support of the proposed community plan amendments and rezoning applications.

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
172	27	65	65	15	107

Detailed tree management and landscape plans will be provided and reviewed in conjunction with the development permit.

Policy Considerations:

The proposed Willoughby Community Plan and Northeast Gordon Estate Neighbourhood Plan amendments and rezoning will facilitate development of approximately 83 townhouses on the site located at 7100 and 7126 - 206 Street and 7119 and 7143 - 207 Street. Staff recommend that Council give first and second reading of Bylaws No. 6154 and 6155 (subject to 11 development prerequisites) and that staff be authorized to schedule the required Public Hearing.

Respectfully submitted,

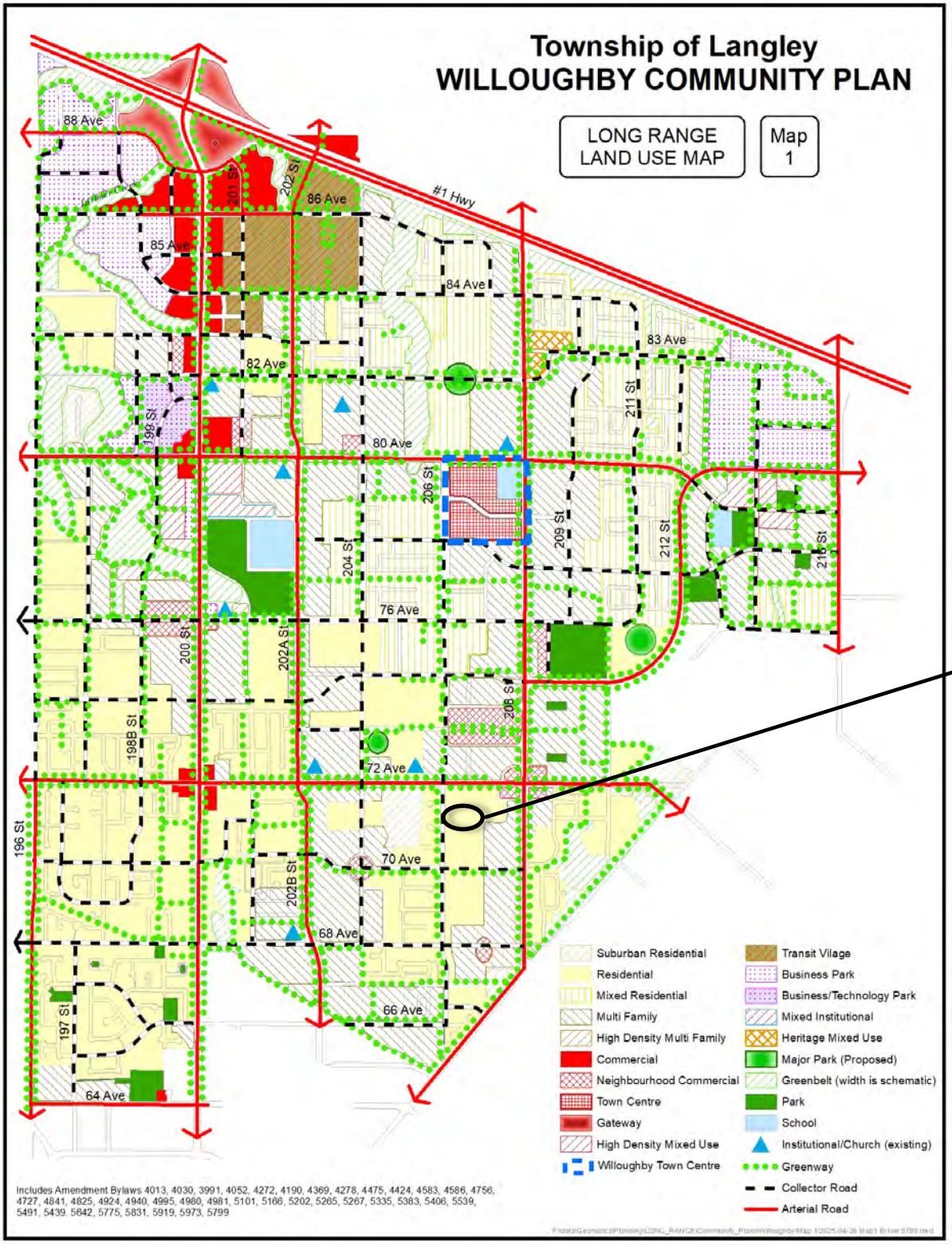
Zorica Andjelic
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

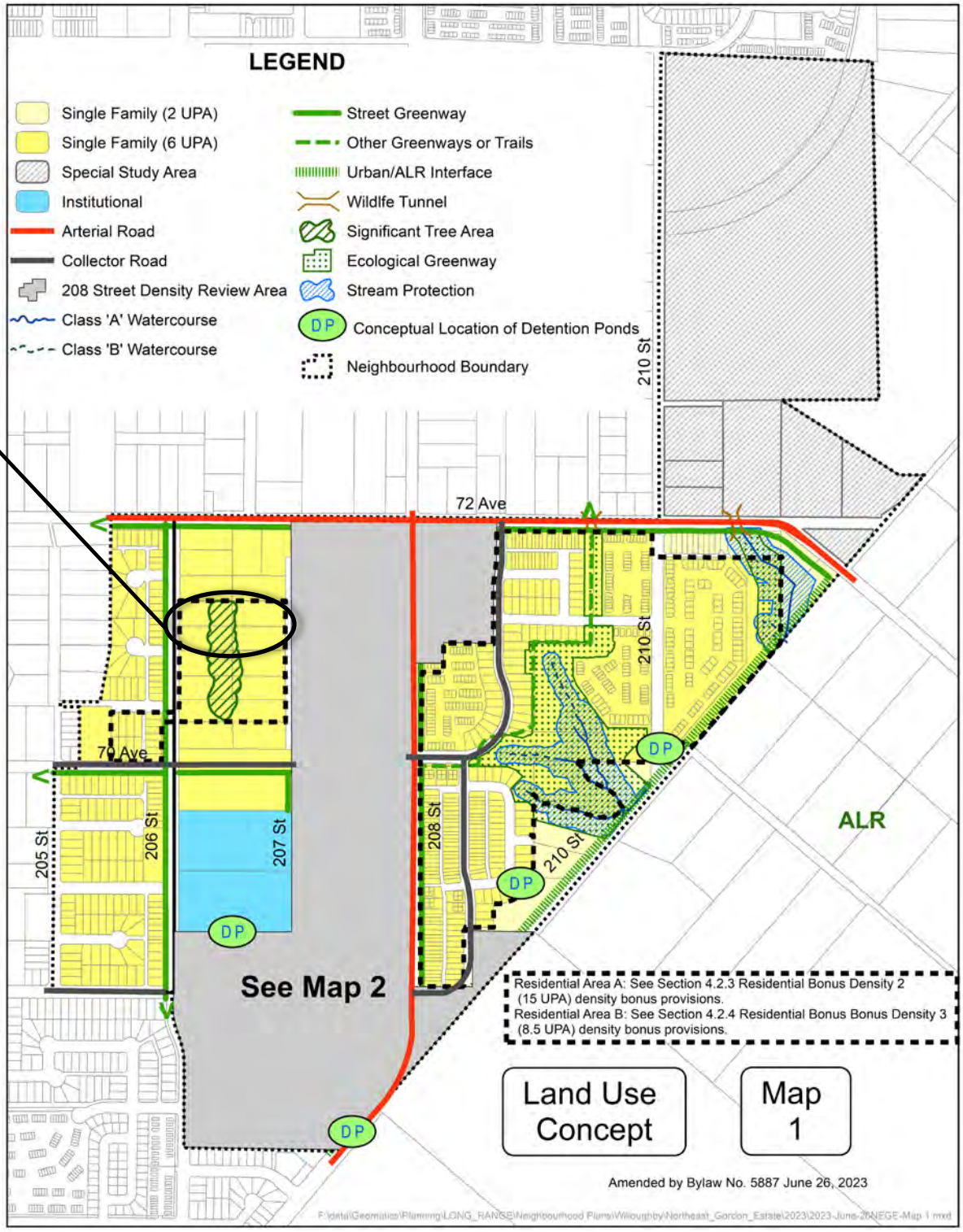
ATTACHMENT A Maps and Graphics

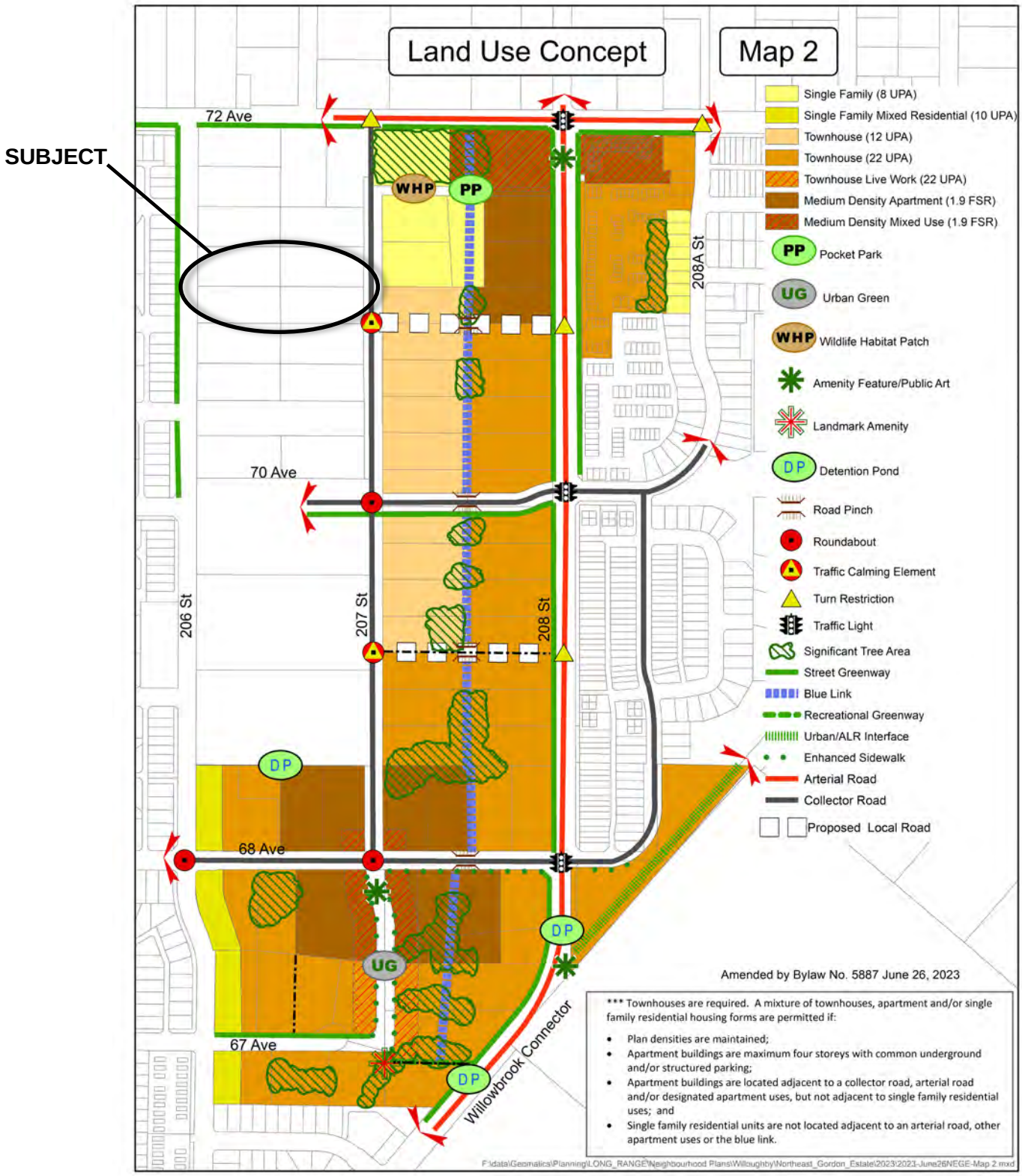
ATTACHMENT A

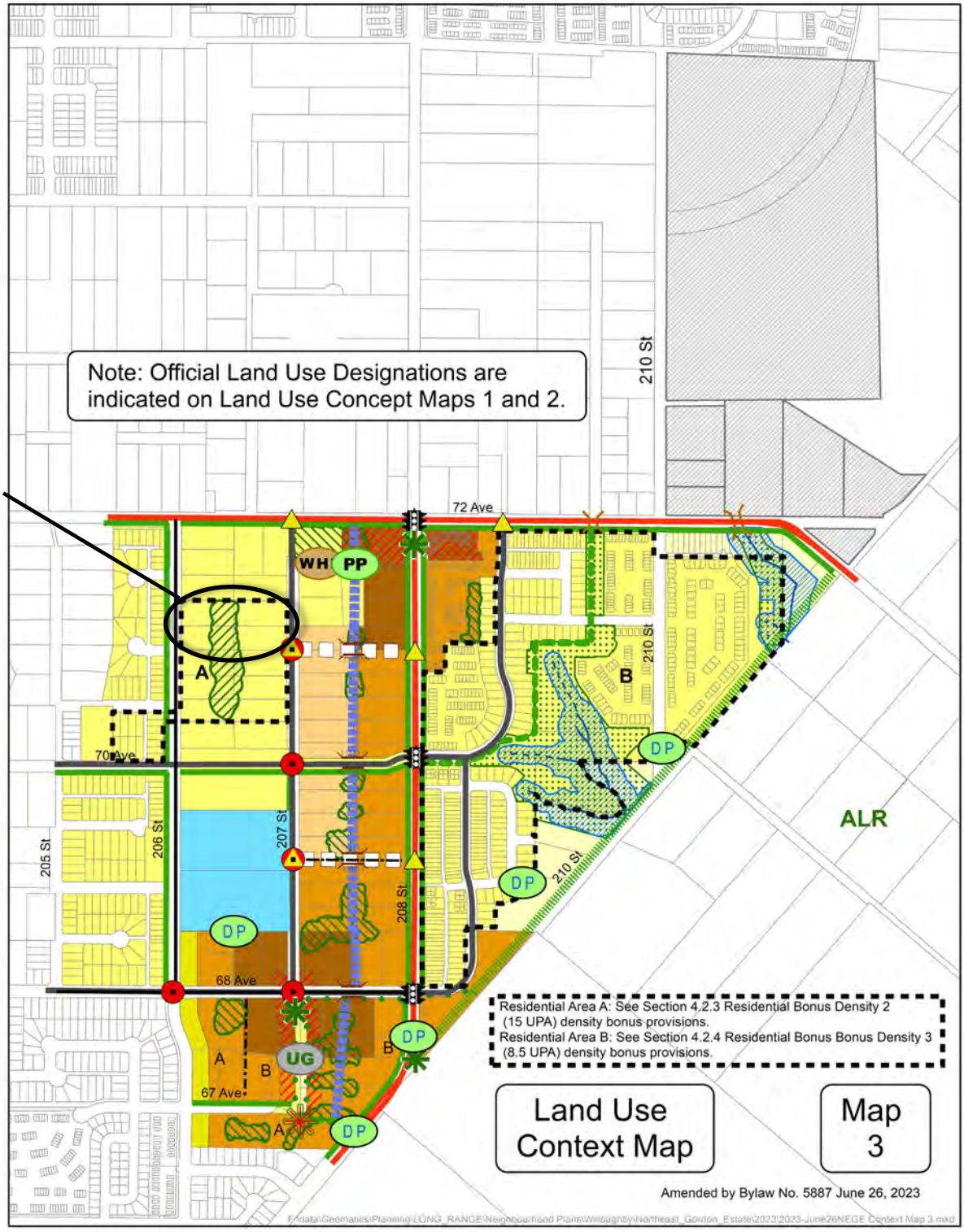


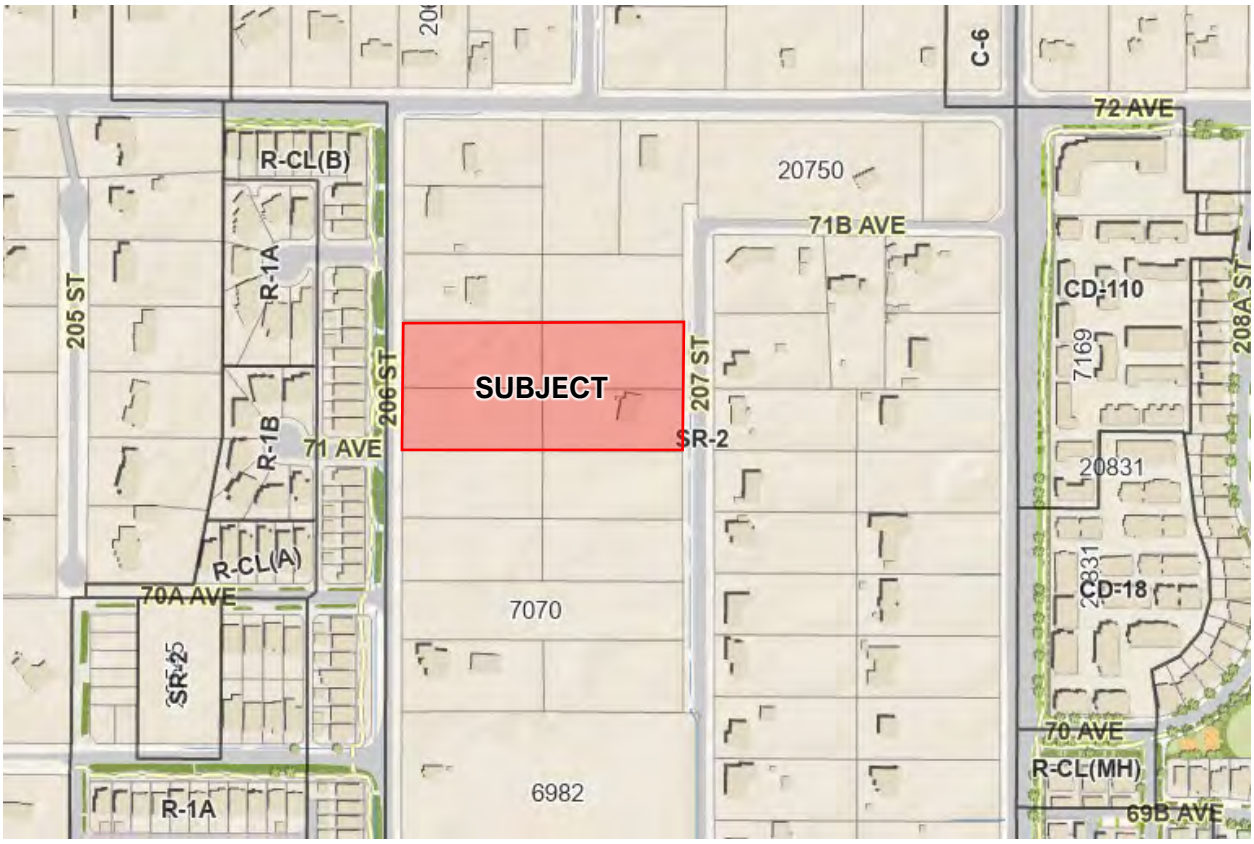
AERIAL CONTEXT MAP


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
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
SUBJECT
Suburban Residential
Residential
Mixed Residential
Multi Family
High Density Multi Family
Commercial
Neighbourhood Commercial
Town Centre
Gateway
High Density Mixed Use
Willoughby Town Centre
Transit Vilage
Business Park
Business/Technology Park
Mixed Institutional
Heritage Mixed Use
Major Park (Proposed)
Greenbelt (width is schematic)
Park
School
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


LEGEND
Single Family (2 UPA)
Single Family (6 UPA)
Special Study Area
Institutional
Arterial Road
Collector Road
208 Street Density Review Area
Class 'A' Watercourse
Class 'B' Watercourse
Street Greenway
Other Greenways or Trails
Urban/ALR Interface
Wildlfe Tunnel
Significant Tree Area
Ecological Greenway
Stream Protection
DP Conceptual Location of Detention Ponds
Neighbourhood Boundary
SUBJECT
72 Ave
70 Ave
205 St
206 St
207 St
208 St
210 St
210 St
DP
DP
DP
DP
ALR
See Map 2
Residential Area A: See Section 4.2.3 Residential Bonus Density 2 (15 UPA) density bonus provisions.
Residential Area B: See Section 4.2.4 Residential Bonus Bonus Density 3 (8.5 UPA) density bonus provisions.
Land Use Concept
Map 1
Amended by Bylaw No. 5887 June 26, 2023


SUBJECT
Land Use Concept
Map 2
72 Ave
70 Ave
68 Ave
67 Ave
206 St
207 St
208 St
208A St
Willowbrook Connector
WHP
PP
DP
UG
Single Family (8 UPA)
Single Family Mixed Residential (10 UPA)
Townhouse (12 UPA)
Townhouse (22 UPA)
Townhouse Live Work (22 UPA)
Medium Density Apartment (1.9 FSR)
Medium Density Mixed Use (1.9 FSR)
Pocket Park
Urban Green
Wildlife Habitat Patch
Amenity Feature/Public Art
Landmark Amenity
Detention Pond
Road Pinch
Roundabout
Traffic Calming Element
Turn Restriction
Traffic Light
Significant Tree Area
Street Greenway
Blue Link
Recreational Greenway
Urban/ALR Interface
Enhanced Sidewalk
Arterial Road
Collector Road
Proposed Local Road
Amended by Bylaw No. 5887 June 26, 2023
*** Townhouses are required. A mixture of townhouses, apartment and/or single family residential housing forms are permitted if:
Plan densities are maintained;
Apartment buildings are maximum four storeys with common underground and/or structured parking;
Apartment buildings are located adjacent to a collector road, arterial road and/or designated apartment uses, but not adjacent to single family residential uses; and
Single family residential units are not located adjacent to an arterial road, other apartment uses or the blue link.
F:\data\Geomatics\Planning\LONG_RANGE\Neighbourhood Plans\Willoughby\Northeast_Gordon_Estate\2023\2021-June26\NEGE-Map 2.mxd

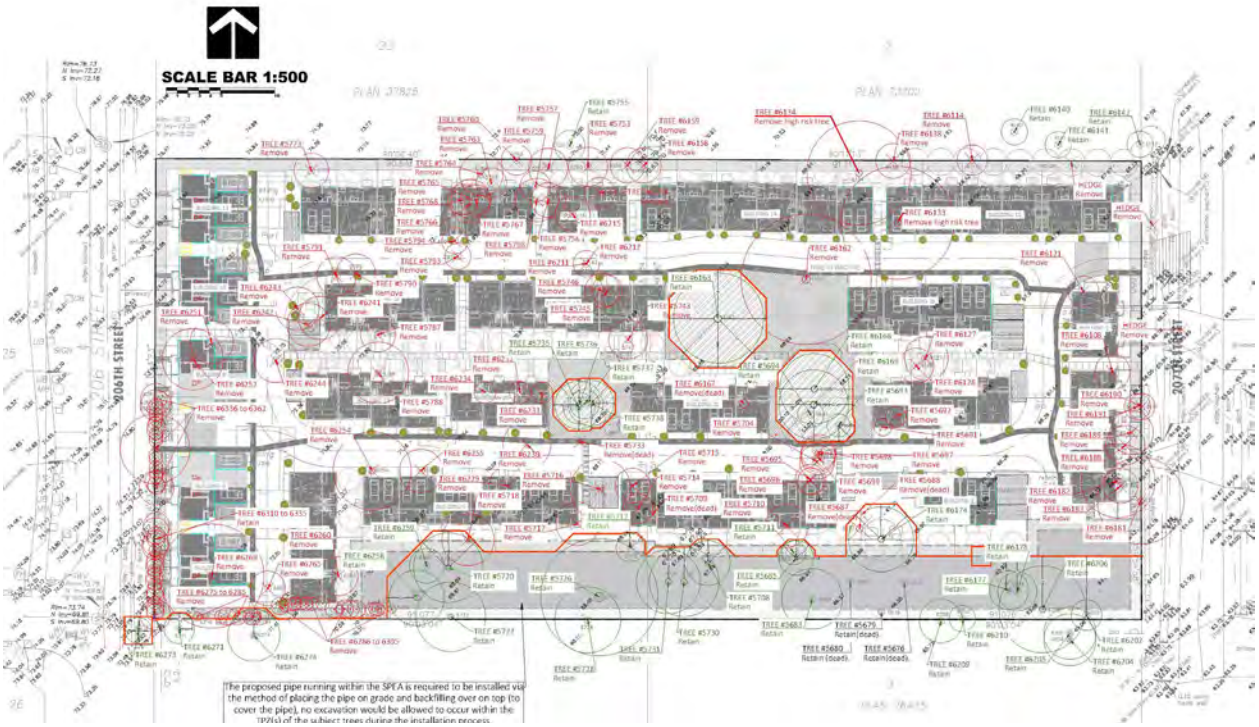

SUBJECT
Note: Official Land Use Designations are indicated on Land Use Concept Maps 1 and 2.
72 Ave
70 Ave
68 Ave
67 Ave
205 St
206 St
207 St
208 St
210 St
WH
PP
DP
UG
A
B
ALR
Residential Area A: See Section 4.2.3 Residential Bonus Density 2 (15 UPA) density bonus provisions.
Residential Area B: See Section 4.2.4 Residential Bonus Bonus Density 3 (8.5 UPA) density bonus provisions.
Land Use Context Map
Map 3
Amended by Bylaw No. 5887 June 26, 2023
F:\data\Geomatics\Planning\LONG_RANGE\Neighbourhood Plans\Willoughby\Northeast_Gordon_Estate\2023\2023-June26NEGE Context Map 3.mxd



ZONING BYLAW NO. 2500



SITE PLAN – SUBMITTED BY APPLICANT



PRELIMINARY TREE MANAGEMENT PLAN – SUBMITTED BY APPLICANT







PRELIMINARY ELEVATIONS – 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 (NORTHEAST GORDON ESTATE NEIGHBOURHOOD PLAN) BYLAW 2005 NO. 4475 AMENDMENT (1219893 BC LTD.) BYLAW NO. 6154

EXPLANATORY NOTE

Bylaw No. 6154 amends the Willoughby Community Plan by redesignating the properties located at 7100 and 7126 - 206 Street and 7119 and 7143 - 207 Street from Residential to Multi Family and removing the lands from the Residential Density Bonus 2 area. Bylaw No. 6154 also amends the Northeast Gordon Estate Neighbourhood Plan on a site specific basis to allow a density of 22 UPA. The amendments will facilitate development of an 83 unit townhouse development.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842 AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800 AMENDMENT (NORTHEAST GORDON ESTATE NEIGHBOURHOOD PLAN) BYLAW 2005 NO. 4475 AMENDMENT (1219893 BC LTD.) BYLAW NO. 6154

A Bylaw to amend Willoughby Community Plan Bylaw No. 3800 and Northeast Gordon Estate Neighbourhood Plan Bylaw No. 4475

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 (Northeast Gordon Estate Neighbourhood Plan) Bylaw 2005 No. 4475 Amendment (1219893 BC Ltd.) Bylaw No. 6154”.

2. Langley Official Community Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 as amended is further amended by:

   a. Amending Map 1 to redesignate lands shown in Schedule “A” to Multi Family.

   b. Amending Map 2 to remove the Residential Bonus Density 2 designation from the lands shown in Schedule “A”.

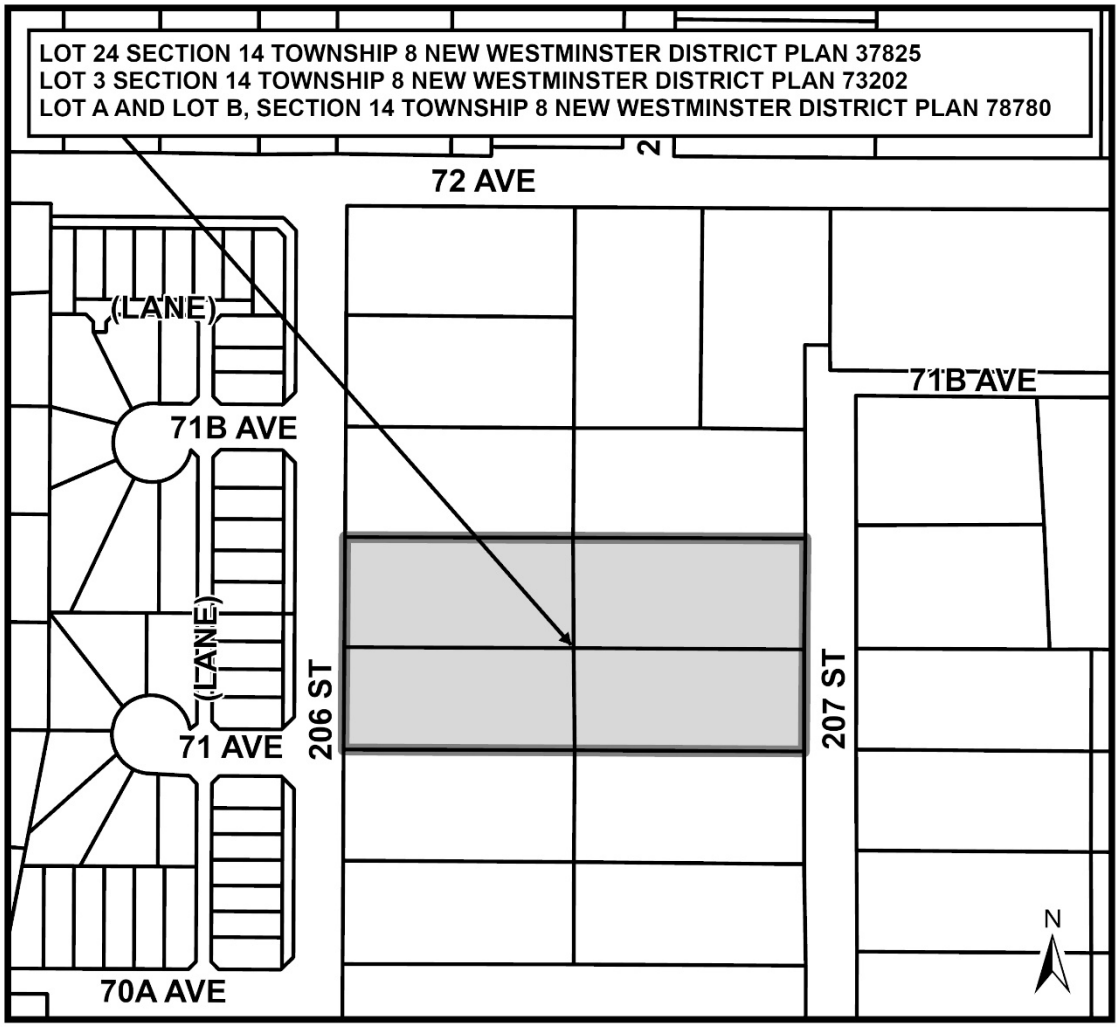
3. Langley Official Community Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Northeast Gordon Estate Neighbourhood Plan) Bylaw 2005 No. 4475 as amended is further amended by amending Section 4.2.3. Residential Area A by inserting the following as the third paragraph:

   a. Notwithstanding Section 3.1.4 of the Willoughby Community Plan, 22 units per acre is permitted in a townhouse form on the lands legally described as Lots A and B Section 14 Township 8 New Westminster District Plan 78780, Lot 3 Section 14 Township 8 New Westminster District Plan 73202 and Lot 24 Section 14 Township 8 New Westminster District Plan 37825 if trees within “Significant Tree Area” shown on Map 1 and Map 3 are secured and incorporated into a site plan to the acceptance of the Township.

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. 6154



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (1219893 BC LTD.) BYLAW NO. 6155

EXPLANATORY NOTE

Bylaw No. 6155 rezones a portion of 1.5 ha (3.8 ac) of land located at 7100 and 7126 - 206 Street and 7119 and 7143 - 207 Street to Comprehensive Development Zone CD-215 to facilitate development of approximately 83 townhouses.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (1219893 BC LTD.) BYLAW NO. 6155

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 (1219893 BC Ltd.) Bylaw No. 6155".

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

   a. Adding to the Table of Contents and Section 104.1 – Zones the words "Comprehensive Development Zone CD-215" after the words "Comprehensive Development Zone CD-214"

   b. Adding to Section 110.1 after the words "CD-214" the words "CD-215" – 1.0 ha"

   c. Adding after Section 1114 "Comprehensive Development Zone CD-214" the following as Section 1115 "Comprehensive Development Zone CD-215"

1105 **COMPREHENSIVE DEVELOPMENT ZONE CD-215**

Uses Permitted

1105.1 In the CD-215 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*

Density

1105.2 The density permitted shall be no greater than 54 units per hectare (22 units per acre).

Lot Coverage

1105.3 *Buildings* and *structures* shall not cover more than 50% of the *lot area*.

Siting of Buildings and Structures

1105.4 Siting of *buildings* and *structures* shall be in accordance with the provisions of a Development Permit.

Height of Buildings and Structures

1105.5 The *height* of *buildings* and *structures* shall not exceed three (3) *storeys*.

Parking and Loading

1105.6 Parking and loading shall be provided in accordance with Section 107.

Subdivision Requirements

1105.7 All *lots* created by *subdivision* shall comply with Section 110 of this Bylaw and the Subdivision and Development Servicing Bylaw 2019 No. 5382 as amended.

Landscaping, Screening and Fencing

1105.8 Landscaping areas, landscaping screens and fencing shall be provided in accordance with Section 111.

Age-Friendly Amenity

1105.9 *Age-Friendly Amenity areas* shall be provided in accordance with Section 111.5 and in accordance with a Development Permit.

Development Permit Requirements

1105.10 An application for a Development Permit shall be submitted and issued 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:

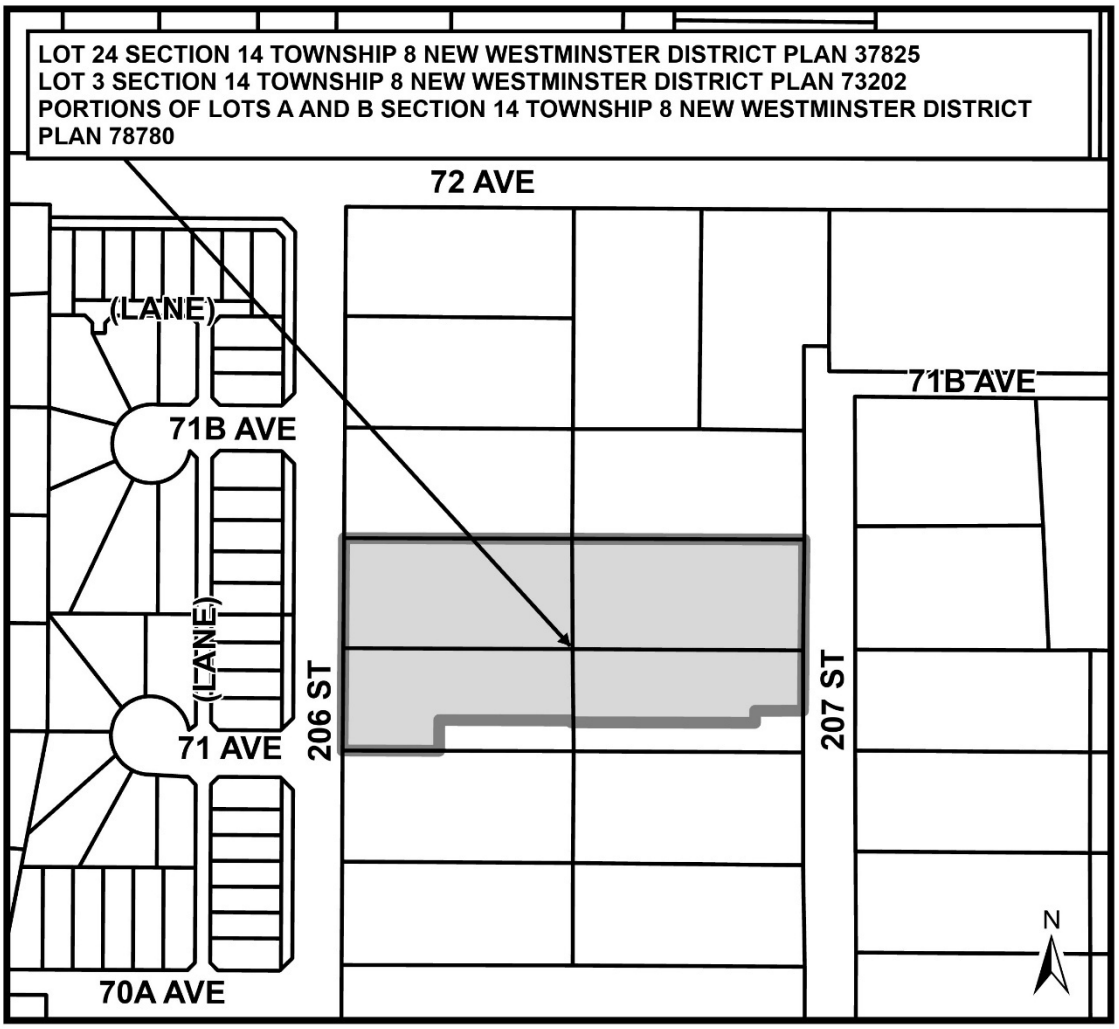
Portion of Lots A and B Section 14 Township 8 New Westminster District Plan 78780
Lot 3 Section 14 Township 8 New Westminster District Plan 73202
Lot 24 Section 14 Township 8 New Westminster District Plan 37825

as shown delineated on Schedule "A" attached to and forming part of this Bylaw to Comprehensive Development Zone CD-215.

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. 6155



Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	SEPTEMBER 15, 2025 - REGULAR MEETING	**REPORT:**	25-128
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	08-14-0187
SUBJECT:	OFFICIAL COMMUNITY PLAN AMENDMENT AND REZONING APPLICATION NO. 100291 (BMG PROJECTS (HEATH SOUTH) INC. / 6982 – 206 STREET)		

PROPOSAL:

Application to amend the Willoughby Community Plan and the Northeast Gordon Estate Neighbourhood Plan and rezone approximately 2.0 ha (5.0 ac) of land located at 6982 – 206 Street to Comprehensive Development Zone CD-215 to facilitate development of approximately 83 townhouses.

RECOMMENDATION SUMMARY:

That Council give first and second reading to Bylaws No. 6090 and 6091 subject to eight (8) development prerequisites being satisfied prior to final reading of Bylaw No. 6091 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 Northeast 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 (Northeast Gordon Estate Neighbourhood Plan) Bylaw 2005 No. 4475 Amendment (BMG Projects (Heath South) Inc.) Bylaw No. 6090 and Township of Langley Zoning Bylaw 1987 No. 2500 Amendment Bylaw (BMG Projects (Heath South) Inc.) No. 6091 rezoning 2.0 ha (5.0 ac) of land located at 6982 - 206 Street to Comprehensive Development Zone CD-215 to facilitate development of approximately 83 townhouses subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. A Servicing Agreement being entered into with the Township to secure required road and utility upgrades and extensions in accordance with the Township's Subdivision and Development Servicing Bylaw.
2. Provision of road dedications, widening and necessary traffic improvements for 206 and 207 Street in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Northeast Gordon Estate Neighbourhood Plan.
3. 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).
4. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
5. Registration of restrictive covenants acceptable to the Township:

a. restricting development until a Development Permit is issued for the site and requiring the units fronting 206 Street to be a two-storey duplex form.
b. prohibiting clearing of the site (with the exception of servicing access areas) until such time as a final tree management plan incorporating tree retention replacement, protection details, and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) is accepted by the Township.
c. identifying the units (5% of townhouse units) required in accordance with the Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan.
d. prohibiting parking on internal strata roadways (other than in clearly identified parking spaces).

6. Compliance with the Willoughby Greenway Amenity Policy and the 5% Neighbourhood Park Land Acquisition Policy.
7. As per the applicant's proposal in support of the proposed community plan amendment and rezoning application, provision of $2,095,200 as a voluntary amenity contribution.
8. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, Development Works Agreement (DWA) and Latecomer charges.

That Council consider that Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw No. 1998 No. 3800 Amendment (Northeast Gordon Estate Neighbourhood Plan) Bylaw 2005 No. 4475 Amendment (BMG Projects (Heath South Inc.)) Bylaw No. 6090 is consistent with the Township's Five Year Financial Plan as updated annually and with Metro Vancouver's Integrated Liquid Waste Resource Management Plan and Integrated Solid Waste Resource Management Plan, Housing Needs Report and with the consultation requirement of Official Community Plan Consultation Policy (07-160).

That Council authorize staff to schedule the required Public Hearing for Bylaws No. 6090 and 6091.

That Council abandon Township of Langley Bylaw 1987 No. 2500 Amendment (Hauser) Bylaw No. 5785.

EXECUTIVE SUMMARY:

Focus Architecture Inc. has applied on behalf of the owners to amend the Willoughby Community Plan and the Northeast Gordon Estate Neighbourhood Plan and rezone approximately 2.0 ha (5.0 ac) of land located at 6982 - 206 Street to Comprehensive Development Zone CD-215 to facilitate development of approximately 83 townhouses with a total density of 41.5 UPH / 16.6 UPA.

To accommodate the proposed townhouse development, the applicant has applied to amend the Northeast Gordon Estate Neighbourhood Plan to redesignate the subject site from Single Family (6 UPA) to Townhouse (22 UPA). The Willoughby Community Plan is also proposed to be amended from Residential to Multi Family to align with the proposed Northeast Gordon Estate Neighbourhood Plan amendment.

On June 13, 2022, Council gave third reading to Rezoning Bylaw No. 5785 to facilitate development of 30 single family lots on the subject site. The applicant indicates,

"the change to townhouse will increase the housing stock in the area and provide more affordable housing options than a single family development".

Accordingly, the previous rezoning bylaw is proposed to be abandoned.

A delegated Development Permit for form and character is required prior to building permit issuance should Council elect to advance the application.

PURPOSE:

The purpose of this report is to advise and make recommendations to Council with respect to proposed Willoughby Community Plan and Northeast Gordon Estate Neighbourhood Plan Amendment Bylaw No. 6090 and Rezoning Bylaw No. 6091.

REFERENCE:

Owner:	BMG Projects (Heath South) Inc. 201, 204 Cayer Street Coquitlam, BC V3K 5B1
Agent:	Focus Architecture Inc. 310, 1848 McCallum Road Abbotsford, BC V2S 0H9
Legal Description:	Lot 4 Section 14 Township 8 New Westminster District Plan 6351
Location	6982 - 206 Street
Lot Area:	2.0 ha (5 ac)
Existing Zoning:	Suburban Residential Zone SR-2
Proposed Zoning:	Comprehensive Development Zone CD–215
Willoughby Community Plan (existing):	Residential
Willoughby Community Plan (proposed):	Multi Family
Northeast Gordon Estate Neighbourhood Plan (existing):	Single Family (6 UPA)
Northeast Gordon Estate Neighbourhood Plan (proposed):	Townhouse (22 UPA)

BACKGROUND/HISTORY:

- The subject site is currently zoned Suburban Residential Zone SR-2 and designated Single Family (6 UPA) in the Northeast Gordon Estate Neighbourhood Plan.
- In 2022, Council granted third reading to a rezoning application for the subject site to facilitate the development of 30 single family lots at density of 6 UPA.
- The proponent indicates, *"the change to townhouse will increase the housing stock in the area and provide more affordable housing options than a single family development"*. As a result, the new application includes an amendment to Northeast Gordon Estate Neighbourhood Plan to increase the maximum permitted density and housing form to accommodate the proposed 83 townhouse units.
- Staff note that two applications to the north (ToL Projects No. 08-14-0201 and 08-14-0232) propose Neighbourhood Plan amendments to accommodate townhouse developments at a density of approximately 22 UPA.

DISCUSSION/ANALYSIS:

- The applicant has applied to amend the Northeast Gordon Estate Neighbourhood Plan to redesignate the subject site from Single Family (6 UPA) to Townhouse (22 UPA).
- The Willoughby Community Plan is also proposed to be amended from Residential to Multi Family to align with the proposed Northeast Gordon Estate Neighbourhood Plan amendment.
- The site plan submitted in support of the development application includes 83 townhouse units and provides an extension of 70 Avenue through the site (between 206 and 207 Street) with 62 townhouse units on the south side of 70 Avenue and 21 units on the north side of 70 Avenue.
- The proposal also provides for greenways and enhanced sidewalk on 70 Avenue and 206 and 207 Street to provide connections to the designated school site south of the site.

Adjacent Uses:

	Existing Use:	**Northeast Gordon Estate NP Designation:**	**Existing Zoning:**
North:	Suburban residential lots under development application (ToL Project No. 08-14-0201 proposing 143 townhouses)	Single Family 6 UPA	Suburban Residential Zone SR-2
South:	Lands zoned P-1 reserved for future school use	Institutional	Institutional Civic Zone P-1
East:	207 Street, beyond which are residential lots	Townhouse (12 UPA)	Suburban Residential Zone SR-2
West:	206 Street, beyond which are residential lots	Single Family 6 UPA	Residential Compact Lot Zone R-CL(B)

Community / Neighbourhood Plan Amendment:

- Bylaw No. 6090 amends the Northeast Gordon Estate Neighbourhood Plan by redesignating the subject site from Single Family (6 UPA) to Townhouse (22 UPA).
- Bylaw No. 6090 also amends the Willoughby Community Plan by redesignating the subject site from Residential to Multi Family to ensure consistency with the Townhouse (22 UPA) land use designation.
- In support of the proposed amendment the applicant has stated:

  "…the change from single family to townhouse is appropriate in this context……An elementary school site is immediately south of the site. The land to the east is already designated townhouse in the NE Gordon Plan. Across 206 Street to the west are two-storey single family residences. To ensure compatibility with these existing residences, we are proposing two storey built form along 206 Street in a duplex format. This form of development will provide an appropriate transition from single family to townhouse density."

Zoning Bylaw Amendment:

- Bylaw No. 6091 rezones approximately 2.0 ha (5.0 ac) of land located at 6982 - 206 Street to Comprehensive Development Zone CD-215 to facilitate development of approximately 83 townhouses with a total density of 41.5 UPH / 16.6 UPA.
- Comprehensive Development Zone CD-215 permits townhouses with a density of up to up to 54 UPH (22 UPA) consistent with the Townhouse Northeast Gordon Estate Neighbourhood Plan land use designations.

Development Permit:

- The subject lands are located in Development Permit Area 'B' – Residential (for form and character) in the Willoughby Community Plan.
- 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 development permit application is being processed concurrently for consideration by a delegated staff official.
- The project will be further reviewed as part of the development permit application process to ensure compliance with, including but not limited to, the following: provisions of the site's proposed CD-215 zoning in terms of siting, lot coverage, height, use and density; landscaping and age-friendly amenity area requirements; fire truck turning radius requirements; and alignment with the Development Permit Area B – Residential guidelines including implementation of 2-storey duplex form fronting 206 Street. Staff note that the site plan is conceptual and resolution of the above requirements may result in a change to the proposed number of units.

Community Amenity Contributions:

On July 7, 2025 an Interim Policy Regarding Community Amenity Contributions No. 07-170 was adopted by Council that directs staff to:

- discuss with development applicants the prospect of making amenity contributions to the Township; negotiate with development applicants on a case-by-case basis for the provision of community amenities; or allow amenity contributions either at the initiative of development applicants or as a result of rezoning negotiations between the applicant and the Township.

The applicant has proposed a $2,095,200 voluntary amenity contribution in support of the proposed community plan amendments and rezoning applications.

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
2	0	142	142	35	177

Detailed tree management and landscape plans will be provided and reviewed in conjunction with the development permit.

Policy Considerations:

The proposed Willoughby Community Plan and Northeast Gordon Estate Neighbourhood Plan amendment and rezoning will facilitate development of approximately 83 townhouses on the site located at 6982 – 206 Street. Staff recommend that Council grant first and second reading to Bylaws No. 6090 and 6091 (subject to eight (8) development prerequisites) and that staff be authorized to schedule the required Public Hearing for the bylaws.

Respectfully submitted,

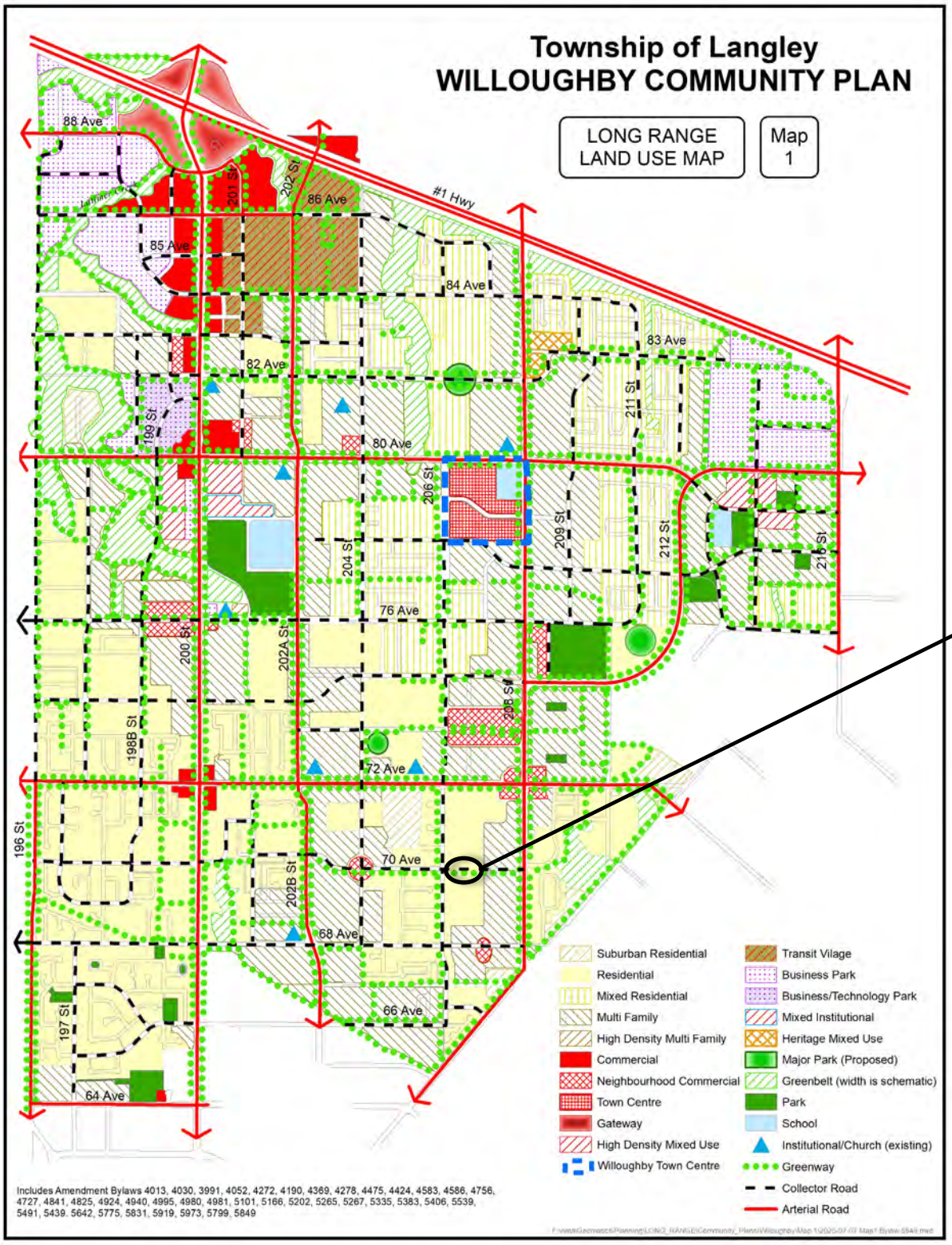
Zorica Andjelic
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

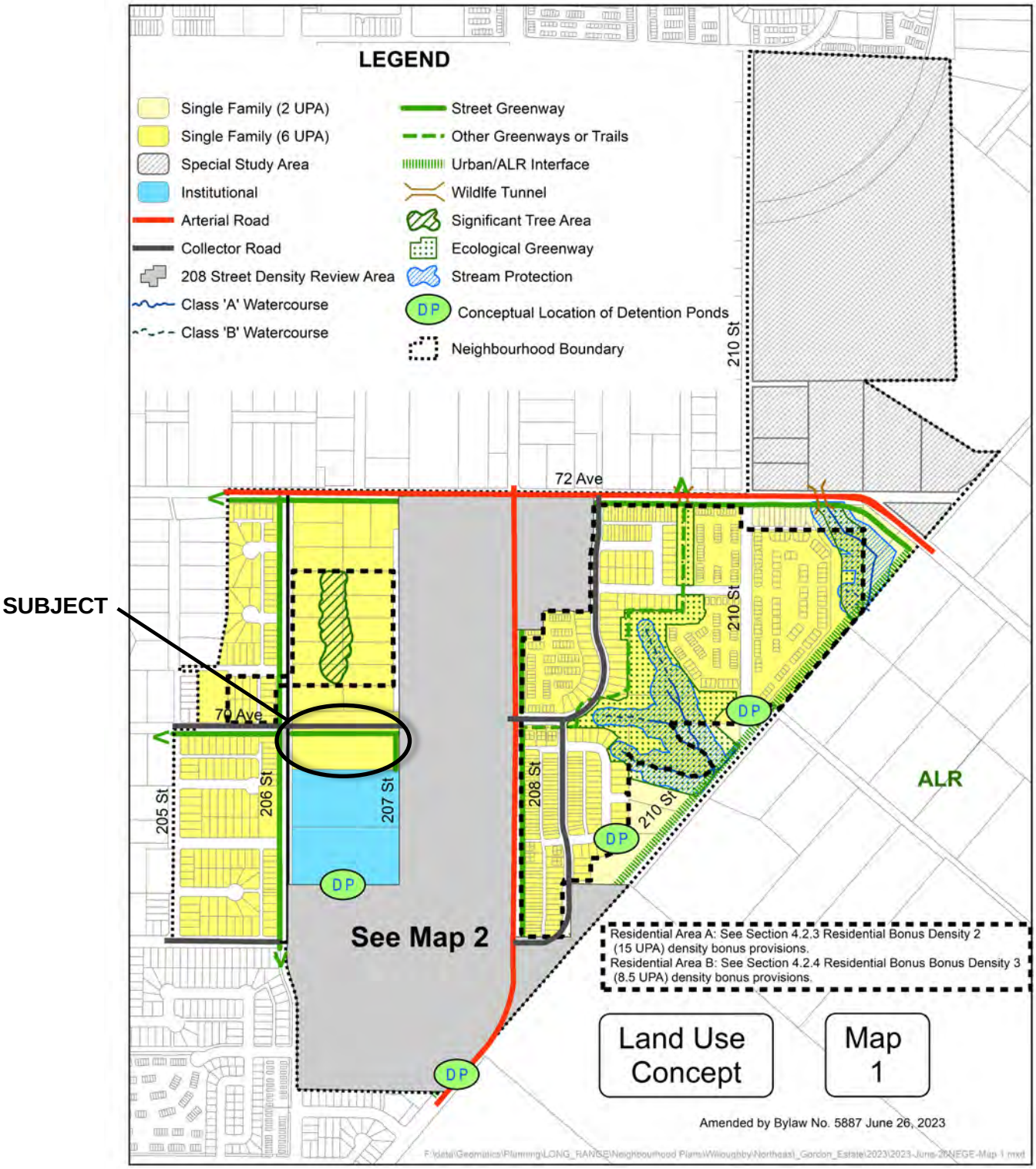
ATTACHMENT A Maps and Graphics

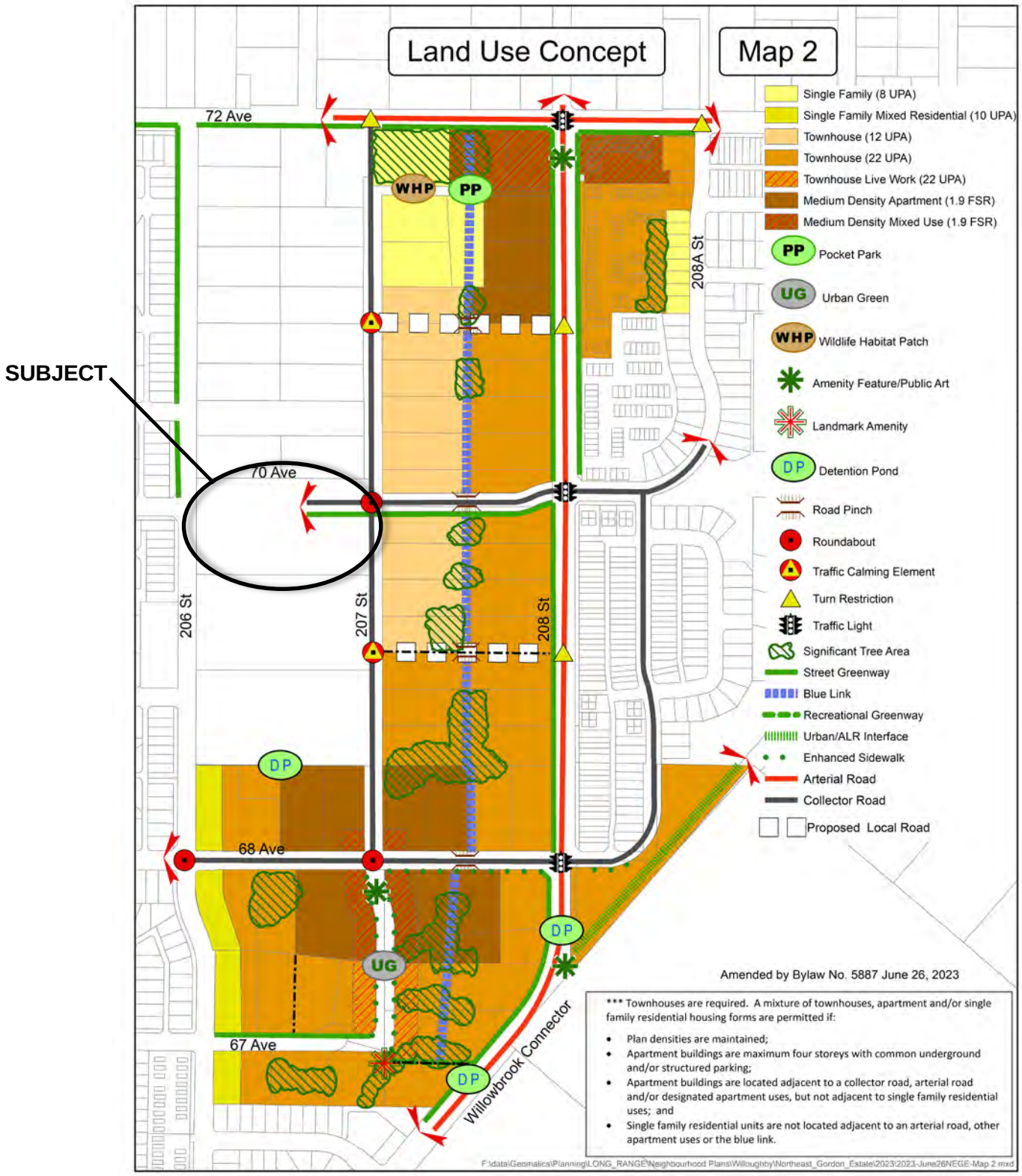
ATTACHMENT A

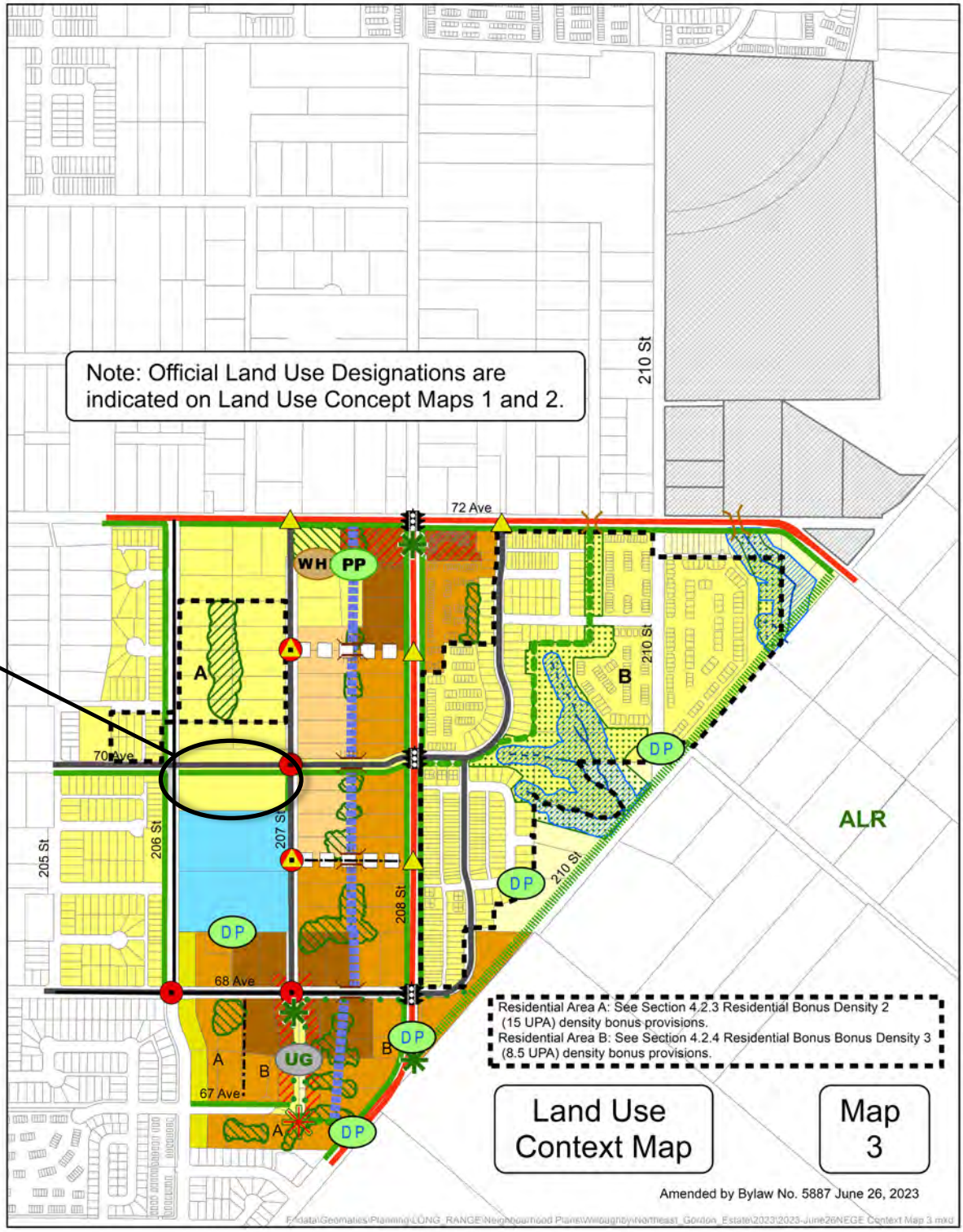


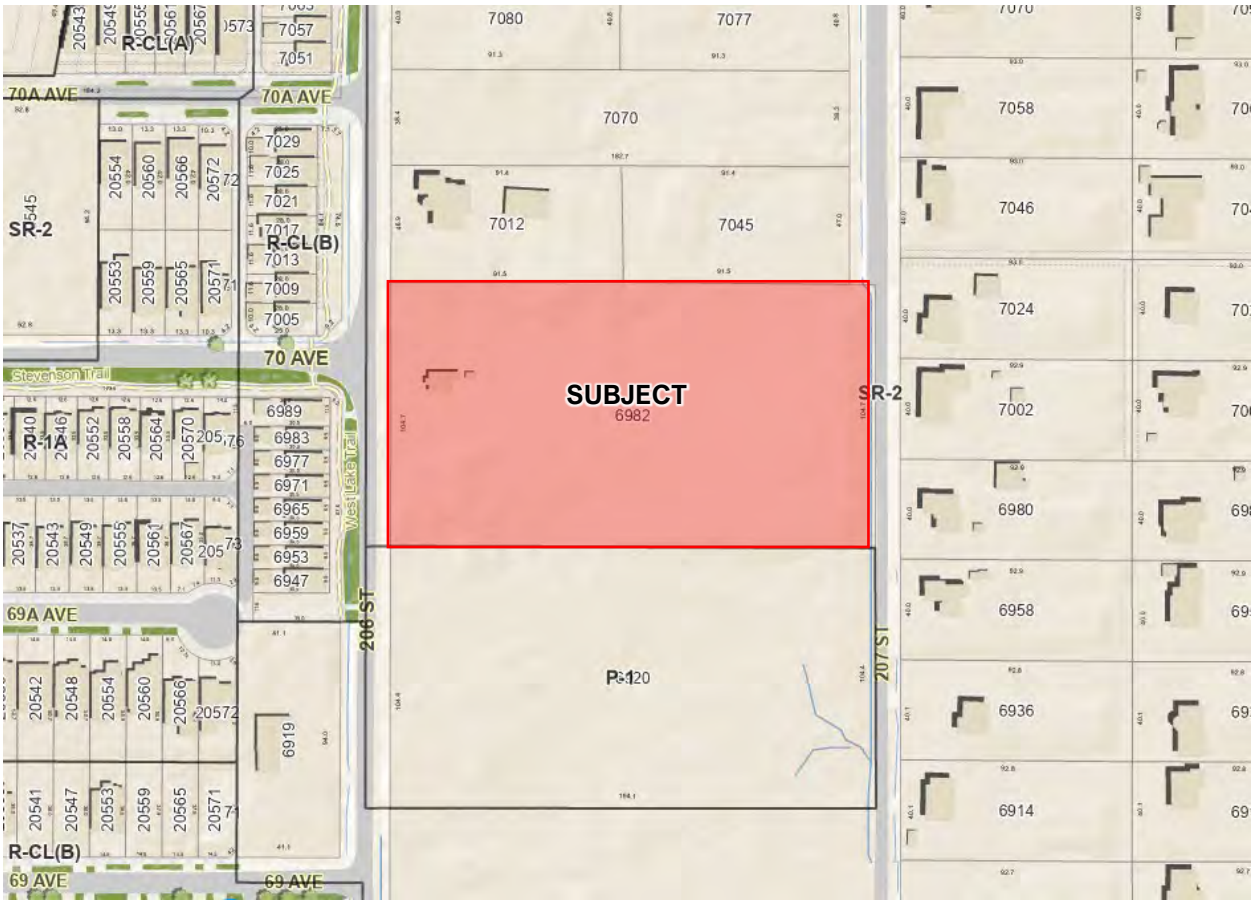
AERIAL CONTEXT MAP


Township of Langley
WILLOUGHBY COMMUNITY PLAN
LONG RANGE LAND USE MAP
Map 1
SUBJECT
#1 Hwy
88 Ave
86 Ave
85 Ave
84 Ave
83 Ave
82 Ave
80 Ave
76 Ave
72 Ave
70 Ave
68 Ave
66 Ave
64 Ave
196 St
197 St
198B St
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, 4980, 4981, 5101, 5166, 5202, 5265, 5267, 5335, 5383, 5406, 5539, 5491, 5439, 5642, 5775, 5831, 5919, 5973, 5799, 5849

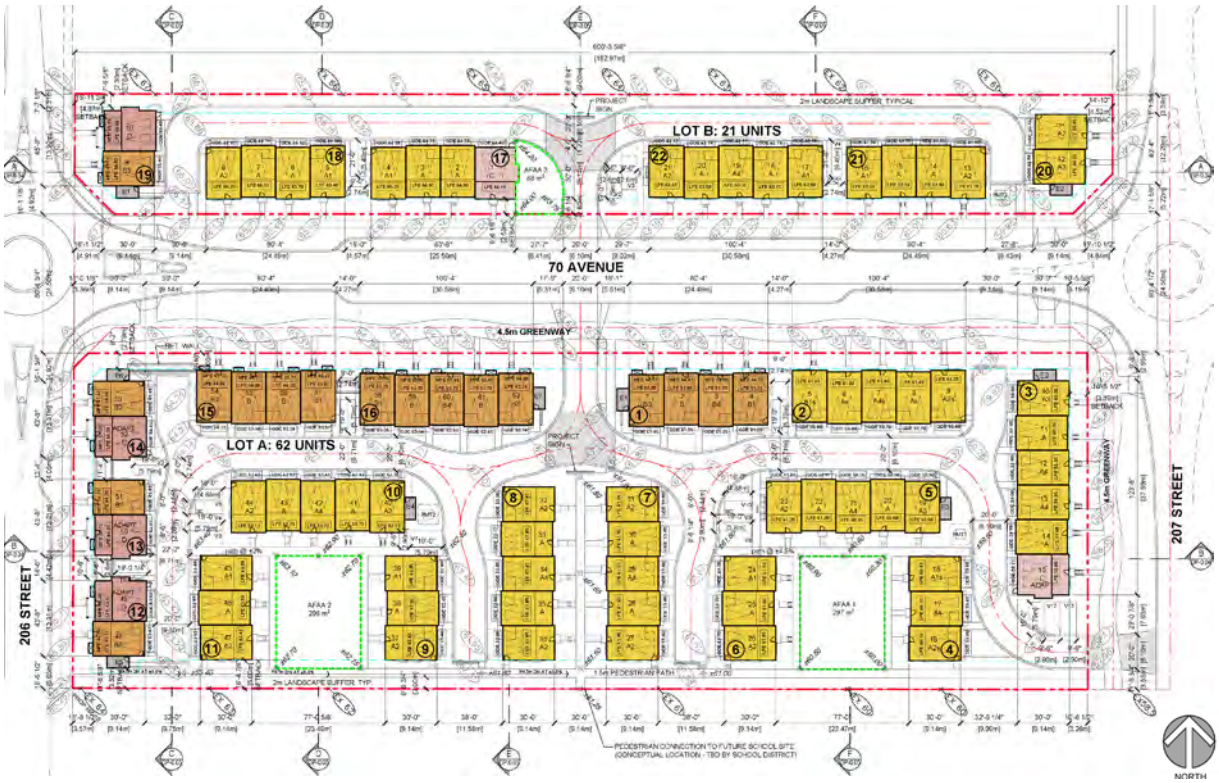

LEGEND
Single Family (2 UPA)
Single Family (6 UPA)
Special Study Area
Institutional
Arterial Road
Collector Road
208 Street Density Review Area
Class 'A' Watercourse
Class 'B' Watercourse
Street Greenway
Other Greenways or Trails
Urban/ALR Interface
Wildlfe Tunnel
Significant Tree Area
Ecological Greenway
Stream Protection
DP Conceptual Location of Detention Ponds
Neighbourhood Boundary
SUBJECT
72 Ave
70 Ave
205 St
206 St
207 St
208 St
210 St
DP
ALR
See Map 2
Residential Area A: See Section 4.2.3 Residential Bonus Density 2 (15 UPA) density bonus provisions.
Residential Area B: See Section 4.2.4 Residential Bonus Bonus Density 3 (8.5 UPA) density bonus provisions.
Land Use Concept
Map 1
Amended by Bylaw No. 5887 June 26, 2023


Land Use Concept
Map 2
SUBJECT
72 Ave
70 Ave
68 Ave
67 Ave
206 St
207 St
208 St
208A St
Willowbrook Connector
WHP
PP
DP
UG
Single Family (8 UPA)
Single Family Mixed Residential (10 UPA)
Townhouse (12 UPA)
Townhouse (22 UPA)
Townhouse Live Work (22 UPA)
Medium Density Apartment (1.9 FSR)
Medium Density Mixed Use (1.9 FSR)
Pocket Park
Urban Green
Wildlife Habitat Patch
Amenity Feature/Public Art
Landmark Amenity
Detention Pond
Road Pinch
Roundabout
Traffic Calming Element
Turn Restriction
Traffic Light
Significant Tree Area
Street Greenway
Blue Link
Recreational Greenway
Urban/ALR Interface
Enhanced Sidewalk
Arterial Road
Collector Road
Proposed Local Road
Amended by Bylaw No. 5887 June 26, 2023
*** Townhouses are required. A mixture of townhouses, apartment and/or single family residential housing forms are permitted if:
Plan densities are maintained;
Apartment buildings are maximum four storeys with common underground and/or structured parking;
Apartment buildings are located adjacent to a collector road, arterial road and/or designated apartment uses, but not adjacent to single family residential uses; and
Single family residential units are not located adjacent to an arterial road, other apartment uses or the blue link.
F:\data\Geomatics\Planning\LONG_RANGE\Neighbourhood Plans\Willoughby\Northeast_Gordon_Estate\2023\2021-June26\NEGE-Map 2.mxd


SUBJECT
Note: Official Land Use Designations are indicated on Land Use Concept Maps 1 and 2.
72 Ave
70 Ave
68 Ave
67 Ave
210 St
206 St
205 St
207 St
208 St
WH
PP
DP
UG
A
B
ALR
Residential Area A: See Section 4.2.3 Residential Bonus Density 2 (15 UPA) density bonus provisions.
Residential Area B: See Section 4.2.4 Residential Bonus Bonus Density 3 (8.5 UPA) density bonus provisions.
Land Use Context Map
Map 3
Amended by Bylaw No. 5887 June 26, 2023



ZONING BYLAW NO. 2500



SITE PLAN – SUBMITTED BY APPLICANT



ELEVATIONS – SUBMITTED BY APPLICANT



ELEVATIONS – SUBMITTED BY APPLICANT





ELEVATIONS – 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 (NORTHEAST GORDON ESTATE NEIGHBOURHOOD PLAN) BYLAW 2005 NO. 4475 AMENDMENT (BMG PROJECTS (HEATH SOUTH) INC.)
BYLAW NO. 6090

EXPLANATORY NOTE

Bylaw No. 6090 amends the Willoughby Community Plan by redesignating the property located at 6982 - 206 Street from Residential to Multi Family. Bylaw No. 6090 also amends the Northeast Gordon Estate Neighbourhood Plan by redesignating the property located at 6982 – 206 Street from Single Family (6 UPA) to Townhouse (22 UPA).

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800
AMENDMENT (NORTHEAST GORDON ESTATE NEIGHBOURHOOD PLAN) BYLAW 2005 NO. 4475 AMENDMENT ((BMG PROJECTS (HEATH SOUTH) INC.)
BYLAW NO. 6090

A Bylaw to amend Willoughby Community Plan Bylaw No. 3800 and Northeast Gordon Estate Neighbourhood Plan Bylaw No. 4475

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

1. This Bylaw may be cited for all purposes as “Langley Official Community Plan Bylaw 1979 No. 1842 (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Northeast Gordon Estate Neighbourhood Plan) Bylaw 2005 No. 4475 Amendment (BMG Projects (Heath South) Inc.) Bylaw No. 6090”.

2. Langley Official Community Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 as amended is further amended by:

   a. Amending Map 1 to redesignate lands shown in Schedule “A” to Multi Family.

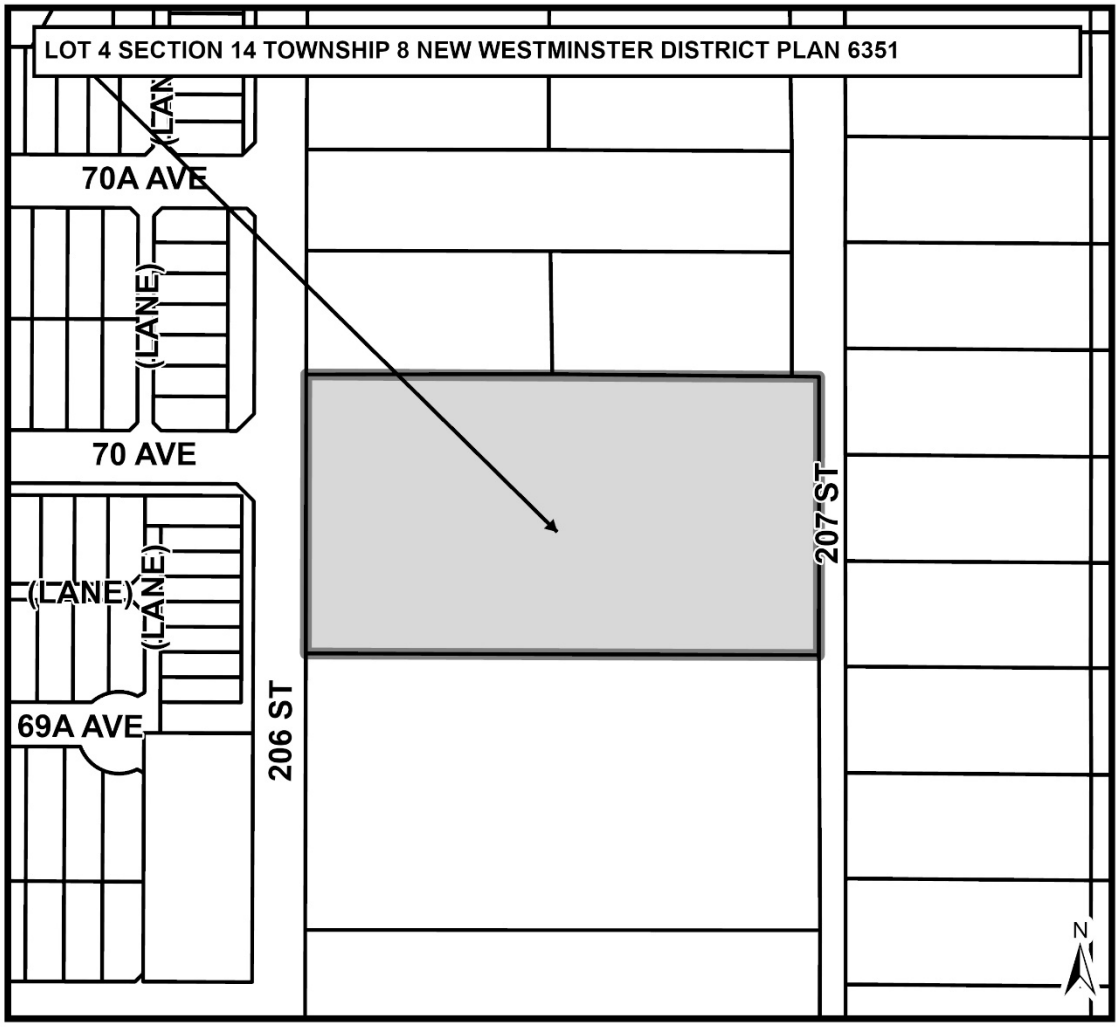
3. Langley Official Community Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Northeast Gordon Estate Neighbourhood Plan) Bylaw 2005 No. 4475 as amended is further amended by:

   a. Amending Maps 1 and 3 to redesignate lands shown in Schedule “A” to Townhouse (22 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'
BYLAW NO. 6090



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (BMG PROJECTS (HEATH SOUTH) INC.) BYLAW NO. 6091

EXPLANATORY NOTE

Bylaw No. 6091 rezones property located at 6982 - 206 Street from Suburban Residential Zone SR-2 to Comprehensive Development Zone CD-215 to accommodate 83 townhouse units.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (BMG PROJECTS (HEATH SOUTH) INC.) BYLAW NO. 6091

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 (BMG Project (Heath South) Inc.) Bylaw No. 6091".

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

   a. Adding to the Table of Contents and Section 104.1 – Zones the words "Comprehensive Development Zone CD-215" after the words "Comprehensive Development Zone CD-214".

   b. Adding to Section 110.1 after the words "CD-214" the words "CD-215" – 1.0 ha".

   c. Adding after Section 1114 "Comprehensive Development Zone CD-214" the following as Section 1115 "Comprehensive Development Zone CD-215":

1115 **COMPREHENSIVE DEVELOPMENT ZONE CD-215**

Uses Permitted

1115.1 In the CD-215 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*

Density

1115.2 The density permitted shall be no greater than 54 units per hectare (22 units per acre).

Lot Coverage

1115.3 *Buildings* and *structures* shall not cover more than 50% of the *lot area*.

Siting of Buildings and Structures

1115.4 Siting of *buildings* and *structures* shall be in accordance with the provisions of a Development Permit.

Height of Buildings and Structures

1115.5 The *height* of *buildings* and *structures* shall not exceed three (3) *storeys*.

Parking and Loading

1115.6 Parking and loading shall be provided in accordance with Section 107.

Subdivision Requirements

1115.7 All *lots* created by *subdivision* shall comply with Section 110 of this Bylaw and the Subdivision and Development Servicing Bylaw 2019 No. 5382 as amended.

Landscaping, Screening and Fencing

1115.8 Landscaping areas, landscaping screens and fencing shall be provided in accordance with Section 111.

Age-Friendly Amenity

1115.9 *Age-Friendly Amenity Areas* shall be provided in accordance with Section 111.5 and in accordance with a Development Permit.

Development Permit Requirements

1115.10 An application for a Development Permit shall be submitted and issued 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:

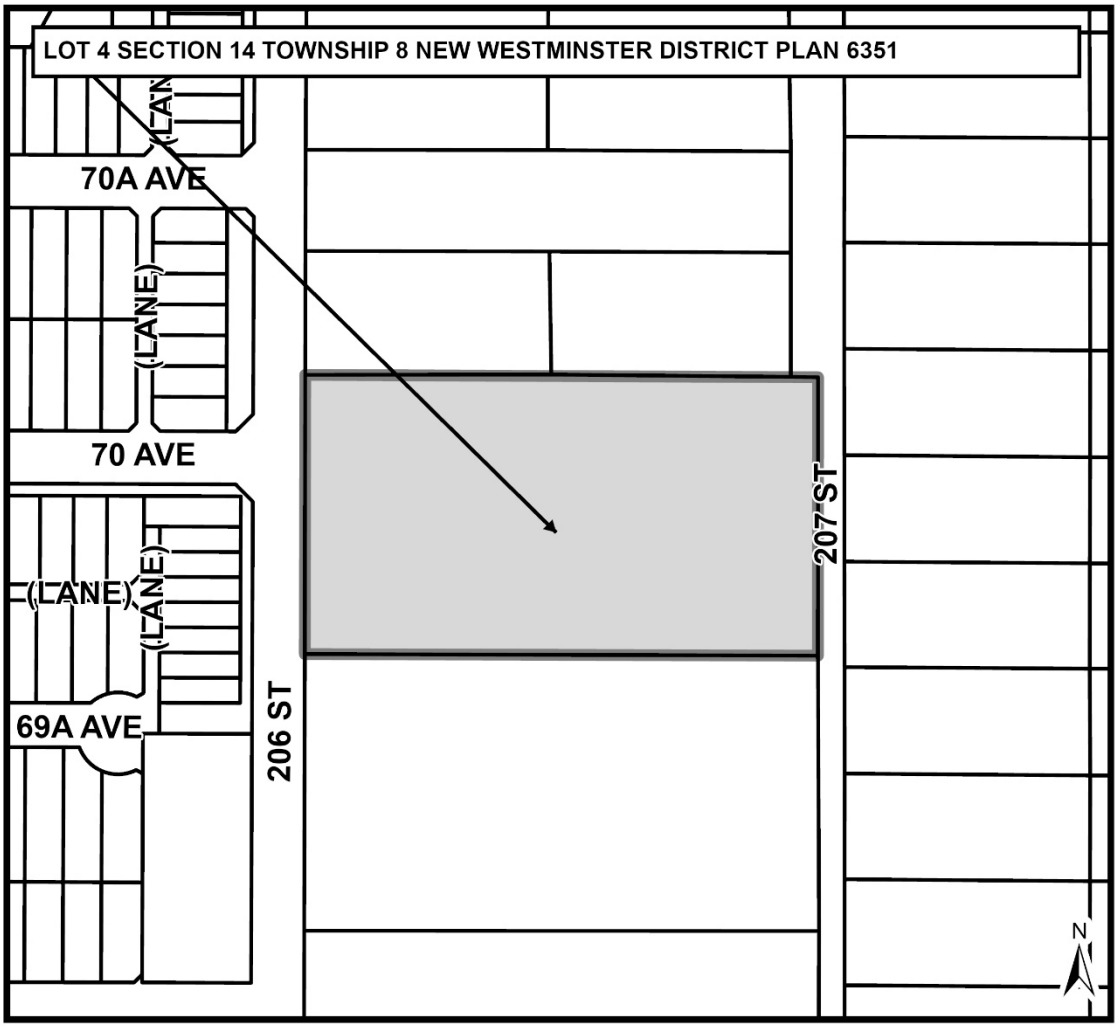
   Lot 4 Section 14 Township 8 New Westminster District Plan 6351

   as shown delineated on Schedule "A" attached to and forming part of this Bylaw to Comprehensive Development Zone CD-215.

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. 6091



Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	SEPTEMBER 15, 2025 - REGULAR MEETING	**REPORT:**	25-139
FROM:	FINANCE DIVISION	**FILE:**	1970-07
SUBJECT:	TAX SALE REDEMPTION DATE EXTENSION		

RECOMMENDATION:

That Council give first, second and third readings to Tax Sale Redemption Date Extension Bylaw No. 6164.

DISCUSSION:

The *Local Government Act* requires Municipalities to sell, by public auction at the annual tax sale, properties that have three (3) years of outstanding delinquent taxes owing. The registered owners of the property then have one (1) year to redeem the property from tax sale. The Act also indicates if the Municipality is declared the purchaser, the redemption period may be extended by one (1) year by Council through a bylaw. In 2024, the annual tax sale was held on October 7 and the Township was declared the purchasers of one (1) property. The registered owner of the property has made a few payments towards redeeming the property, however, to date the property has not fully been redeemed. To ensure the registered owner has enough time to redeem the property and within the powers of council, it is recommended to extend the redemption period by one (1) year to October 7, 2026.

PURPOSE:

To give first, second, and third readings to the Tax Sale Redemption Date Extension Bylaw No. 6164

Legislation:

Local Government Act Part 16: Division 7 – Annual Municipal Tax Sale, section 660.6
If the municipality has been declared the purchaser and the property has not been subsequently sold under section 650, the council may, by bylaw, extend for one year only the period for redemption.

Respectfully submitted,

Kim Kenward
MUNICIPAL COLLECTOR
for
FINANCE

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

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

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TAX SALE REDEMPTION DATE EXTENSION BYLAW NO. 6164

EXPLANATORY NOTE

Bylaw No. 6164 to extend the tax sale redemption period to October 7, 2026.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TAX SALE REDEMPTION DATE EXTENSION BYLAW NO. 6164

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 “Tax Sale Redemption Date Extension Bylaw No. 6164 ”.

2. The tax sale redemption period to be extended to October 7, 2026, for the property located at 24820 4 Avenue, Langley BC, with PID: 007-025-521.

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

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	AUGUST 21, 2025
FROM:	MUNICIPAL ADMINISTRATION	**FILE NO:**	4200-28-001
SUBJECT:	2025 COUNCIL BY-ELECTION		

The following provides information on polling dates and locations for the upcoming 2025 Council By-election. General voting day will be October 25, 2025.

Advanced Voting
8:00am to 8:00pm

Langley Events Centre - Gym	7888 200 Street	Wednesday, October 15
George Preston Recreation Centre	20699 - 42 Avenue	Thursday, October 16
Langley Regional Airport	5385 – 216 Street	Saturday, October 18
Salishan Place by the River	23430 Mavis Avenue	Tuesday, October 21
Aldergrove Community Centre	27032 Fraser Highway	Wednesday, October 22

General Voting Day
Saturday, October 25
8:00am to 8:00pm

Aldergrove Community Secondary School	26850 – 29 Avenue
Dorothy Peacock Elementary School	20292 - 91A Avenue
Fort Langley Elementary School	8877 Bartlett Street
Glenwood Elementary School	20785 – 24 Avenue
James Hill Elementary School	22144 Old Yale Road
James Kennedy Elementary School	9060 – 212 Street
Lynn Fripps Elementary School	21020 – 83 Avenue
R.C. Garnett Demonstration Elementary School	7096 - 201 Street
George Preston Recreation Centre	20699 - 42 Avenue

As in previous elections, special voting places will also be available. Staff are working with site managers to confirm dates and times for these voting opportunities. Special voting opportunities are not available to general voters, only residents and staff of the facilities.

Further information for the by-election is available on the Township website at tol.ca/elections and staff can be contacted via email at elections@tol.ca.

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	SEPTEMBER 15, 2025
FROM:	COMMUNITY AND POLICY PLANNING DIVISION	**FILE NO:**	LRP00026
SUBJECT:	OFFICIAL COMMUNITY PLAN UPDATE UPCOMING PUBLIC ENGAGEMENT		

The purpose of this memorandum is to inform Mayor and Council of the upcoming public engagement events for the Official Community Plan (OCP) update. Proposed policy changes to the OCP and component Community Plans (CPs) will be presented to the public in four (4) open houses and two (2) virtual open houses, as follows:

Open House 1

- Date: Thursday, September 18, 2025
- Time: 4:00 - 7:00pm
- Location: Aldergrove Athletic Park
  Rotary Field House
  26845 – 27 Avenue

Mayor and Council are invited to join on September 18 at 3:30pm for a preview.

Open House 2

- Date: Tuesday, September 23, 2025
- Time: 4:00 - 7:00pm
- Location: Langley Events Centre
  Banquet Hall
  7888 – 200 Street

Open House 3

- Date: Thursday, September 25, 2025
- Time: 4:00 - 7:00pm
- Location: Langley Events Centre
  Banquet Hall
  7888 – 200 Street

Open House 4

- Date: Thursday, October 2, 2025
- Time: 4:00 - 7:00pm
- Location: salishan Place by the River
  23430 Mavis Avenue

Virtual Open House 1

- Date: Wednesday, September 17, 2025
- Time: 12:00 – 1:00pm
- Link: bit.ly/TOLOpenHouse1

Virtual Open House 2

- Date: Wednesday, October 1, 2025
- Time: 5:00 – 6:00pm
- Link: bit.ly/TOLOpenHouse2

The key objectives of these engagement events are to:

1. Inform the public about the scope and content of the proposed changes to the OCP and component CPs.
2. Present the Willoughby Community Plan draft plan, land uses, policies, vision and principles.

All Open House materials will be available on the project webpage at **tol.ca/ocpupdate** including:

- consultation report from the spring 2025 engagement
- background context summary report
- display boards
- versions of proposed policy changes to the OCP and CPs with editing notes shown in the draft documents

Township of Langley
Est. 1873

MEMORANDUM

TO:	MAYOR AND COUNCIL	**DATE:**	SEPTEMBER 15, 2025
FROM:	FINANCE DIVISION	**FILE NO:**	1830-02
SUBJECT:	FINANCIAL REPORT UPDATE – JUNE 30, 2025		

The purpose of this memorandum is to provide an update on the Financial Report for the period ended on June 30, 2025.

SUMMARY:

The June 30, 2025 Financial Report includes the following schedules:

- Revenue and Expenses for each fund.
- Capital Expenditures for each fund.
- Legal expenditures.
- Development Cost Charge receipts.
- Contracts awarded over $1 million.

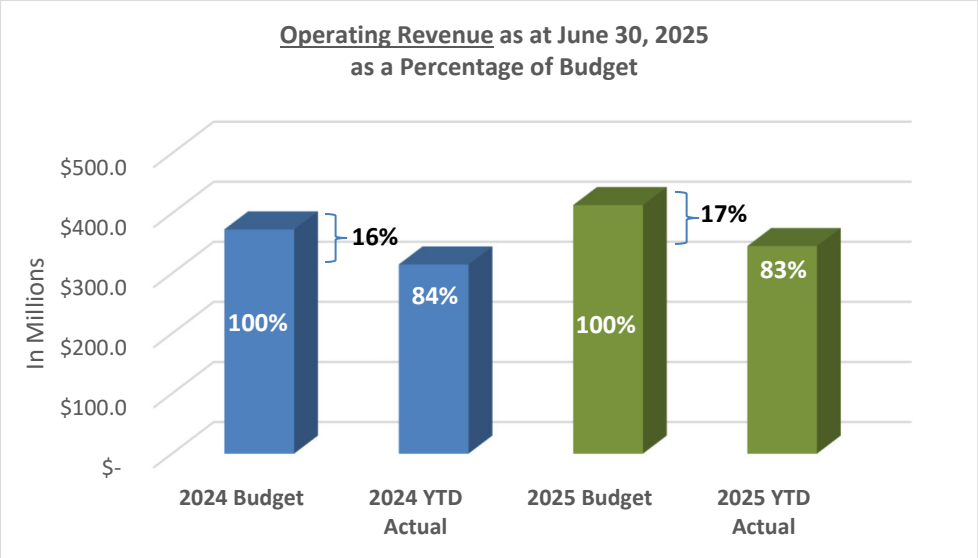
The memo provides Council with an update on the Township's financial activity for the first six months of 2025 and compares this activity with the adopted 2025 Financial Plan and for the same period in 2024. This memo will also provide Council an update on additional financial indicators with the potential to impact current and future performance.

Operating Revenue and Expenses

As at June 30, 2025, operating revenue and expenses are within authority provided by the 2025-2029 Five-Year Financial Plan Bylaw No. 6105. Schedule 'A' presents revenue and expenses for General, Parks, Transportation, Stormwater, Water, Sewer, and Solid Waste Funds. The charts below provide an overall summary.

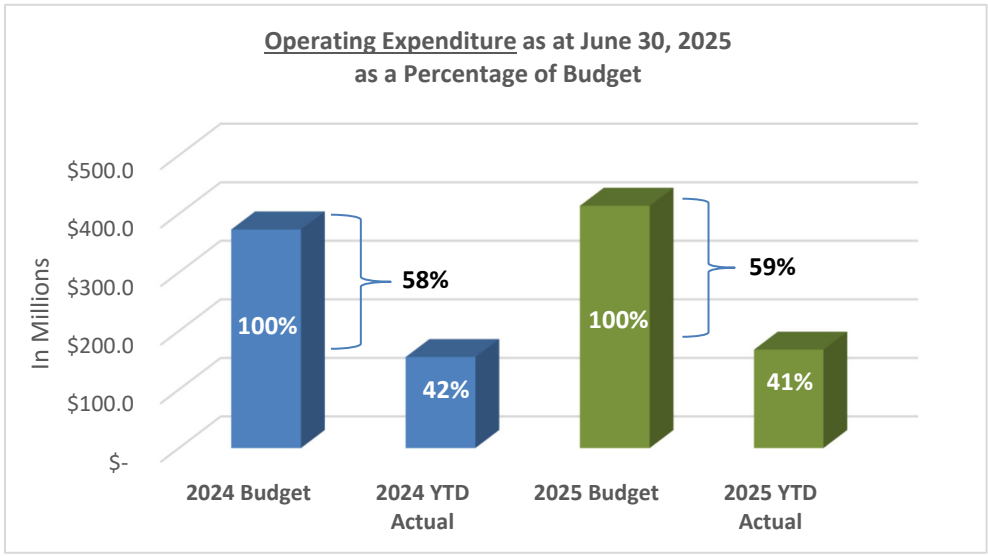
REVENUE

Revenue is always more than fifty percent of the annual budget at this point in the year because the property tax and utility billing for the entire year are levied in May.



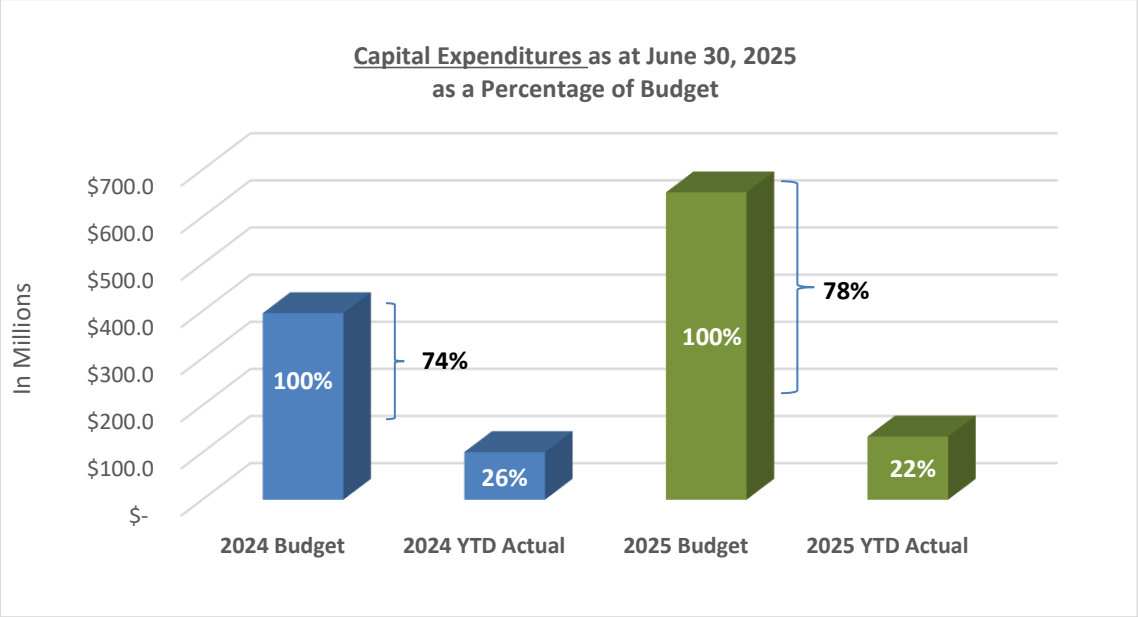
EXPENSES

Expenses are usually less than fifty percent of the annual budget at this point in the year due to the seasonality of Township business (i.e., major maintenance July through December).



Capital Budget Expenditures

Schedule B presents capital expenditures for all funds for the six months ending June 30, 2025. The actual YTD column reflects actual capital expenditures where goods and/or services have been received or rendered. After removing *placeholder capital budget authority*[1], approximately 22% of the Township's 2025 Capital Budget (26% in 2024) has been expended as at June 30, 2025.



The 2025 budget includes a number of large dollar capital projects (Schedule B) whereby, for a number of reasons, construction had not begun, or had just begun, as of the drafting of this report.

Listed below are a few reasons for low capital expenditures on capital projects:

- RFP processes delayed until approval of capital budget.
- Large multi-year projects undergoing design phase.
- Projects pending third party approval or decision.
- Projects pending property acquisitions.

Legal Fees

Schedule C presents legal expenditures for the six-month period ending June 30, 2025.

[1] Funding envelopes provided for Property/Land Acquisition, Contributed Assets from Developments and Unidentified Externally Funded.

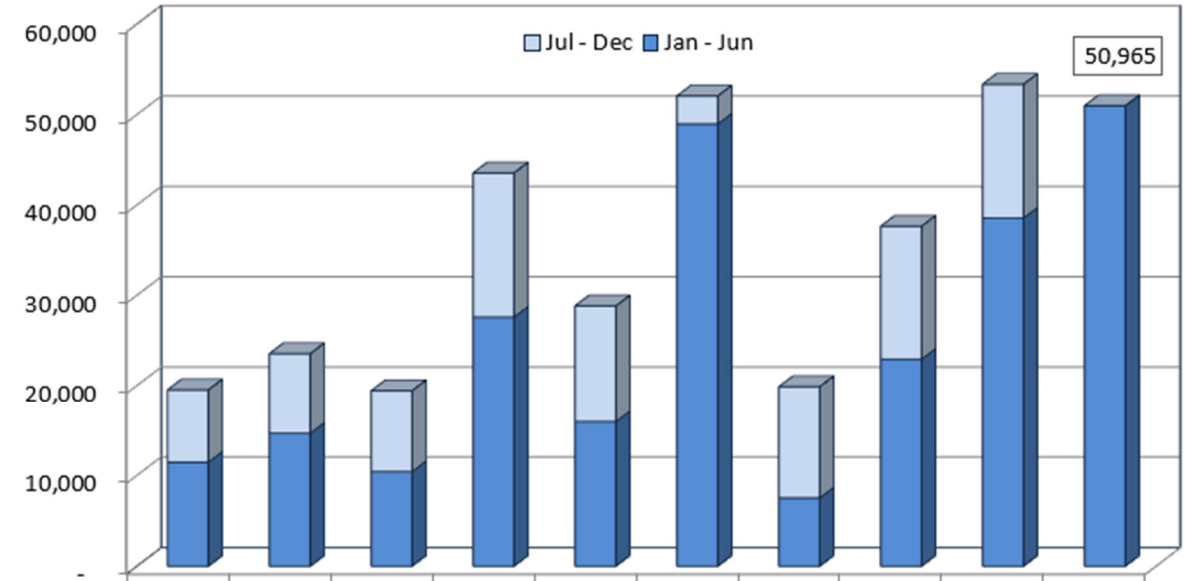
Development Cost Charge Receipts

Schedule D presents a breakdown of annual Development Cost Charge (DCC) receipts for 15 years from 2011 to 2025. Results for the current year include only January to June 30, 2025.

The chart below shows a comparison between the first and second half of each fiscal year from 2016 to 2024 and the first six months of 2025. Total DCC receipts of $51.0 million as at June 30, 2025 represents an increase of $12.5 million (32%) from the $38.5 million collected for the same period in 2024. The increase in DCC receipts is mainly because permits were issued to larger projects with higher DCC values in 2025, and Township's DCC rates increased in December 2024 with grandfathered in-stream applications expiring in December 2025.

Development Cost Charges Receipts
First Six Months and Last Six Months

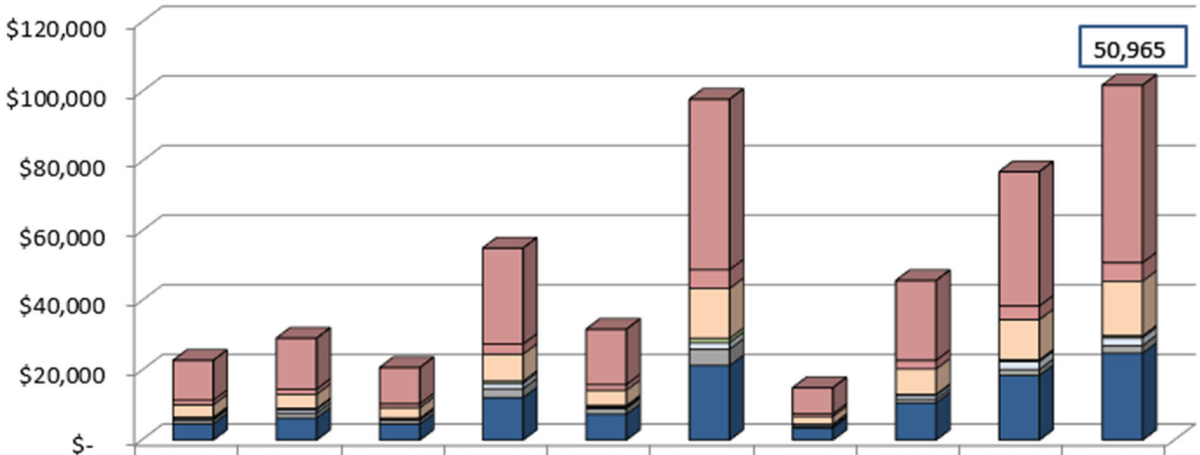
(In thousands of dollars)



	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Jul - Dec	8,072	8,897	9,015	15,948	12,884	3,106	12,347	14,709	14,808	0
Jan - Jun	11,447	14,633	10,410	27,580	15,927	48,945	7,516	22,920	38,535	50,965

The following graph summarizes annual DCC receipts collected over the past ten years by type.

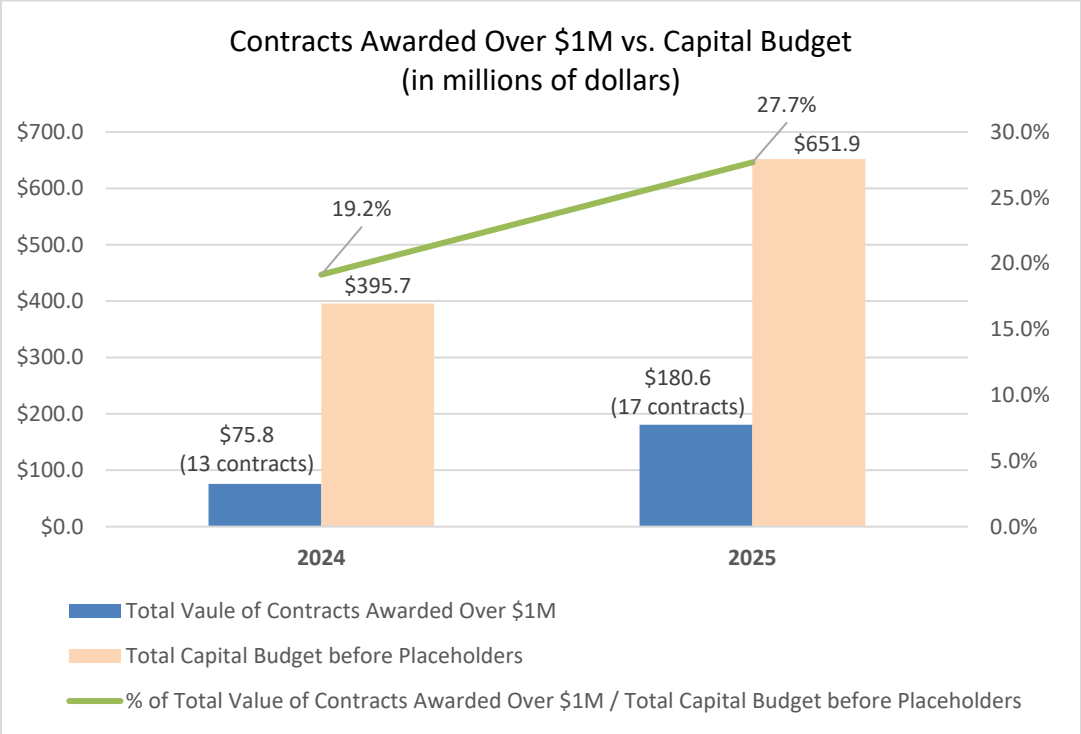
Development Cost Charge Receipts by Category
As at June 30th
(in thousands of dollars)



	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Total	$11,447	$14,633	$10,410	$27,580	$15,927	$48,945	$7,516	$22,920	$38,535	$50,965
Park Dev.	$1,336	$1,515	$1,130	$2,918	$1,644	$5,398	$744	$2,482	$3,931	$5,328
Parkland	$3,545	$4,020	$2,999	$7,745	$4,364	$14,333	$2,189	$7,299	$11,560	$15,669
Sewer	$298	$388	$289	$647	$432	$1,260	$129	$335	$483	$571
Drainage	$531	$973	$293	$1,507	$469	$1,836	$563	$1,057	$2,303	$2,283
Water	$1,075	$1,419	$1,090	$2,568	$1,584	$4,686	$406	$1,057	$1,702	$2,164
Roads	$4,663	$6,319	$4,609	$12,194	$7,434	$21,433	$3,486	$10,689	$18,555	$24,951

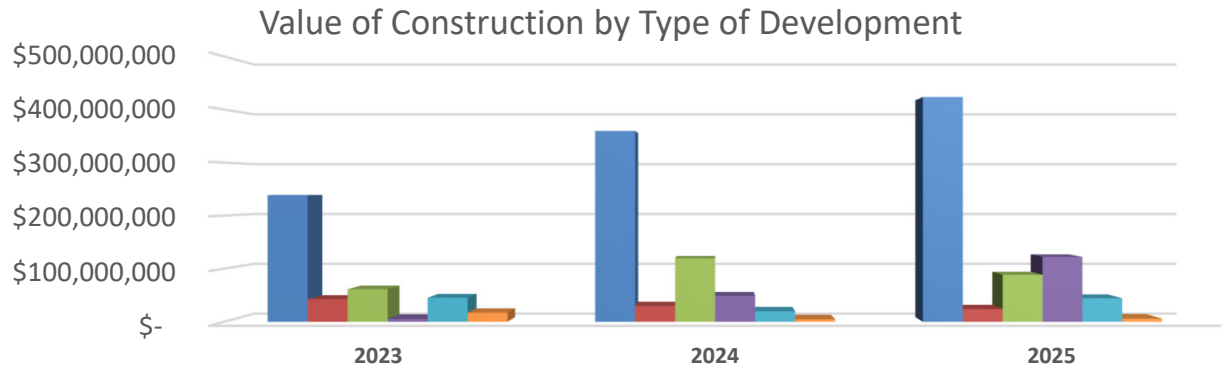
Contracts Awarded Over $1,000,000

Schedule E reflects seventeen procurement contracts awarded, each over $1 million, for the six months ending June 30, 2025. The aggregate value of the seventeen contracts were $180.6 million, an increase of $104.8 million from the thirteen contracts at $75.8 million in 2024, which corresponds to an increase of $256.2 million in total Capital Budget before Placeholders ($651.9 million in 2025 vs. $395.7 million in 2024).



Development and Building Permit Values

The chart below presents the change in Construction Value by development category for the six months ended June 30, 2025, including comparatives in 2023 and 2024 for the same period.

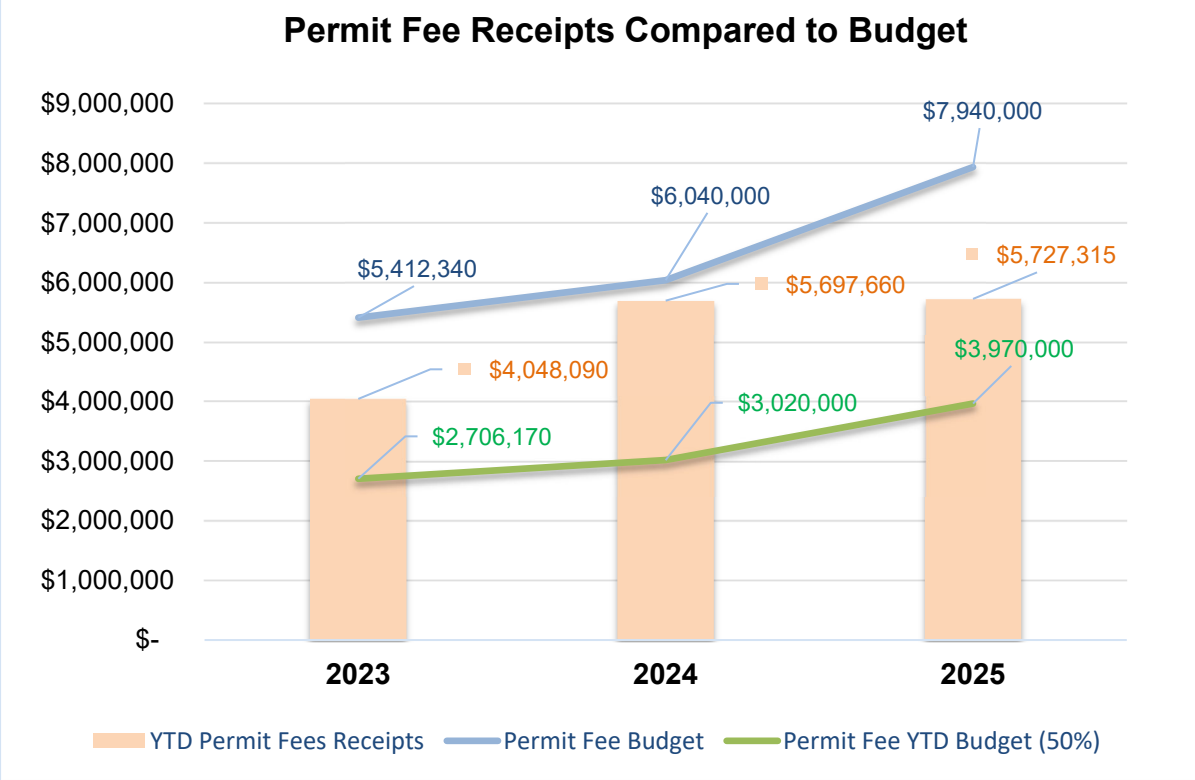


	2023	2024	2025
Residential	$238,686,451	$359,560,335	$423,391,553
Tenant Improvement	$42,596,155	$29,894,508	$23,911,282
Commercial	$61,419,461	$119,371,605	$88,653,830
Institutional	$5,509,992	$49,069,000	$122,405,000
Industrial	$45,253,097	$19,882,107	$44,345,637
Agricultural	$17,099,314	$4,439,228	$5,978,424

The table that follows shows a building construction value increase of 22% overall as compared to the same period in 2024. Although Commercial and Tenant Improvement construction values have a decrease year-over-year, the increase in Residential, Institutional, Agricultural, and Industrial construction values contributed to the total increase year-over-year.

	2024 Over 2023		2025 Over 2024	
	Value of Construction Change	Contribution to Total % Change	Value of Construction Change	Contribution to Total % Change
Residential	$ 120,873,884	29%	$ 63,831,218	11%
Tenant Improvement	$ (12,701,647)	(3%)	$ (5,983,226)	(1%)
Commercial	$ 57,952,144	14%	$ (30,717,775)	(5%)
Institutional	$ 43,559,008	11%	$ 73,336,000	13%
Industrial	$ (25,370,990)	(6%)	$ 24,463,530	4%
Agricultural	$ (12,660,086)	(3%)	$ 1,539,196	0%
TOTAL	$ 171,652,313	42%	$ 126,468,943	22%

1,349 building permits were issued from January to June 2025 representing a 20% decrease from the 1,681 permits issued for the same period in 2024. $5.7 million permit fee receipts in year-to-date 2025 is about the same amount collected in 2024. When compared to budget, year-to-date permit fees exceed the six-month budget by $1.8 million.



	June 30, 2023	June 30, 2024	June 30, 2025
Total Value of Construction	**$ 410,564,470**	**$ 582,216,783**	**$ 708,685,726**
Permits Issued	**1,825**	**1,681**	**1,349**
YTD Permit Fees Receipts	$ 4,048,090	$ 5,697,660	$ 5,727,315
Permit Fees to Meet Budget	$ 1,364,250	$ 342,340	$ 2,212,685
Permit Fee Budget	**$ 5,412,340**	**$ 6,040,000**	**$ 7,940,000**
YTD Permit Fees Receipts (2/4 year)	$ 4,048,090	$ 5,697,660	$ 5,727,315
Permit Fee YTD Budget (50%)	$ 2,706,170	$ 3,020,000	$ 3,970,000
Variance Favorable	**$ 1,341,920**	**$ 2,677,660**	**$ 1,757,315**
Average Permit Fee per Permit	**$ 2,218**	**$ 3,389**	**$ 4,246**

ATTACHMENTS

Schedule A	Schedule of Operating Revenue and Expenditure by Division
Schedule B	Schedule of Capital Expenditure, All Funds
Schedule C	Schedule of Legal Expenditure
Schedule D	Schedule of Development Cost Charge Receipts
Schedule E	Schedule of Contracts Awarded over $1,000,000

Schedule A

TOWNSHIP OF LANGLEY

OPERATING REVENUE AND EXPENDITURE

FOR THE SIX MONTHS ENDED JUNE 30, 2025

BY DIVISION	2025 Annual Budget	2025 YTD Actual	2025 YTD Actual as % Budget	2024 YTD Actual	2024 YTD Actual as % Budget
	$	$		$	
REVENUE					
General Universal Services					
Corporation Administration	31,439,960	23,055,318	73.33%	22,091,565	82.81%
Human Resources	3,498,887	3,290,780	94.05%	3,123,739	92.31%
Finance	7,814,244	6,592,090	84.36%	6,306,826	86.08%
Fiscal Services	9,902,002	9,646,316	97.42%	14,773,622	131.23%
Police	57,610,082	50,237,183	87.20%	46,091,265	87.40%
Fire	31,930,526	30,298,629	94.89%	26,584,328	93.01%
Community Development	20,520,804	12,729,743	62.03%	13,662,131	70.83%
Facility Management	30,714,049	24,791,893	80.72%	20,033,123	61.33%
Recreation and Culture	29,470,562	24,141,972	81.92%	21,770,654	79.21%
Total General Universal Services	**222,901,116**	**184,783,925**	**82.90%**	**174,437,253**	**83.30%**
Universal Utilities					
Parks	26,976,590	20,954,605	77.68%	17,271,884	82.16%
Transportation	51,731,064	38,970,346	75.33%	39,593,230	79.90%
Stormwater	16,589,816	12,629,698	76.13%	10,694,202	73.26%
Total Universal Utilities	**95,297,470**	**72,554,650**	**76.13%**	**67,559,316**	**79.32%**
User Pay Utilities					
Water	42,819,054	39,289,452	91.76%	35,755,303	91.95%
Sewer	40,698,845	37,061,895	91.06%	26,656,518	92.22%
Solid Waste	12,135,791	11,829,002	97.47%	10,490,059	96.35%
Total User Pay Utilities	**95,653,690**	**88,180,349**	**92.19%**	**72,901,881**	**92.66%**
TOTAL REVENUE	**413,852,276**	**345,518,924**	**83.49%**	**314,898,449**	**84.37%**
EXPENDITURE					
General Operating Fund					
Corporation Administration	31,439,960	13,725,961	43.66%	11,753,630	45.01%
Human Resources	3,498,887	1,756,160	50.19%	1,619,037	47.84%
Finance	7,814,244	3,415,957	43.71%	3,312,592	45.21%
Fiscal Services	9,902,002	1,468,677	14.83%	7,813,924	69.41%
Police	57,610,082	20,985,172	36.43%	21,019,963	39.86%
Fire	31,930,526	15,045,471	47.12%	13,325,830	46.62%
Community Development	20,520,804	8,426,246	41.06%	7,590,462	39.35%
Facility Management	30,714,049	13,398,060	43.62%	10,244,208	31.36%
Recreation and Culture	29,470,562	12,972,696	44.02%	13,571,359	51.05%
Total General Universal Services	**222,901,116**	**91,194,400**	**40.91%**	**90,251,005**	**43.10%**
Universal Utilities					
Parks	26,976,590	12,884,737	47.76%	9,922,476	47.20%
Transportation	51,731,064	22,080,075	42.68%	22,091,082	44.58%
Stormwater	16,589,816	6,461,308	38.95%	4,591,640	31.46%
Total Universal Utilities	**95,297,470**	**41,426,121**	**43.47%**	**36,605,198**	**42.98%**
User Pay Utilities					
Water	42,819,054	19,145,144	44.71%	16,874,444	43.39%
Sewer	40,698,845	10,740,397	26.39%	6,515,421	22.54%
Solid Waste	12,135,791	5,609,325	46.22%	5,229,314	48.03%
Total User Pay Utilities	**95,653,690**	**35,494,867**	**37.11%**	**28,619,179**	**36.38%**
TOTAL EXPENDITURE	**413,852,276**	**168,115,388**	**40.62%**	**155,475,383**	**41.65%**

TOWNSHIP OF LANGLEY

OPERATING REVENUE AND EXPENDITURE

FOR THE SIX MONTHS ENDED JUNE 30, 2025

Tax Levy for Township Services (included in revenue above)	2025 Annual Budget	2025 YTD Actual	2025 YTD Actual as % Budget	2024 YTD Actual	2024 YTD Actual as % Budget
	$	$		$	
General Operating Fund					
Corporation Administration	17,837,964	17,872,922	100.20%	19,084,679	100.13%
Human Resources	2,973,781	2,979,609	100.20%	2,656,435	100.13%
Finance	6,190,396	6,048,342	97.71%	5,608,285	99.65%
Police	44,404,590	44,486,480	100.18%	40,247,510	100.13%
Fire	28,425,168	28,479,875	100.19%	24,759,396	100.13%
Community Development	1,905,151	1,908,885	100.20%	2,274,471	100.13%
Facility Management	21,793,038	21,835,746	100.20%	19,127,781	100.13%
Recreation and Culture	9,792,083	9,811,273	100.20%	8,542,465	100.13%
Total General Universal Services	**133,322,171**	**133,423,131**	**100.08%**	**122,301,021**	**100.11%**
Universal Utilities Operating Fund					
Parks	15,880,902	15,890,860	100.06%	15,110,326	100.10%
Transportation	32,146,619	32,168,817	100.07%	33,932,230	100.11%
Stormwater	11,161,349	11,170,274	100.08%	10,273,720	100.11%
Total Universal Utilities	**59,188,870**	**59,229,951**	**100.07%**	**59,316,276**	**100.11%**
User Pay Utilities					
Water	39,690,428	36,988,280	93.19%	33,651,502	93.94%
Sewer	36,850,675	33,541,262	91.02%	26,054,623	93.53%
Solid Waste	11,930,791	11,783,753	98.77%	10,443,961	97.83%
Total User Pay Utilities	**88,471,894**	**82,313,295**	**93.04%**	**70,150,086**	**94.35%**
TOTAL TAX LEVY	**280,982,935**	**274,966,377**	**97.86%**	**251,767,384**	**98.43%**

TOWNSHIP OF LANGLEY

OPERATING REVENUE AND EXPENDITURE

FOR THE SIX MONTHS ENDED JUNE 30, 2025

Non-Tax Revenue for Township Services (included in revenue above)	2025 Annual Budget	2025 YTD Actual	2025 YTD Actual as % Budget	2024 YTD Actual	2024 YTD Actual as % Budget
	$	$		$	
General Operating Fund					
Corporation Administration	4,165,364	2,415,534	57.99%	2,741,820	64.40%
Human Resources	512,604	311,172	60.70%	422,890	65.63%
Finance	1,325,404	543,748	41.03%	698,541	45.54%
Fiscal Services	4,036,332	9,618,558	238.30%	8,970,437	372.32%
Police	9,818,573	5,742,795	58.49%	5,843,755	54.57%
Fire	2,964,082	1,659,902	56.00%	1,773,716	54.29%
Community Development	16,905,029	10,661,300	63.07%	11,297,760	75.77%
Facility Management	(418,069)	(70,966)	16.97%	812,700	49.38%
Recreation and Culture	18,973,003	14,255,770	75.14%	13,168,716	72.24%
Total General Operating Services	**58,282,322**	**45,137,811**	**77.45%**	**45,730,334**	**79.39%**
Universal Utilities Operating Fund					
Parks	3,120,852	1,756,381	56.28%	1,001,143	38.30%
Transportation	11,752,064	4,975,067	42.33%	4,491,141	51.96%
Stormwater	1,164,138	332,041	28.52%	297,289	22.16%
Total Universal Utilities	**16,037,054**	**7,063,489**	**44.04%**	**5,789,573**	**45.95%**
User Pay Utilities					
Water	1,672,908	1,834,505	109.66%	1,759,377	111.78%
Sewer	897,323	718,413	80.06%	601,895	74.80%
Solid Waste	205,000	45,249	22.07%	46,099	21.71%
Total User Pay Utilities	**2,775,231**	**2,598,167**	**93.62%**	**2,407,371**	**92.92%**
TOTAL NON-TAX REVENUE	**77,094,607**	**54,799,467**	**71.08%**	**53,927,278**	**74.08%**

Transfer From Own Reserves (included in revenue above)	2025 Annual Budget	2025 YTD Actual	2025 YTD Actual as % Budget	2024 YTD Actual	2024 YTD Actual as % Budget
	$	$		$	
General Operating Fund					
Corporation Administration	9,436,632	2,766,863	29.32%	265,066	7.89%
Human Resources	12,502	-	0.00%	44,414	51.25%
Finance	298,444	-	0.00%	-	0.00%
Fiscal Services	5,865,670	27,758	0.47%	5,803,185	65.58%
Police	3,386,919	7,909	0.23%	-	0.00%
Fire	541,276	158,852	29.35%	51,217	8.71%
Community Development	1,710,624	159,559	9.33%	89,901	4.27%
Facility Management	9,339,080	3,027,113	32.41%	92,641	0.78%
Recreation and Culture & Culture	705,476	74,930	10.62%	59,473	8.23%
Total General Operating Services	**31,296,623**	**6,222,983**	**19.88%**	**6,405,897**	**21.62%**
Universal Utilities Operating Fund					
Parks	7,974,836	3,307,365	41.47%	1,160,415	35.03%
Transportation	7,832,381	1,826,462	23.32%	1,169,859	16.67%
Stormwater	4,264,329	1,127,383	26.44%	123,192	4.12%
Total Universal Utilities	**20,071,546**	**6,261,210**	**31.19%**	**2,453,466**	**18.42%**
User Pay Utilities					
Water	1,455,718	466,667	32.06%	344,424	23.14%
Sewer	2,950,847	2,802,220	94.96%	-	0.00%
Solid Waste	-	-	0.00%	-	0.00%
Total User Pay Utilities	**4,406,565**	**3,268,888**	**74.18%**	**344,424**	**19.88%**
TOTAL TRANSFER FROM OWN RESERVE REVENUE	**55,774,734**	**15,753,080**	**28.24%**	**9,203,787**	**20.60%**
TOTAL REVENUE FOR TOWNSHIP SERVICES	**413,852,276**	**345,518,924**	**83.49%**	**314,898,449**	**84.37%**

Township of Langley
Schedule of Capital Expenditure, ALL FUNDS
For the Six Months Ended June 30, 2025

	Budget 2025	Actual YTD 30-Jun-2025	2025 Budget Remaining %	Actual YTD 30-Jun-2024	2024 Budget Remaining %
	$	$	%	$	%
General Capital Fund	314,456,551	81,975,434	73.93%	72,076,035	59.96%
Parks Capital Fund	83,450,381	18,238,913	78.14%	5,431,576	87.54%
Transportation Capital Fund	131,866,114	24,238,088	81.62%	14,919,991	84.52%
Stormwater Capital Fund	68,353,854	8,699,718	87.27%	4,271,907	83.67%
Solid Waste Capital Fund	592,395	141,938	76.04%	81,259	85.42%
Sewer Capital Fund	13,437,387	1,546,602	88.49%	1,766,240	86.11%
Water Capital Fund	39,773,955	7,452,495	81.26%	2,411,373	93.35%
Subtotal	**651,930,637**	**142,293,188**	**78.17%**	**100,958,382**	**74.48%**
Place Holder Funding (Note 1)	205,368,555	-	100.00%	-	100.00%
Total 2025 Capital Expenditure	**857,299,192**	**142,293,188**	**83.40%**	**100,958,382**	**89.46%**
Total 2024 Capital Expenditure	957,428,504	100,958,382	89.46%		

Note 1: Includes Funding Envelopes for Assets Contributed from Developers, Parkland Acquisition, General Land Acquisition, Annual Local Area Service and Unidentified Externally Funded.

Township of Langley
Schedule of Capital Expenditure, ALL FUNDS
For the Six Months Ended June 30, 2025

Large Projects not fully underway as of June 30th, 2025

Divisions	**Budget 2025 $**	**Actual YTD June 30, 2025 $**
Facilities Maintenance		
Willoughby Community Centre Library	*19,512,244*	*46,890*
RCMP Main Detachment: Building Improvements	*8,195,076*	*252,666*
Fire Hall 3: Renovations	*2,800,000*	*13,360*
Fire Hall 6: Roof Replacement	*2,634,950*	*3,750*
WC Blair: Roof Replacement	*2,272,665*	*-*
Museum Heritage Centre and Development	*1,541,383*	*50,070*
West Langley Hall: Roof Replacement	*1,250,000*	*-*
Fraser River Presentation Theatre Upgrades	*1,097,421*	*100,229*
Parks		
Willoughby Community Park: SE Field Replacement	*2,837,080*	*55,494*
Yorkson Community Park: Outdoor Tennis	*1,500,000*	*283*
Aldergrove Athletic Park: Synthetic Fields LED Lighting	*1,250,000*	*-*
Transportation		
Road Widening: 80 Ave between 204 and 212 St	*17,375,719*	*40,355*
Road Widening: 86 Avenue – 200 Street to 202 Street	*4,788,556*	*64,341*
Road Widening: 208 Street 76 Avenue to 81 Avenue	*4,177,619*	*9,578*
Road Construction: 19900 Block 27 Avenue	*2,994,400*	*-*
Road Widening: Fraser Hwy 24500 to 25000 Blocks	*1,899,137*	*3,893*
Pedestrian and Cycling Infrastructure: 88 Avenue Wright Street to Glover Road	*1,770,277*	*26,029*
Intersection Improvements: 88 Avenue & Glover Road	*1,760,000*	*5,092*

Township of Langley
Schedule of Capital Expenditure, ALL FUNDS
For the Six Months Ended June 30, 2025

Stormwater		
Salmon River Dyke Improvements	*5,573,081*	*201,162*
Glen Valley & Salmon River Flood Mitigation	*4,170,944*	*140,280*
Culvert Replacement: 216 Street 2200 Block	*2,502,578*	*666*
Yorkson Lowlands - Stormwater Attenuation and Wetland Restoration	*1,747,392*	*4,900*
204 Street Storm Sewer	*1,745,211*	*-*
Culvert Replacement: 63 Avenue 24200 Block	*1,314,867*	*23,025*
Culvert Replacement: 264 Street Glen Valley	*1,250,000*	*8,193*
Culvert Replacement: 200 Street 6400 Block	*1,100,000*	*5,902*
Culvert Replacement: 24 Avenue 25600 Block	*1,000,000*	*-*
Sewer		
Lift Station & Forcemain: 24 Ave 196 to 200 St	*2,220,411*	*-*
Lift Station: Milner	*1,664,446*	*-*
Sanitary Sewer Design: Fraser Highway 236 Street to 252 Street	*1,000,000*	*17,995*
Water		
Brookswood Heights Booster Station	*3,200,841*	*519*
Watermain Design: Fraser Highway 228 Street to 264 Street	*2,900,000*	*-*
PRV Station: 201 Street 9500 Block	*2,100,000*	*-*
210 Street and 48 Avenue AC Watermain Replacement	*1,260,000*	*36*
Reservoir Replacement: Strawberry Hill	*1,000,000*	*73,850*
Total Large Projects not fully underway	***115,406,298***	***1,148,557***

Township of Langley
General Fund Schedule of Capital Expenditure
For the Six Months Ended June 30, 2025

	Budget 2025	Actual YTD 30-Jun-2025	2025 Budget Remaining	Actual YTD 30-Jun-2024	2024 Budget Remaining
Corporate Admin	34,214,578	15,044,296	56.03%	35,293,903	7.53%
Policing	668,988	856	99.87%	43,988	94.32%
Fire	10,576,074	9,412,167	11.01%	11,656,480	32.39%
Community Development	50,422	13,098	74.02%	-	100.00%
Recreation and Culture	2,354,741	819,512	65.20%	232,766	91.42%
Facilities Maintenance	266,591,748	56,685,505	78.74%	24,848,899	79.47%
Capital Expenditure Before Place Holder Funding	**314,456,551**	**81,975,434**	**73.93%**	**72,076,035**	**59.96%**
Place Holder Funding (Note 1)	143,793,127	-	100.00%	-	100.00%
Total Capital Expenditure	**458,249,678**	**81,975,434**	**82.11%**	**72,076,035**	**90.26%**

Note 1: Includes Funding Envelopes for Assets Contributed from Developers, Parkland Acquisition, General Land Acquisition, Annual Local Area Service and Unidentified Externally Funded.

Township of Langley
Corporate Admin Capital Expenditure Statement by Project
For the Six Months Ended June 30, 2025

		Budget 2025	Actual YTD 30-Jun-2025	Budget Remaining	Budget Remaining %
CA1003	Aldergrove Parkade	9,500,000	-	9,500,000	100.00%
IT100118	IT Project - Langley Events Centre Technology	314,722	8,858	305,864	97.19%
IT100130	IT Project - Fibre Optic Connections	2,336,301	38,450	2,297,851	98.35%
IT100136	IT - Equipment Replacements	609,760	91,159	518,601	85.05%
IT100158	IT Project - Recreation System Upgrade/Replacement	52,245	-	52,245	100.00%
PROP00XX	Land Purchases	15,026,693	14,784,693	242,000	1.61%
PROP10XX	Land Sales, Exchange and Preparation/Remediations for Disposal	6,374,857	121,136	6,253,721	98.10%
Total Capital Expenditure		**34,214,578**	**15,044,296**	**19,170,282**	**56.03%**

Township of Langley
Policing Capital Expenditure Statement by Project
For the Six Months Ended June 30, 2025

		Budget 2025	Actual YTD 30-Jun-2025	Budget Remaining	Budget Remaining %
CPO1001	CPO Capital	247,354	-	247,354	100.00%
CPO1002	CPO North Langley Capital	258,907	-	258,907	100.00%
PSN1002	Vehicle Upgrades: Conversion to Electric Vehicles	40,000	-	40,000	100.00%
PSS1001	PSS Capital	101,662	856	100,806	99.16%
PSS1002	PSS Shared Admin Pool Vehicle	21,065	-	21,065	100.00%
Total Capital Expenditure		**668,988**	**856**	**668,132**	**99.87%**

Township of Langley
Fire Capital Expenditure Statement by Project
For the Six Months Ended June 30, 2025

		Budget 2025	Actual YTD 30-Jun-2025	Budget Remaining	Budget Remaining %
FDAC1001	FD - Emergency Preparedness Equipment	10,193	7,952	2,241	21.99%
FDFC1001	Fire Depart Fleet Capital Staff Vehicle	9,167	4,355	4,812	52.49%
FDFC1002	Fire Depart Fleet Capital Replacement Fire Truck	128,210	105,785	22,425	17.49%
FDFC1005	Fire Apparatuses Multi-Year Purchase (Rescue 2024)	140,733	126,232	14,501	10.30%
FDFC1006	APX - Pre-Fire Planning, Inspection and Investigation Software (N)	11,313	8,640	2,673	23.63%
FDFC1007	Fire Apparatuses Multi-Year Purchase (Engine 2024)	393,628	163,860	229,768	58.37%
FDFC1008	Fire Apparatuses Multi-Year Purchase (Two Mini Pumpers 2024)	244,518	236,648	7,870	3.22%
FDFC1009	Fire Apparatus Multi-Year Purchase - Prepaid (2025-Engine #298 RPL)	1,647,800	1,497,759	150,041	9.11%
FDFC1010	Fire Apparatus Multi-Year Purchase - Prepaid (2026-Engine #976 RPL)	1,166,300	1,166,300	-	0.00%
FDFC1011	Fire Apparatus Multi-Year Purchase - Prepaid (2027-Tower #1055 RPL)	2,727,218	2,727,218	-	0.00%
FDFC1012	Fire Apparatus Multi-Year Purchase - Prepaid (2028-Quint #1115 RPL)	2,036,503	2,036,503	-	0.00%
FDFC1013	Fire Apparatus Multi-Year Purchase - Prepaid (2025-Engine#325 RPL)	1,647,800	1,166,300	481,500	29.22%
FDS1000	FD Suppression Training Equip Capital	24,388	15,092	9,296	38.12%
FDS1002	FD Suppression Firefighting Equip Capital	112,343	107,107	5,236	4.66%
FDS1003	Confined Space Communication Equipment and Rescue Escape Packs (R)	25,661	-	25,661	100.00%
FDS1004	Personal Protective Equipment (PPE) (R)	103,780	28,712	75,068	72.33%
FDS1005	Fire NG911 Mobile CAD Terminals	100,000	-	100,000	100.00%
FDSC1002	FD Mobile CAD Data Terminals	25,115	178	24,937	99.29%
FDSC1004	Telestaff Workforce Management Software (N)	20,436	13,526	6,910	33.81%
FDSC1005	Training Records Management Software (N)	968	-	968	100.00%
Total Capital Expenditure		**10,576,074**	**9,412,167**	**1,163,907**	**11.01%**

Township of Langley
Community Development Capital Expenditure Statement by Project
For the Six Months Ended June 30, 2025

		Budget 2025	Actual YTD 30-Jun-2025	Budget Remaining	Budget Remaining %
FBE1004	Bylaw Portable Radios	7,915	-	7,915	100.00%
FBE1007	Multi Year Dog Licensing	10,000	-	10,000	100.00%
PLI1000	Software Enhancement for Multi-Year Licences	32,507	13,098	19,409	59.71%
Total Capital Expenditure		**50,422**	**13,098**	**37,324**	**74.02%**

Township of Langley
Recreation and Culture Schedule of Capital Expenditure
For the Six Months Ended June 30, 2025

		Budget 2025	Actual YTD 30-Jun-2025	Budget Remaining	Budget Remaining %
ACC1017	Aldergrove Community Centre: Waterpark Amenities Equipment Repla	1,305	-	1,305	100.00%
ACCI1005	Salishan Place - Exhibits	949,088	42,006	907,082	95.57%
ACCI1006	Salishan Place ACCI Office Furniture and Equipment	107,897	14,114	93,783	86.92%
ACCI1009	Salishan Place School Program Furniture and Equipment	74,750	-	74,750	100.00%
ACCI1010	Salishan Place - Audio Visual	867,347	657,344	210,003	24.21%
LIB1002	Libraries Furniture Replacement	39,538	-	39,538	100.00%
LIB1004	Fort Langley Library Furniture and Equipment	102,860	19,498	83,362	81.04%
LIB1005	Signage - TOL Libraries - Various Communities	69,000	-	69,000	100.00%
RCP1002	Aquatic Facility Equipment Replacements	52,930	24,592	28,338	53.54%
RCP1003	Fitness Equipment Replacement (various)	90,026	61,958	28,068	31.18%
Total Capital Expenditure		**2,354,741**	**819,512**	**1,535,229**	**65.20%**

Township of Langley
Facilities Maintenance Capital Expenditure Statement by Project
For the Six Months Ended June 30, 2025

		Budget 2025	Actual YTD 30-May-2025	Budget Remaining	Budget Remaining %
ACC1018	Aldergrove Community Centre: 25-meter Pool Plaster Replacement	750,000	585,941	164,059	21.87%
ACC1019	Aldergrove Community Centre: Fitness Centre & Washroom Accessibility Improvements	50,000	-	50,000	100.00%
ACC1020	Aldergrove Community Centre: Concrete Pavement Work	70,000	-	70,000	100.00%
ACC1021	Aldergrove Community Centre: Ice Arena Mechanical Cooling Upgrade	450,000	6,825	443,175	98.48%
BSC1000	Brookswood Senior Centre: Envelope, HVAC & Mechanical Repairs	250,000	9,915	240,085	96.03%
BSC1001	Brookswood Senior Centre: Dishwasher Replacement	25,000	22,189	2,811	11.24%
CF1005	CF Air Handling Unit Replacements	222,998	51,855	171,143	76.75%
CF1018	Civic Facility: Low Carbon Mechanical Retrofits	685,763	-	685,763	100.00%
CF1020	Civic Facility: Main IT Room AC Replacement (R)	282,011	5,850	276,161	97.93%
CF1021	Bylaw Office Renovation	69,900	54,412	15,488	22.16%
CF1022	Fraser River Presentation Theatre Upgrades	1,097,421	100,229	997,192	90.87%
FAC1025	Low Carbon Retrofit Plans	258,364	43,900	214,464	83.01%
FAC1035	Smith Athletic Park: Soccer Fields	79,006,846	15,688,548	63,318,298	80.14%
FAC1036	Corporate Fleet Chargers: Fire Hall 6, Operations, Civic Facility	748,048	366,779	381,269	50.97%
FAC1038	FAC: Building Automation System Programming Optimization (various Facilities)	37,600	16,800	20,800	55.32%
FAC1039	FAC: Child Care Facilities (various locations)	125,000	120,000	5,000	4.00%
FAC1040	Brown Park: Asphalt Shingle Roof Replacement	75,000	-	75,000	100.00%
FIRE1009	Fire Hall 6: Roof Replacement	2,634,950	3,750	2,631,200	99.86%
FIRE1012	Fire Hall 5: Brookswood Replacement (19900 Block 27 Avenue)	28,242,697	5,119,441	23,123,256	81.87%
FIRE1015	Fire Training Centre Feasibility Study	41,964	3,382	38,582	91.94%
FIRE1016	Fire Hall 3: Renovations	2,800,000	13,360	2,786,640	99.52%
FIRE1017	Fire Hall 6: HVAC	700,000	-	700,000	100.00%
FIRE1018	Fire Hall 6: Building Envelope Repairs	200,000	-	200,000	100.00%
GPCF1021	George Preston Recreation Centre: Dehumidifier Mechanical Replacement (R)	4,966	-	4,966	100.00%
GPCF1022	George Preston Centre: Electrical Equipment Replacement (R)	245,095	61,216	183,879	75.02%
GPCF1023	George Preston Recreation Centre: Outdoor Sports Box Improvement	375,000	38,568	336,432	89.72%
LECF1015	LEC: Ice and Dry Arenas Facility	109,549,073	33,291,364	76,257,709	69.61%
LECF1016	LEC: Public EV Chargers	60,000	-	60,000	100.00%
LECF1018	LEC: 2040	16,901	-	16,901	100.00%

Township of Langley
Facilities Maintenance Capital Expenditure Statement by Project
For the Six Months Ended June 30, 2025

		Budget 2025	Actual YTD 30-May-2025	Budget Remaining	Budget Remaining %
LECF1019	Langley Events Centre: Gymnastics Rooftop Units Replacement	370,000	15,531	354,469	95.80%
LECF1020	Langley Events Centre: Exterior Video Display Replacement	350,000	-	350,000	100.00%
LECF1021	Langley Event Centre: Security Fencing and Gate Signage (Gate 7 & 11)	250,000	-	250,000	100.00%
LECF1022	Ice & Dry Arena Facility: Equipment	825,000	-	825,000	100.00%
MUS1000	Museum Heritage Centre and Development	1,541,383	50,070	1,491,313	96.75%
RCMP1015	RCMP Main Detachment EV Charging Station	336,211	62,526	273,685	81.40%
RCMP1016	RCMP Main Detachment: Building Improvements	8,195,076	252,666	7,942,410	96.92%
RCMP1023	RCMP Main Detachment: Fitness & Security Pre-planning & Design	14,384	5,557	8,827	61.37%
RCMP1024	RCMP Main Detachment: Emergency Generator Replacement	122,535	51,592	70,943	57.90%
WBY1004	Willoughby Stadium: Dedicated BC Hydro Service	125,000	101,637	23,363	18.69%
WCBF1005	WCB - WC Blair Recreation Centre: Facility, Mechanical, Electrical & Other	23,188	22,290	898	3.87%
WCBF1012	WC Blair: Roof Replacement	2,272,665	-	2,272,665	100.00%
WCBF1020	WC Blair Recreation Centre: Operations Area Air Conditioning	52,677	-	52,677	100.00%
WCBF1021	WC Blair Recreation Centre: HVAC	560,000	-	560,000	100.00%
WCCF1000	Willoughby Community Centre Library	19,512,244	46,890	19,465,354	99.76%
WGCF1011	Walnut Grove Community Centre: Pool Air Handling Unit Upgrades	35,811	-	35,811	100.00%
WGCF1013	Walnut Grove CC: Fitness Room Air Handling Unit Ventilation Upgrade	171,131	13,239	157,892	92.26%
WGCF1014	Walnut Grove Community Centre: Building Envelope Repairs (R)	576,087	137,823	438,264	76.08%
WGCF1016	Walnut Grove Community Centre: Pool Piping Replacement (R)	16,855	495	16,360	97.06%
WGCF1017	Walnut Grove Community Centre: MCC 3A Replacement (R)	339,259	2,820	336,439	99.17%
WGCF1019	Walnut Grove Community Centre: Roof Replacement (R)	502,645	318,046	184,599	36.73%
WGCF1020	Walnut Grove Community Centre: Fitness Centre Accessibility Improvements	75,000	-	75,000	100.00%
WLHF1000	West Langley Hall: Roof Replacement	1,250,000	-	1,250,000	100.00%
Total Capital Expenditure		**266,591,748**	**56,685,505**	**209,906,242**	**78.74%**

Township of Langley
Parks Design & Development Capital Expenditure Statement by Project
For the Six Months Ended June 30, 2025

		Budget 2025	Actual YTD 30-Jun-2025	Budget Remaining	Budget Remaining %
AAP1016	Aldergrove Athletic Park: Synthetic Fields LED Lighting	1,250,000	-	1,250,000	100.00%
AAP1017	Aldergrove Athletic Park: East Field Improvements	295,000	-	295,000	100.00%
AAP1018	Aldergrove Athletic Park: West Field Improvements	285,000	-	285,000	100.00%
AAP1019	Aldergrove Athletic Park: Shade Trees and Safety Improvements	70,000	-	70,000	100.00%
CBP1000	Cricket Bowling Pitch at Bell Park	31,000	27,540	3,460	11.16%
CEM1007	Green Burial - Langley Lawn Cemetery	100,000	38,914	61,086	61.09%
CEM1008	Fort Langley Cemetery Improvements	60,000	3,440	56,560	94.27%
CEM1009	Murrayville Cemetery Improvements (R/N)	100,000	6,649	93,351	93.35%
DBP1000	Dale Ball Passive Park: Disc Golf Improvements	190,000	-	190,000	100.00%
FLCP1000	Fort Langley Community Park Sewer Upgrades	1,211,424	749,333	462,091	38.14%
FLW1000	Fort Langley Waterfront Project	4,064,383	571,306	3,493,077	85.94%
FRSL1000	Fraser River Shoreline Cleanup	998,533	-	998,533	100.00%
FTF1001	Fort to Fort Trail: Freshet Mitigation	80,253	-	80,253	100.00%
NBP1007	Noel Booth Community Park Upgrades	5,172,033	2,773,530	2,398,503	46.37%
NELP1000	NE Latimer Neighbourhood Park	294,864	33,769	261,095	88.55%
PDP1002	Ponder Park Shelter Demolition	75,000	18,817	56,183	74.91%
PKSP0000	Parkland Property Acquisition	96,137	96,137	-	0.00%
PKSP1043	Synthetic Turf Field Replacement: Aldergrove Athletic Park (R)	680,294	84,737	595,557	87.54%
PKSP1048	Slope Stabilization: East & West Munday Creek	812,698	1,750	810,948	99.78%
PKSP1054	Langley Bike Parks Repairs and Upgrades	75,000	-	75,000	100.00%
PKSP1056	McLeod Athletic Park: Sport Box Repairs and Rehabilitation	65,000	-	65,000	100.00%
PKSP1060	Portable Bleacher Units	325,000	-	325,000	100.00%
RGC1001	Redwoods Golf Course: Automatic Transfer Switch	47,500	40,364	7,136	15.02%
RGC1007	Redwoods Golf Course: Culvert Replacement	40,000	33,148	6,852	17.13%
RGC1008	Redwoods Golf Course: Flagpoles	30,000	19,737	10,263	34.21%
RGC1009	Redwoods Golf Course: Grass Mower Replacement	156,500	-	156,500	100.00%
SAP1000	Smith Athletic Park: Soccer Fields	39,994,188	7,941,726	32,052,462	80.14%
SLN1000	Southwest Latimer Neighbourhood Park (N)	175,000	-	175,000	100.00%
SVP1000	Smithview Park (Jericho Reservoir)	125,000	-	125,000	100.00%
SWYP1000	Donna Gabriel Robins Neighbourhood Park	231,945	41,790	190,155	81.98%
TRL1016	Trails - Walnut Grove Trail Improvements	15,250	-	15,250	100.00%
UFT1006	Tree Planting	3,482,499	519,369	2,963,130	85.09%

Township of Langley
Parks Design & Development Capital Expenditure Statement by Project
For the Six Months Ended June 30, 2025

		Budget 2025	Actual YTD 30-Jun-2025	Budget Remaining	Budget Remaining %
UFT1007	Tree Inspections	55,289	49,049	6,240	11.29%
WCP1026	Willoughby Community Park: Lighting Upgrade	712,078	3,730	708,348	99.48%
WCP1032	Willoughby Community Park: SE Field Replacement	2,837,080	55,494	2,781,586	98.04%
WCP1034	Willoughby Community Park: Pickleball Court Conversion	500,000	260,683	239,317	47.86%
WCP1035	Willoughby Community Park: Playground Improvements	260,000	112,948	147,052	56.56%
WCP1036	Willoughby Community Park: South Lane	350,000	78,293	271,707	77.63%
WGC1028	Walnut Grove Community Park Sewer Lift Station Upgrades	99,822	-	99,822	100.00%
WGCP1000	Walnut Grove Park Culvert Replacement (R)	72,727	126	72,601	99.83%
WGCP1001	Walnut Grove Field Conversion and Safety Improvements	221,867	3,055	218,812	98.62%
WLP1002	West Langley Park: Sport Box Repairs and Rehabilitation	65,000	-	65,000	100.00%
YCP1002	Yorkson Community Park Development	15,497,017	4,673,194	10,823,823	69.84%
YCP1006	Yorkson Community Park: Outdoor Tennis	1,500,000	283	1,499,717	99.98%
YCP1007	Yorkson Community Park: Pump Track Improvements	650,000	-	650,000	100.00%
Total Capital Expenditure		**83,450,381**	**18,238,913**	**65,211,470**	**78.14%**

Township of Langley
Transportation Capital Expenditure Statement by Project
For the Six Months Ended June 30, 2025

		Budget 2025	Actual YTD 30-Jun-2025	Budget Remaining	Budget Remaining %
AIR1005	AIRPORT - Airside Paving	49,222	-	49,222	100.00%
AIR1014	AIRPORT - Beacon and Light Panel	103,402	-	103,402	100.00%
AIR1015	AIRPORT - Apron Resurfacing	302,951	-	302,951	100.00%
AIR1018	AIR - Fencing	44,537	-	44,537	100.00%
AIR1022	AIR - Airfield Signage	1,279	-	1,279	100.00%
AIR1025	Airport Security Upgrades	470	-	470	100.00%
AIR1026	Airport - Precision Approach Path Indicator (PAPI) & Taxiway Lighting	186,000	-	186,000	100.00%
AIR1030	Airport: Generator	83,830	52,953	30,877	36.83%
AIR1032	AvGas Fuel Dispensers and Payment Kiosks Replacement	237,721	224,541	13,180	5.54%
FLTC1296	Medium Dump Truck Replacement: 1882-V011	1,338	-	1,338	100.00%
FLTC1298	Boom Lift Replacement: 1354-E043	1,416	1,415	1	0.07%
FLTC1301	Dump Truck (medium) Replacement: 1112-V011	6,947	-	6,947	100.00%
FLTC1304	Dump Truck (Medium) Replacement: 1070-V011	16,294	-	16,294	100.00%
FLTC1308	Trailer Replacement: 264-V074	18,000	-	18,000	100.00%
FLTC1309	Cargo Van Replacement: 1075-V042	9,331	2,898	6,433	68.94%
FLTC1310	Dump Truck (Medium) Replacement: 1082-V032	11,521	-	11,521	100.00%
FLTC1314	Flat Deck Trailer replacement: 771-V071 (N)	25,000	10,184	14,816	59.26%
FLTC1315	Compact Car replacement: 901-V046 (N)	12,714	-	12,714	100.00%
FLTC1316	Flat Deck Trailer replacement: 936-V071 (N)	25,000	7,670	17,330	69.32%
FLTC1319	Compact Cargo Van replacement: 1076-V042 (N)	65,000	49,976	15,024	23.11%
FLTC1320	Dumping Box Trailer replacement: 1101-V073 (N)	25,000	14,583	10,417	41.67%
FLTC1321	Medium Dump Truck replacement: 1114-V012 (N)	22,390	2,264	20,126	89.89%
FLTC1322	Medium Dump Truck replacement: 1116-V011 (N)	22,316	2,530	19,786	88.66%
FLTC1324	Compact Car replacement: 1158-V046 (N)	65,000	53,481	11,519	17.72%
FLTC1325	Service Truck replacement: 1170-V051 (N)	132,925	132,925	-	0.00%
FLTC1326	Service Truck replacement: 1171-V051 (N)	132,386	132,385	1	0.00%
FLTC1328	Turf Roller replacement: RW-189 (N)	41,000	-	41,000	100.00%
FLTC1334	Band Saw replacement (N)	2,656	-	2,656	100.00%
FLTC1335	Finger Brake replacement (N)	2,047	-	2,047	100.00%
FLTC1338	Mower Replacement: 1268-E101	14,022	324	13,698	97.69%
FLTC1341	Utility Tractor Replacement: 1399-E022	72,000	60,810	11,190	15.54%
FLTC1342	Flatdeck Trailer Replacement: 1637-V071	18,000	16,039	1,961	10.89%
RDS1044	RDS - Railway Crossing Safety Improvements	493,766	-	493,766	100.00%
RDS1127	Transit Improvements: Various Locations	191,026	-	191,026	100.00%
RDS1238	Rail Safety Improvement: CN Rail	38,191	-	38,191	100.00%
RDS1241	Public Waste Receptacles: Various Locations (5 year implementation)	23,093	13,054	10,039	43.47%

Township of Langley
Transportation Capital Expenditure Statement by Project
For the Six Months Ended June 30, 2025

		Budget 2025	Actual YTD 30-Jun-2025	Budget Remaining	Budget Remaining %
RDS1242	Road Widening: Fraser Hwy 24500 to 25000 Blocks	1,899,137	3,893	1,895,244	99.80%
RDS1266	North Langley Truck Route Network Improvements	1,808,987	218,594	1,590,393	87.92%
RDS1269	Road Widening: 216 St - 88 Ave to Telegraph Trail	71,176	-	71,176	100.00%
RDS1271	Design & Construction: 82 Ave Widening from 207 St to Yorkson Creek	26,140	-	26,140	100.00%
RDS1300	Horn Pit Reclamation	201,233	201,233	-	0.00%
RDS1307	Road Widening: 96 Ave from 204 St to 208 St	297,830	-	297,830	100.00%
RDS1319	Road Widening: 208 Street 76 Avenue to 81 Avenue	4,177,619	9,578	4,168,041	99.77%
RDS1324	Road Widening: 80 Ave between 204 and 212 St	17,375,719	40,355	17,335,364	99.77%
RDS1328	96 Ave Cycling Connector: Telegraph Trail to 201 St	1,052	1,052	-	0.00%
RDS1333	Road Widening: 80 Ave; 20100 Block to 202A Street	124,516	-	124,516	100.00%
RDS1337	Design: 206 Street between 78 Ave & Willoughby Town Centre Dr	120,648	1,967	118,681	98.37%
RDS1349	Intersection and Rail Crossing Improvements: River Road and 252 Street	6,999,178	2,076,520	4,922,658	70.33%
RDS1354	Jackman Landfill Improvements	183,271	800	182,471	99.56%
RDS1355	Road Widening: 202A Street 7900 Block to 80 Avenue	562,628	12,279	550,349	97.82%
RDS1356	Fraser Highway Widening: 24300 Block to 24600 Block	23,985,317	5,386,032	18,599,285	77.54%
RDS1359	Signal Installation: 96 Ave at 216 St	117,594	10,999	106,595	90.65%
RDS1361	Traffic Signal: 68 Avenue at 196 Street	166,900	-	166,900	100.00%
RDS1364	Annual Bridge Replacement Program	84,778	-	84,778	100.00%
RDS1373	Fraser Highway Design: 23400 to 24300 blks and 25000 blk to 264 Street	108,910	6,987	101,923	93.58%
RDS1375	208 Phase I and II (64 Ave to 76 Ave)	26,591,276	7,331,595	19,259,681	72.43%
RDS1378	Mufford Overpass Rehabilitation	1,282,729	310,423	972,306	75.80%
RDS1379	20400 Block 16 Avenue Bridge Rehabilitation	390,043	41,554	348,489	89.35%
RDS1381	207A Street (82 Ave to 84 Ave) Public Road Improvements	447,800	8,357	439,443	98.13%
RDS1383	Traffic Calming: 21200 Block 83 Avenue	100,000	-	100,000	100.00%
RDS1386	Complete Street: 216 Street 88 Avenue to 96 Avenue	752,919	83,959	668,960	88.85%
RDS1388	Road Construction: 19900 Block 27 Avenue	2,994,400	-	2,994,400	100.00%
RDS1389	Functional Design: 202 Street Corridor 72 Avenue to 86 Avenue	1,175,674	265,417	910,257	77.42%
RDS1391	7500 Block 232 Street Bridge Rehabilitation	7,057	-	7,057	100.00%
RDS1392	Road Improvements: Hudson Bay Street	33,205	-	33,205	100.00%
RDS1393	Road Construction: 208A Street and 76 Avenue from 208 Street to 210 Street (YSC)	12,211,414	2,613,558	9,597,856	78.60%
RDS1394	Interim Asphalt Driveway - 73A Ave from 20261 72B Ave	50,000	-	50,000	100.00%
RDS1395	Bus Speed Reliability: 64 Avenue & 200 Street	73,505	-	73,505	100.00%
RDS1396	Bus Speed Reliability: 86 Avenue & 200 Street	145,943	-	145,943	100.00%
RDS1397	Pedestrian Path Rehabilitation: 2600 Block 200 Street Bridge	369,770	2,678	367,092	99.28%
RDS1399	Multi-Use Path: 40 Avenue 200 Street to 204 Street	159,151	-	159,151	100.00%
RDS1400	Intersection Improvements: 88 Avenue & Glover Road	1,760,000	5,092	1,754,908	99.71%
RDS1401	Pedestrian and Cycling Infrastructure: 88 Avenue Wright Street to Glover Road	1,770,277	26,029	1,744,248	98.53%

Township of Langley
Transportation Capital Expenditure Statement by Project
For the Six Months Ended June 30, 2025

		Budget 2025	Actual YTD 30-Jun-2025	Budget Remaining	Budget Remaining %
RDS1402	Road Widening: 86 Avenue – 200 Street to 202 Street	4,788,556	64,341	4,724,215	98.66%
RDS1403	212 Street Connector from 208 Street to 210 Street	5,194,310	2,526,268	2,668,042	51.36%
RDS1404	Lane Closure 80 Avenue at 212 Street	14,004	-	14,004	100.00%
RDS1406	Road Widening: 208 Street 81 Avenue to 84 Avenue	48,500	-	48,500	100.00%
RDS1407	Sidewalk Rehabilitation: St Andrews Avenue	500,000	1,931	498,069	99.61%
RDS1408	Bridge Rehabilitation: 24800 Block 16 Avenue	100,000	-	100,000	100.00%
RDS1409	Retaining Wall Rehabilitation: 88 Avenue & 208 Street	85,000	22,961	62,039	72.99%
RDS1410	Intersection Improvements: Fraser Highway and 240 Street	800,000	61,475	738,525	92.32%
RDS1411	Road Widening: 72 Avenue and 198A Street	500,000	-	500,000	100.00%
RDS1412	Sidewalk Construction: 216 Street 47A Avenue to 48 Avenue	215,000	-	215,000	100.00%
RDS1413	Mcleod Athletic Park Parking Expansion and Overhead Undergrounding	590,000	8,295	581,705	98.59%
RDS1414	Bridge Rehabilitation: 6700 Block of 248 Street	575,000	-	575,000	100.00%
TRN1000	TRN - Trans. Planning Misc Capital	254,744	113,401	141,343	55.48%
TRN1001	Traffic Calming: Various Locations	250,000	132,814	117,186	46.87%
TRN1005	TRN - Historic Old Yale Road	6,707,411	1,861,618	4,845,793	72.25%
TRN1010	Annual Environmental Maintenance Works	108,880	-	108,880	100.00%
TRN1011	Traffic Calming: Telegraph Trail Corridor	2,064	2,063	1	0.05%
TRN1013	Vehicle: Commercial Vehicle Inspection Program	7,058	5,938	1,120	15.87%
Total Capital Expenditure		**131,866,114**	**24,238,088**	**107,628,026**	**81.62%**

Township of Langley
Stormwater Capital Expenditure Statement by Project
For the Six Months Ended June 30, 2025

		Budget 2025	Actual YTD 30-Jun-2025	Budget Remaining	Budget Remaining %
STW1062	STW - Drainage Improvements: Nathan Creek	261,172	39,866	221,306	84.74%
STW1086	Salmon River Dyke Improvements	5,573,081	201,162	5,371,919	96.39%
STW1116	STW - Yorkson Lowland at 102B Ave - Property Acquisition	990,136	-	990,136	100.00%
STW1167	Yorkson Lowlands - Stormwater Attenuation and Wetland Restoration	1,747,392	4,900	1,742,492	99.72%
STW1174	Howes Creek Cleaning and 272 St Culvert Replacement	111,004	84	110,920	99.92%
STW1176	Slope Failure: 4343 216 Street (EOC3)	221,426	-	221,426	100.00%
STW1180	Culvert Replacement: 216 Street 2200 Block	2,502,578	666	2,501,912	99.97%
STW1181	Culvert Replacement: 63 Avenue 24200 Block	1,314,867	23,025	1,291,842	98.25%
STW1182	Culvert Replacement: 252 Street 8700 Block	405,948	-	405,948	100.00%
STW1184	Stormwater Climate Change Adaption Study	152,031	-	152,031	100.00%
STW1185	East Munday Creek Bank Erosion	150,000	-	150,000	100.00%
STW1186	Stormwater System Climate Change Integration Plan	100,021	-	100,021	100.00%
STW1190	Storm Sewer Replacement: 248 Street and 50 Avenue	709,032	28,350	680,682	96.00%
STW1191	Culvert Replacement: 40 Avenue 21400 Block	4,896,662	1,184,460	3,712,202	75.81%
STW1192	Culvert Replacement: Matheson Creek 64 Avenue and 201 Street	33,192	-	33,192	100.00%
STW1198	STW - Annual Environmental Maintenance Works	213,461	-	213,461	100.00%
STW1199	Culvert Replacement: 5800 Block 232 Street	302,666	35,126	267,540	88.39%
STW1201	208 Phase I and II (64 Ave to 76 Ave)	4,911,760	1,326,831	3,584,929	72.99%
STW1202	Glen Valley & Salmon River Flood Mitigation	4,170,944	140,280	4,030,664	96.64%
STW1203	Road Construction Stormwater Works: 19900 Block 27 Avenue	400,000	-	400,000	100.00%
STW1204	Detention Pond 7B and Associated Works (YSC)	26,020,394	4,663,458	21,356,936	82.08%
STW1205	Bedford Channel Dredging	110,270	28,866	81,404	73.82%
STW1206	204 Street Storm Sewer	1,745,211	-	1,745,211	100.00%
STW1207	Smith Neighborhood: Detention Tank 7A	5,060,606	1,004,895	4,055,711	80.14%
STW1208	Culvert Replacement: 216 Street 800 Block	675,000	-	675,000	100.00%
STW1209	Culvert Replacement: 264 Street Glen Valley	1,250,000	8,193	1,241,807	99.34%
STW1210	Culvert Replacement: 80 Avenue Glen Valley	300,000	-	300,000	100.00%
STW1211	Culvert Replacement: 52 Avenue 245A Street	600,000	-	600,000	100.00%

Township of Langley
Stormwater Capital Expenditure Statement by Project
For the Six Months Ended June 30, 2025

		Budget 2025	Actual YTD 30-Jun-2025	Budget Remaining	Budget Remaining %
STW1212	Culvert Replacement: Telegraph Trail 22500 Block	650,000	-	650,000	100.00%
STW1213	Culvert Replacement: 200 Street 6400 Block	1,100,000	5,902	1,094,098	99.46%
STW1214	Culvert Replacement: 16 Avenue 21700 Block	675,000	3,654	671,346	99.46%
STW1215	Culvert Replacement: 24 Avenue 25600 Block	1,000,000	-	1,000,000	100.00%
Total Capital Expenditure		**68,353,854**	**8,699,718**	**59,654,136**	**87.27%**

Township of Langley
Solid Waste Capital Expenditure Statement by Project
For the Six Months Ended June 30, 2025

		Budget 2025	Actual YTD 30-Jun-2025	Budget Remaining	Budget Remaining %
SWC1000	SWCOLLECT - Collection Carts	257,144	101,769	155,375	60.42%
SWC1002	SW - Equipment Replacement	335,251	40,168	295,083	88.02%
Total Capital Expenditure		**592,395**	**141,938**	**450,458**	**76.04%**

Township of Langley
Sewer Capital Expenditure Statement by Project
For the Six Months Ended June 30, 2025

		Budget 2025	Actual YTD 30-Jun-2025	Budget Remaining	Budget Remaining %
SWR1113	SWRLSTN - Lifts Stn & Forcemain: 266 St & 24 Ave	3,438,822	538,464	2,900,358	84.34%
SWR1140	Lift Station & Forcemain: 24 Ave 196 to 200 St	2,220,411	-	2,220,411	100.00%
SWR1143	Lift Station: Milner	1,664,446	-	1,664,446	100.00%
SWR1154	Sanitary Sewer Upgrades: 80 Avenue between 20100 Block and 202A Street	2,694	-	2,694	100.00%
SWR1163	214B Street Sewer Lift Station Replacement	53,866	-	53,866	100.00%
SWR1167	208 Phase I and II (64 Ave to 76 Ave)	1,793,620	484,517	1,309,103	72.99%
SWR1168	Road Construction Sanitary Sewer Works: 19900 Block 27 Avenue	75,000	-	75,000	100.00%
SWR1169	Sanitary Sewer: 208A Street and 76 Avenue from 208 Street to 210 Street	338,528	72,454	266,074	78.60%
SWR1170	Sanitary Sewer Design: Fraser Highway 236 Street to 252 Street	1,000,000	17,995	982,005	98.20%
SWR1171	Road Construction Sanitary Sewer Works: Old Yale Road; 216 to Fraser Highway	1,500,000	416,320	1,083,680	72.25%
SWR1172	Sewer Manhole Rehabilitation: Robertson Crescent	600,000	-	600,000	100.00%
SWR1173	Sanitary Sewer Upgrades: Fire Hall Training Centre	750,000	16,853	733,147	97.75%
Total Capital Expenditure		**13,437,387**	**1,546,602**	**11,890,784**	**88.49%**

Township of Langley
Water Capital Expenditure Statement by Project
For the Six Months Ended June 30, 2025

		Budget 2025	Actual YTD 30-Jun-2025	Budget Remaining	Budget Remaining %
WTR1058	WTR - 83 Ave at 200 St; PRV Station	954,699	-	954,699	100.00%
WTR1144	Murrayville Reservoir Decommissioning	730,045	33,358	696,687	95.43%
WTR1147	WTRWTPL - Filter Tank Repair/Replace: Aldergrove Water Treatment Plant	947,031	-	947,031	100.00%
WTR1164	WTRSTNS - Jericho Booster Stn Design & Construction: 73A Ave & 204 St	14,387,223	4,257,149	10,130,074	70.41%
WTR1166	WTRQUAL - Chlorinator: East Aldergrove Reservoir	178,452	166,421	12,031	6.74%
WTR1173	Brookswood Heights Booster Station	3,200,841	519	3,200,322	99.98%
WTR1201	WTRMETR - Water Meter Replacement	89,005	5,168	83,837	94.19%
WTR1217	WTRMAIN - Upsize 32 Ave at 205 St	311,372	8,387	302,985	97.31%
WTR1218	WTRSUPP - Carvolth Zone Meter: 86 Ave at 202 St	150,000	-	150,000	100.00%
WTR1224	Leak Detection: East Langley Watermain	466,407	11,934	454,473	97.44%
WTR1230	Watermain Design: Fraser Highway 22300 block to 264 Street	1,728	-	1,728	100.00%
WTR1232	Asbestos Concrete Replacement: Various Locations	228,040	36,146	191,894	84.15%
WTR1234	Ground Water Wells Decommissioning	291,744	208,685	83,059	28.47%
WTR1236	208 Phase I and II (64 Ave to 76 Ave)	2,058,566	556,088	1,502,478	72.99%
WTR1237	Road Construction Water Works: 19900 Block 27 Avenue	115,000	-	115,000	100.00%
WTR1238	Reservoir Replacement: Strawberry Hill	1,000,000	73,850	926,150	92.62%
WTR1239	Water Metering Program	931,745	148,460	783,285	84.07%
WTR1240	Watermain: 208A Street and 76 Avenue from 208 Street to 210 Street	677,057	144,908	532,149	78.60%
WTR1241	Watermain: 212 Street Connector from 208 Street to 210 Street	1,498,000	728,557	769,443	51.36%
WTR1242	Watermain Design: Fraser Highway 228 Street to 264 Street	2,900,000	-	2,900,000	100.00%
WTR1243	Road Construction Water Works: Old Yale Road; 216 to Fraser Highway (R)	1,600,000	444,074	1,155,926	72.25%
WTR1244	Road Construction Water Works: Fraser Highway 24300 Block to 24600 Block	2,800,000	628,755	2,171,245	77.54%
WTR1245	PRV Station: 201 Street 9500 Block	2,100,000	-	2,100,000	100.00%
WTR1246	210 Street and 48 Avenue AC Watermain Replacement	1,260,000	36	1,259,964	100.00%
WTR1247	86 Avenue and 202 Street PRV Station	897,000	-	897,000	100.00%
Total Capital Expenditure		**39,773,955**	**7,452,495**	**32,321,460**	**81.26%**

Schedule C

Township of Langley
Schedule of Legal Expenditures
For the Six Months Ended June 30, 2025

DIVISION	2025 Annual Budget	2025 Actual Jun-30	Variance Under (Over)	Actual as % of Budget
Corporate Administration	481,760	896,741	(414,981)	186.14%
Finance	22,000	111,315	(89,315)	505.98%
Engineering	135,685	94,214	41,471	69.44%
Community Development	199,893	249,685	(49,792)	124.91%
Recreation and Culture	16,219	-	16,219	0.00%
TOTAL	**855,557**	**1,351,955**	**(496,398)**	**158.02%**

DIVISION	2024 Annual Budget	2024 Actual Jun-30	Variance Under (Over)	Actual as % of Budget
Corporate Administration	481,760	972,190	(490,430)	201.80%
Human Resources	78,030	-	78,030	0.00%
Finance	22,000	26,591	(4,591)	120.87%
Engineering	165,685	244,799	(79,114)	147.75%
Community Development	199,893	261,346	(61,453)	130.74%
Recreation and Culture	13,219	21,090	(7,871)	159.54%
TOTAL	**960,587**	**1,526,016**	**(565,429)**	**158.86%**

Township of Langley
Schedule of Development Cost Charge Receipts
2025

For the Six Months Ended June 30

	Roads	Water	Drainage	Sewer	Parkland	Park Dev.	Total
2011	1,640,021	372,276	573,887	159,586	1,214,824	109,606	4,070,200
2012	3,311,828	612,513	675,210	260,005	2,790,708	255,918	7,906,182
2013	2,716,130	573,639	647,699	237,487	2,006,797	204,101	6,385,853
2014	2,298,278	562,543	526,356	164,103	1,584,628	563,488	5,699,397
2015	5,016,974	1,148,106	886,818	270,459	3,516,410	1,325,022	12,163,791
2016	4,662,826	1,074,898	531,378	297,721	3,544,560	1,335,630	11,447,013
2017	6,319,302	1,418,766	972,872	387,539	4,019,752	1,514,686	14,632,918
2018	4,608,987	1,090,013	293,048	289,339	2,998,874	1,130,009	10,410,269
2019	12,194,364	2,567,923	1,506,578	647,288	7,745,248	2,918,493	27,579,894
2020	7,433,816	1,584,496	468,632	432,083	4,363,574	1,644,242	15,926,843
2021	21,432,658	4,685,922	1,836,023	1,260,253	14,332,543	5,397,873	48,945,272
2022	3,486,002	405,634	562,632	128,896	2,188,703	744,097	7,515,964
2023	10,689,020	1,056,855	1,057,335	335,372	7,299,380	2,481,918	22,919,880
2024	18,555,272	1,702,013	2,303,216	483,001	11,560,363	3,930,735	38,534,600
2025	24,950,518	2,163,824	2,282,980	570,740	15,668,838	5,327,979	50,964,879

For the Twelve Months Ended December 31

	Roads	Water	Drainage	Sewer	Parkland	Park Dev.	Total
2011	6,071,287	1,183,818	1,472,055	505,836	4,558,284	416,231	14,207,511
2012	5,539,170	1,054,485	1,530,282	446,008	4,111,816	377,068	13,058,829
2013	7,974,809	1,549,368	1,026,280	620,691	5,636,630	785,397	17,593,176
2014	7,161,576	1,645,444	1,188,222	462,379	4,817,849	1,781,801	17,057,271
2015	9,078,327	2,078,914	1,471,836	520,657	6,488,336	2,444,877	22,082,947
2016	8,172,189	1,841,139	792,583	505,923	5,960,934	2,246,146	19,518,914
2017	10,267,823	2,344,380	1,783,271	643,146	6,167,133	2,323,843	23,529,596
2018	8,296,180	1,905,656	912,795	523,931	5,655,129	2,130,915	19,424,605
2019	19,152,767	4,134,168	2,223,487	1,037,311	12,332,823	4,647,141	43,527,697
2020	12,829,544	2,794,728	1,155,985	765,614	8,181,941	3,083,045	28,810,857
2021	22,859,990	4,871,431	2,092,292	1,319,031	15,211,591	5,696,721	52,051,056
2022	8,886,142	962,333	1,386,916	251,313	6,251,274	2,125,319	19,863,297
2023	18,080,794	1,717,021	1,425,668	542,847	11,837,777	4,025,039	37,629,144
2024	25,604,403	2,377,558	3,219,574	704,971	15,997,211	5,439,290	53,343,008
2025 (6 Months)	24,950,518	2,163,824	2,282,980	570,740	15,668,838	5,327,979	50,964,879

Schedule E

Township of Langley
Contracts Awarded - Over $1,000,000
For the Six Months Ended June 30, 2025

Wright SBW Smith Athletic Park JV 25-147 SAP Construction of Phase 2	$	90,459,607
Regehr Contracting Ltd 24-238 Fraser Hwy Widening (243 Street - 246 Street)	$	14,094,276
Sierra Waste Services Ltd 08-122 Waste Services	$	12,508,311
B&B Heavy Civil Construction Ltd 25-111 80 Ave (204 St to 212 St): Roadworks	$	12,104,400
Timbro Contracting Ltd 24-258 Detention Pond 7B, Storm and Road Works.	$	8,774,050
B&B Heavy Civil Construction Ltd 24-220 - Old Yale Rd Improvements	$	6,992,402
All Roads Construction Ltd 25-160 Paving	$	5,949,497
Canadian Landscape & Civil Services Ltd 25-110 YCP Phase 2 Procurement	$	5,422,771
B&B Heavy Civil Construction Ltd 24-251 212 Street Connector- 208 Street to 20900 Block Roadworks	$	4,351,048
Regehr Contracting Ltd 24-252 208A St and 76 Ave Roadworks - Construction	$	3,299,844
Tybo Contracting Ltd 24-102 River Road and 252 Street Intersection and Rail Crossing Improvements	$	3,105,900
Altac Mechanical Inc 24-206 FH CCDC 30 IPD	$	3,090,225
Smith Bros. & Wilson (BC) Ltd 24-227 Haldi House General Contractor	$	3,000,000
GCL Contracting Inc 25-124 Murray Creek Culvert Replacement	$	2,995,213
Smith Bros. & Wilson (BC) Ltd 24-256 7000 - RCMP MD Centre	$	2,270,344
Ridgeline Exteriors Inc dba Chilliwack Roofing 25-161 Roof Replacement - Firehall 6	$	1,111,062
Vane Lawn & Garden Services (1981) Ltd 22-136 PAM Zone 2	$	1,031,540
Total	**$**	**180,560,490**

Note: In accordance with the Township Procurement Policy, contract awards greater than $1M are reported to Council in the quarterly report as presented above. These projects are all included in the 2025 budget approved by Council.

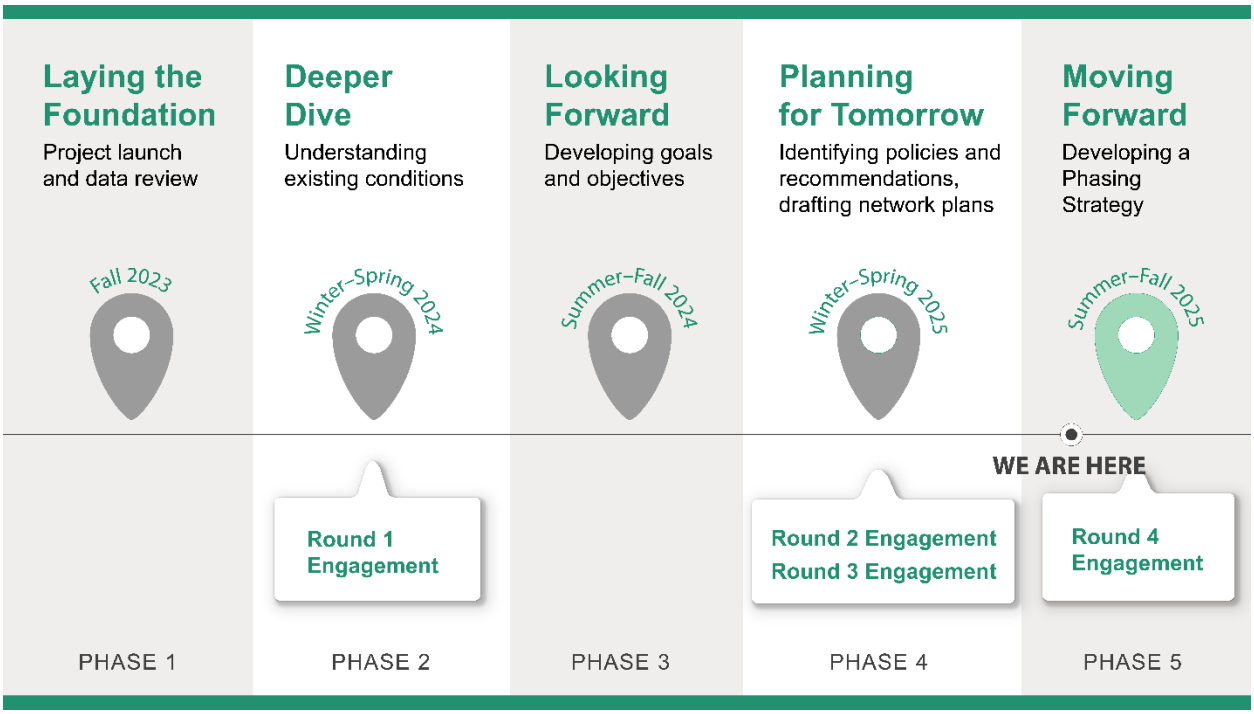
Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	SEPTEMBER 15, 2025
FROM:	ENGINEERING DIVISION	**FILE NO:**	8330-20-003
SUBJECT:	TRANSPORTATION AND MOBILITY STRATEGY UPDATE		

The purpose of this memorandum is to update Mayor and Council on the progress of the Transportation and Mobility Strategy (TMS).

The TMS began in fall 2023, includes five phases, and is expected to conclude in fall 2025, as shown in the figure below:



Phase 4 (Planning for Tomorrow) of the TMS commenced in December 2024 and was completed in June 2025, to explore each transportation mode individually, followed by developing an integrated plan that reflects the TMS vision and goals identified in Phase 3 (Looking Forward).

Phase 4 tasks included developing a Road Safety Strategy, forecasting travel demand to 2050, identifying network and infrastructure gaps, preparing proposed strategies for all modes of travel (walking, cycling, transit, and driving), preparing proposed long-term transportation network maps, updating road design standards, and conducting the second and third rounds of public engagement.

As part of the Phase 4 consultation, the second round of engagement focused on the Road Safety Strategy workshop held on February 12, 2025. The third round of engagement began on April 22, 2025, and included a community survey, two pop-up events, two interest group roundtable meetings, three Council Advisory Committee Meetings, and an agency meeting.

Efforts in engaging the community to complete the online community survey generated greater public participation than the survey conducted in Round 1 of public engagement. As of June 6, 2025, the project team had a total of 2,254 interactions with the public through various engagement activities. Details on the public engagement activities and results are summarized in Attachment A.

We are currently in Phase 5, Moving Forward, which will be undertaken from July to November 2025. The purpose of Phase 5 is to provide the Township with the ‘how’ to implement the proposed infrastructure projects to meet the vision and goals identified in Phase 3. This phase will conclude the TMS with final documents that contain travel demand modelling results, high-level cost estimates for proposed infrastructure projects, financial strategies, a phasing strategy, and a monitoring plan. The fourth round of engagement has been scheduled for the fall of 2025.

ATTACHMENT A What We Heard Report



What We Heard: Round 2 and 3 Engagement

Transportation and Mobility Strategy

Township of Langley
Est. 1873

June 2025

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Rounds 2 and 3 Engagement Executive Summary

In March of 2024, the Township of Langley launched Round 1 engagement for the Transportation and Mobility Strategy. The findings were used to create vision for the future of our transportation system, goals and targets to measure progress, strategies and actions to guide improvements, and proposed network maps to enhance connectivity across the Township. The purpose of Rounds 2 and 3 engagement was to collect feedback on the proposed planning approach and preliminary recommendations. This feedback will be used to help finalize the Strategy.

As of June 6, 2025

2,254
total interactions

1 community survey
1,897
Respondents



2 pop-up events
200
Attendees





20
Attendees

1 open house



1 road safety strategy workshop
28
Attendees

41
Attendees



3 Council Advisory Committee meetings

2 interest group roundtables
39
Attendees



1 agency meeting



29
Attendees

For this executive summary, supportive combines those who selected "highly supportive" and "somewhat supportive" in the survey. Unsupportive combines those who selected "highly unsupportive" and "somewhat unsupportive". Those who selected "neutral" or "unsure" have been omitted in these graphics.

Top themes about land use integration:

Network

80%

of survey respondents were supportive of prioritizing investments in Community Hubs for multi-modal transportation improvements

Common themes

- Support for planning transportation in a way that supports complete communities
- Important to plan for areas of future development and densification
- Continue to work with the Province in planning for areas in the Agricultural Land Reserve

Top themes about transit:

Network

91%

of survey respondents were supportive of advocating for the routes identified in the transit network map

Common themes

- Connections to employment areas, universities (e.g., Trinity Western University), and surrounding municipalities are needed
- Prioritize safety for people getting to and using transit services (e.g., lighting, cleanliness, and enforcement)
- Ensure transit services are well connected (e.g., park and ride options, sidewalks, end of trip cycling infrastructure)

Support from survey results for proposed strategies



91%

Increased Frequent Transit Network routes connecting to SkyTrain and Bus Rapid Transit services (proposed)



89%

Surrey Langley SkyTrain (committed)



89%

Increased local service coverage (proposed)



87%

Highway 1 Widening project (including HOV/Bus Lanes and a Transit Exchange at 264 St (committed)



86%

200 Street Bus Rapid Transit (proposed-design underway)



82%

More amenities (benches, shelters, route information) at transit stops and exchanges (proposed)

Top themes about walking and accessibility:

Network

90%

of survey respondents were supportive the prioritization approach for pedestrian network improvements

Common themes

- Areas with the most reported collisions with pedestrians should be prioritized
- Connections to local and regional parks are important for families
- Ensure infrastructure is accessible for wheelchairs, strollers, and those with physical/visual limitations

Support from survey results for proposed strategies



94%

Enhance accessibility and safety



93%

Expand and enhance the pedestrian network connecting people to community destinations



90%

Support and encourage walking

Top themes about cycling and micromobility:

Network

82%

of survey respondents were supportive the proposed long-term cycling and micromobility network

Common themes

- Prioritize improving current infrastructure before building new
- Plan for the rise in e-bikes (e.g., safety, regulations, etc.)
- Ensure infrastructure is safe for children and youth

Support from survey results for proposed strategies



84%

Create a complete and connected cycling and micromobility network



82%

Support and encourage cycling and micromobility



74%

Plan for shared and electric micromobility options

Top themes about driving and goods movement:

Network

83%

of survey respondents were supportive the locations of new municipal arterial road projects and road widening projects

Common themes

- Driver education is important for the safety of all road users
- Prioritize the safety of farm equipment, equestrians, and other rural/agricultural uses in addition to more developed areas
- Concerns about truck routes through neighbourhoods

Support from survey results for proposed strategies



89%

Improve the road network to accommodate essential motor vehicle travel



91%

Facilitate the safe movement of goods and services



64%

Support and coordinate the 'electrification' of travel and new mobility

Top themes about road safety:

Common themes

- Enforcement is needed for unsafe behaviours (e.g., speeding, distracted driving)
- Desire for safer intersections

The survey percentages shown on pages 4 to 6 are based on the specific number of respondents for each question. For concise response details of each question, see Section 3.2 starting on page 17.



1.0 Introduction

1.1 Project Background

The Township of Langley (Township) is updating its Master Transportation Plan from 2009. The existing plan provides limited guidance on active and sustainable transportation, and it does not consider the arrival of the Surrey-Langley SkyTrain (SLS) and Bus Rapid Transit (BRT) to the Township and neighbouring municipalities. Much has changed since 2009, such as a growing population, employment growth, and committed transportation projects.

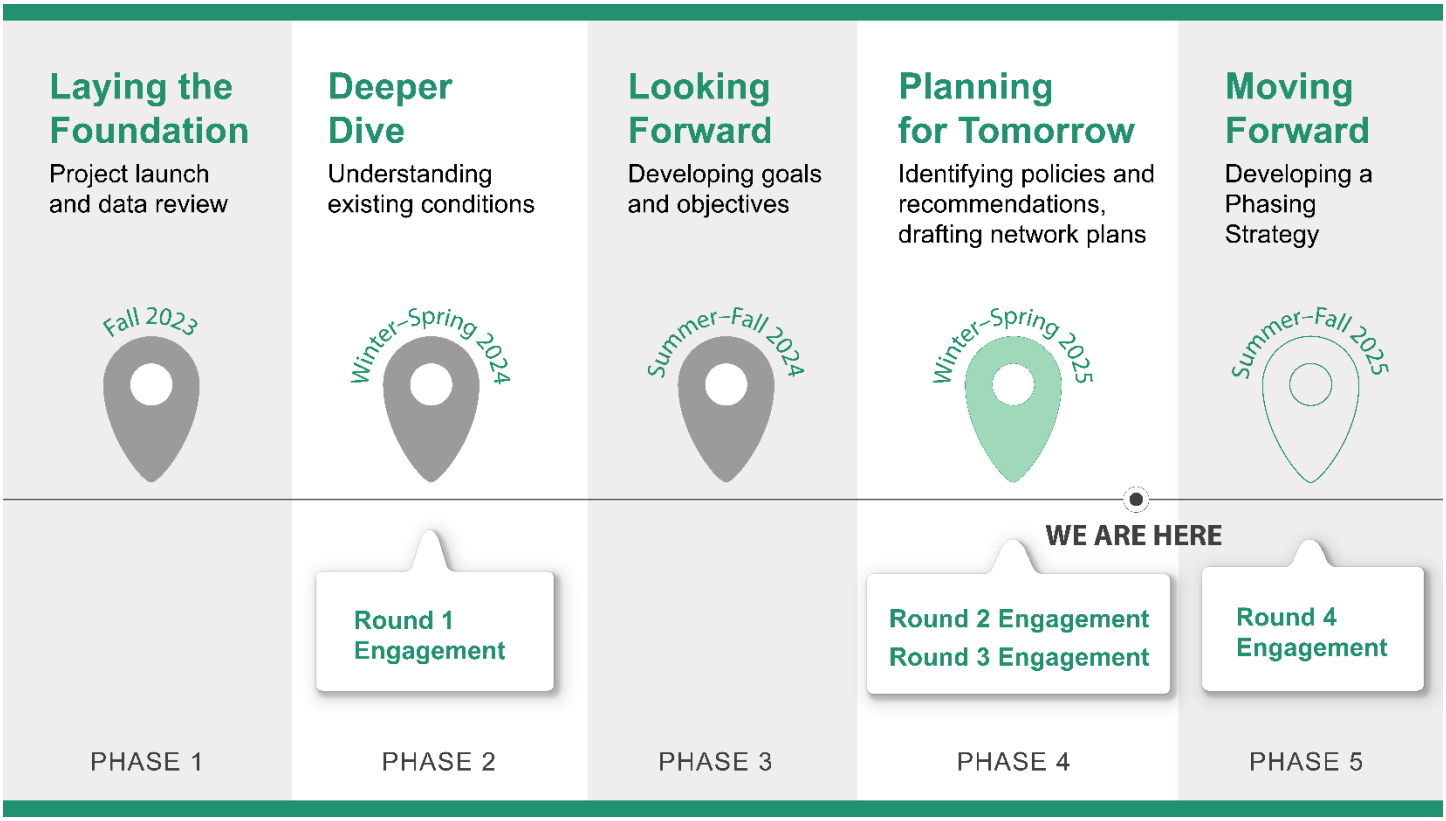
Separate documents, including the Township's 2015 Cycling Plan, are also in need of an update to meet current design standards and industry best practices for active transportation infrastructure. The updated Transportation and Mobility Strategy (TMS) will reflect the reality of transportation and land use in the Township and provide a refreshed vision for the community. The TMS will become a comprehensive guide to renewing and enhancing transportation infrastructure that will keep pace with our dynamic, growing community. The TMS will use Vision Zero principles to identify safety issues and recommend improvements including infrastructure for persons of all ages and abilities. The TMS will also consider issues such as equity and climate change.

The TMS will integrate related Township policies and strategies such as neighborhood and community plans, Transportation Demand Management (TDM) Strategy, Road Safety Strategy, curbside management, and urban and rural street design guidelines.

1.2 Project Process and Timeline

The TMS is being developed under a five-phase process, started in the Fall of 2023, and anticipated to conclude in the Fall of 2025, as shown in **Figure 1**. There are four rounds of public engagement.

Figure 1: Project timeline

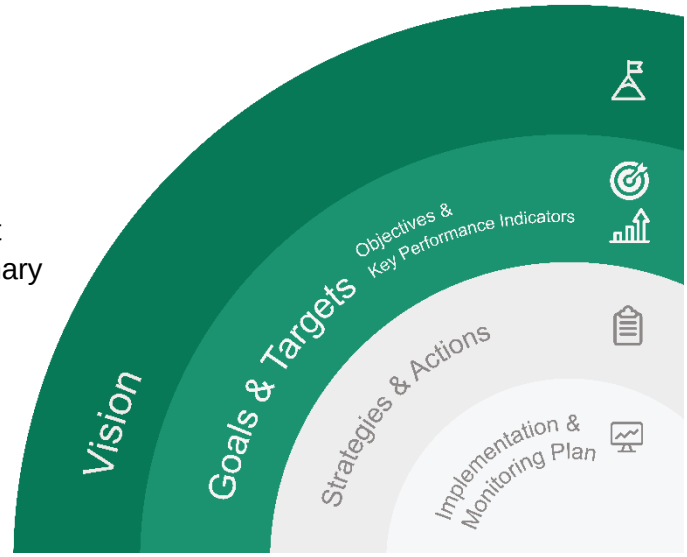


1.3 Round 2 and 3 Engagement Purpose

Engaging with those who live, work, play, learn, and do business in the Township is an important part of this process. Findings from Round 1 Engagement were used, along with technical analysis, to develop:

- a vision for the future of our transportation system
- goals and targets to measure progress
- strategies and actions to guide improvements
- proposed preliminary network maps to enhance connectivity across the Township

The purpose of Round 2 and 3 Engagement was to collect feedback on the proposed planning approach and preliminary recommendations. This feedback will be used to help finalize the TMS.



1.4 First Nations Engagement

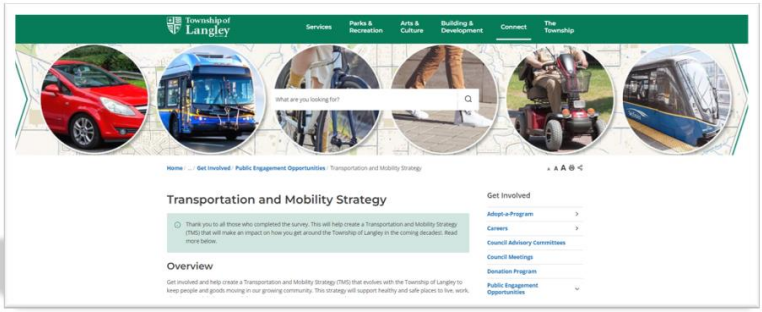
In April 2025, the Township staff sent letters and emails to the leadership of q̓ʷɑ:ṅƛ̓əṅ (Kwantlen), q̓iċəy̓ (Katzie), Máthxwi (Matsqui), and Se'mya'me (Semiahmoo) First Nations, outlining the scope of the project and proposed opportunities for participation and engagement in Rounds 2 and 3. Following the mail and email correspondence, staff also dropped off letters to the offices of the abovementioned First Nations in person. Staff had the opportunity to speak with Chief Marilyn Gabriel of q̓ʷɑ:ṅƛ̓əṅ (Kwantlen) First Nation. The other Chiefs were unavailable to connect on site. To date, no requests to meet have been received from the First Nations. Staff will continue to engage with the First Nations in Round 4, recognizing that the Township of Langley is situated on their traditional and unceded territories.



2.0 How We Engaged

The TMS Round 2 and 3 Engagement launched publicly on April 21, 2025. In the lead up to, and throughout the process, engagement activities were communicated through several channels, including:

- The Township of Langley website
- Press releases
- Social media campaigns
- Newspaper advertisements
- Community signs
- Rack cards (informational pamphlets)
- Direct outreach to interested groups
- Direct outreach to agencies
- Direct outreach to community centres, libraries, and coffee shops
- E-newsletters



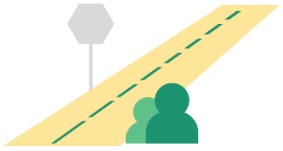
Screenshot of project page

Figure 2 below provides a snapshot of the Round 2 and 3 Engagement activities.

Figure 2: Engagement by the numbers

AS OF JUNE 6, 2025 **2,254** total interactions

1 ROAD SAFETY STRATEGY WORKSHOP



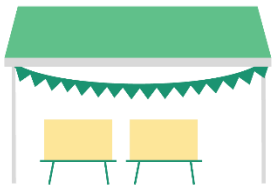
28
Attendees

1 COMMUNITY SURVEY



1,897
Respondents

2 POP-UP EVENTS



200
Attendees

1 OPEN HOUSE



20
Attendees

2 INTEREST GROUP ROUNDTABLES



39
Attendees

3 COUNCIL ADVISORY COMMITTEE MEETINGS



41
Attendees

1 AGENCY MEETING



29
Attendees

2.1 Road Safety Strategy Workshop

On February 12, 2025, the Township of Langley hosted a second workshop to discuss the development of the Road Safety Strategy as part of the TMS. During the first workshop, attendees were provided an overview of the TMS development process, the Safe Systems approach, and the current state of road safety in the Township. After the presentation, attendees were invited to provide input on draft vision statements. For the second workshop, the project team presented the proposed focus areas and associated actions. Attendees were asked for their level of support and their perspectives on the implementation of the actions.

The invitation was sent to 54 representatives from different organizations who contribute to road safety in the Township, 28 individuals attended the workshop. The following organizations sent one or more representatives to the workshop:

- Ministry of Transportation and Transit
- RoadSafetyBC
- Fraser Health
- TransLink
- WorkSafeBC
- Langley RCMP
- BC Trucking Association
- Langley Healthier Community Partnership
- Langley Emergency Program
- Senior Advisory Committee
- Agricultural Advisory Committee
- School District #35
- BC Ambulance Services
- Insurance Corporation of British Columbia
- Township Bylaw Enforcement
- Township Engineering Services
- Township Fire Operations
- Township Community and Policy Planning
- Township Parks Design and Development
- Township Green Infrastructure Services
- Township Engineering Administration and Business Support

2.2 Community Survey

The community survey was open from April 22 until March 25, 2025. The survey asked respondents to provide their feedback on the proposed strategies and network maps for each mode of transportation. In total, the online survey received 1,897 responses.

2.3 Pop-up Events

The Township staff organized two pop-up engagement events aimed at increasing public awareness of the project and promoting additional opportunities to get involved, such as the upcoming open house and community survey. The locations for these pop-ups were chosen to engage priority groups, such as transit riders, youth, and families. Staff were present at each site to speak with community members, answer questions, and provide project materials, including rack cards and informational handouts. Additionally, staff encouraged individuals to complete the online community survey. Table 1 below summarizes the engagement activities and interactions at each pop-up location.

Table 1: Summary of passerby interactions at pop-up events

Destination	Date	Number of Attendees
Aldergrove Community Centre	Tuesday April 22, 2025	90
Carvolth Transit Exchange	Wednesday April 23, 2025	110
	Total	**200**

2.4 Public Open House

The Township hosted a public open house on Thursday April 24, 2025, from 5:00 pm to 8:00 pm. The open house took place at R.E. Mountain Secondary School. Twenty community members attended the event. Project documents (rack cards, online survey on iPad, etc.) were available, and staff were on hand to answer questions. The events included interactive display boards where participants could provide feedback on the proposed strategies and network maps.

2.5 Interest Group Roundtable Meetings

Staff hosted two meetings for interest groups across the Township. The sessions involved a presentation on the TMS, a question-and-answer period, and interactive activities to discuss the proposed strategies and network maps.

The invitation was sent to 88 representatives from different organizations, and 39 individuals attended the meetings. The following organizations sent one or more representatives:

- Greater Langley Chamber of Commerce
- Fort Langley Community Association
- Rotary Club of Canada
- Tourism Langley
- Stepping Stone Community Services Society
- Pacific Developmental Pathways
- Inclusion Langley Society
- Ron Cares Society
- New Directions English Language School
- Langley Horse and Farm Federation
- HUB Cycling
- Strong Towns Langley
- Walkers' Caucus
- Langley Farmers' Institute
- Langley Sustainable Agriculture Foundation
- Langley Seniors Resources Society
- Langley Environmental Partners Society

Table 2 below provides an overview of the attendees at each meeting.

Table 2: Summary of interest group roundtable meetings

Interest Groups	Date	Number of Attendees
Community organizations	May 22, 2025	24
Recreation and active transportation	May 27, 2025	15
	Total	**39**

2.6 Council Advisory Committee Meetings

The Township staff presented the proposed strategies and network recommendations at three standing Council Advisory Committee meetings.

Table 3 below provides an overview of the attendees at each meeting.

Table 3: Summary of Council Advisory Committee Meetings

Council Advisory Committee Meetings	Date	Number of Attendees
Recreation, Culture, and Parks Advisory Committee	May 14, 2025	10
Seniors Advisory Committee	May 27, 2025	7
Agricultural Advisory Committee	May 28, 2025	10
	Total	**27**

2.7 Agency Meeting

The Township staff hosted a virtual agency meeting on June 6, 2025. This meeting consisted of an overview presentation about the TMS, what had been heard from the community engagement to date (focusing on Round 2 and 3), the proposed strategies and network recommendations, and next steps for the project.

The invitation was sent to 49 representatives from different agencies, organizations, and local governments, with 25 individuals attending the meeting. The following groups sent one or more representatives to the meeting:

- Canadian National Railway Canadian Pacific Railway
- Southern Railway of BC
- Fraser Health
- Trinity Western University
- Vancouver Fraser Port Authority
- City of Surrey
- City of Langley
- City of Abbotsford
- WorkSafeBC
- Langley RCMP
- BC Trucking Association
- Insurance Corporation of British Columbia
- TransLink
- Metro Vancouver
- Ministry of Transportation and Transit
- RoadSafetyBC
- BC Transit
- BC Healthy Communities

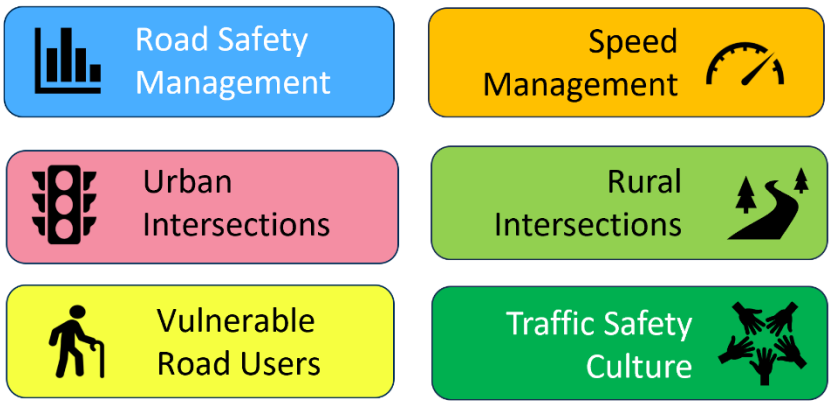


3.0 What We Heard

3.1 What We Heard: Road Safety Strategy Workshop

As part of the Road Safety Strategy Workshop on February 12, 2025, participants were asked about the draft focus areas, which are shown in Figure 3 below:

Figure 3: Road Safety Strategy Areas



Participants were sorted into discussion groups based on the agency or organization they were representing and invited to ask questions and leave comments on the focus areas. A summary of these discussions is outlined below:

Road Safety Management

- A centralized, consistent database with analytics and visualization tools is needed
- Privacy concerns and lack of immediate results are barriers to implementation
- Dedicated staff position is needed along with strong inter-agency collaboration (ICBC, RCMP)

Urban Intersections

- Clarify road classifications with design standards tailored to specific functions (e.g., hierarchy, truck/emergency use)

- Enhance pedestrian and multi-modal infrastructure, including expanded networks and public realm features like trees/art
- Improve lane design (as they become primary access for Small-scale Multi-unit Housing), with at-grade walkways

Vulnerable Road Users

- Prioritize education for all users and improve accessibility features (e.g., signage, benches)
- Improve design: longer turn bays, snow clearing, pole placement, and signal timing
- Ensure infrastructure accommodates larger vehicles without compromising safety

Speed Management

- Improve pedestrian/cyclist facilities and integrate health data for crash analysis
- Promote driver education to support safer speeds
- Support for lowering speed limits

Rural Intersections

- Prioritize safety for all users including motorcyclists, pedestrians, e-bike/scooter riders
- Address access for large/emergency vehicles and optimize signal phasing

Traffic Safety Culture

- Promote public education through partnerships (ICBC, TransLink, RCMP, schools, health authorities)
- Use social media and advocacy to raise awareness
- Encourage collaboration with educators and policy-makers
- Conduct cost-benefit analysis to support initiatives

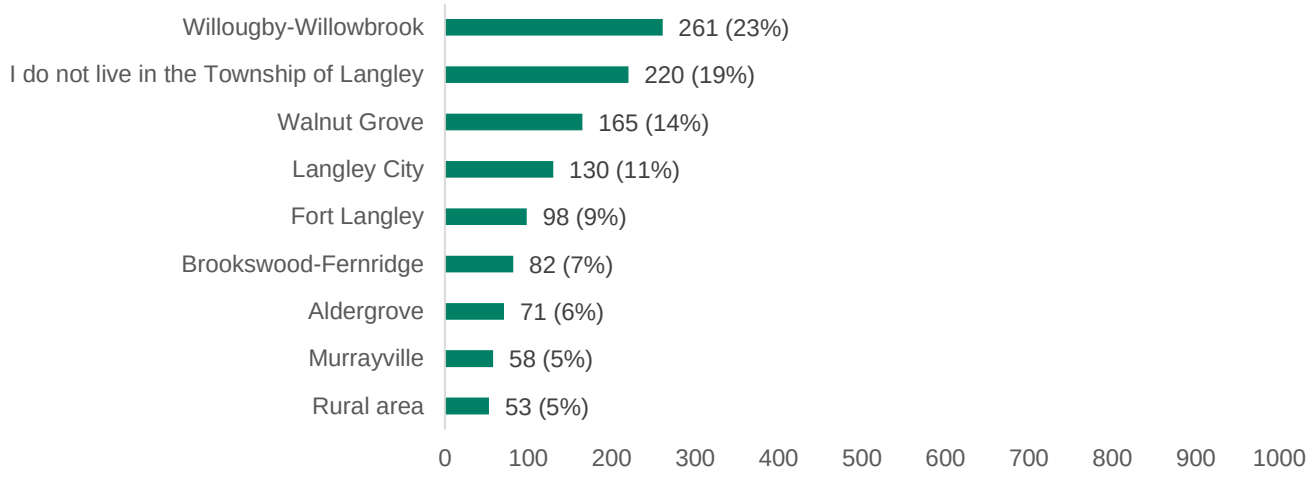


3.2 What We Heard: Community Survey

Between April 22 and May 25, 2025, 1,897 community members took the online survey to share their ideas and concerns for transportation across the Township. The following section summarizes the findings. This is an online non-probability sampling survey, or convenience survey. While less statistically accurate than advanced scientific probability sampling surveys, it does provide informative and actionable data based on the size of the sample in proportion to the overall population it represents.

Who We Heard From

Question 1: What community do you live in? (optional)



Total respondents: 1,141

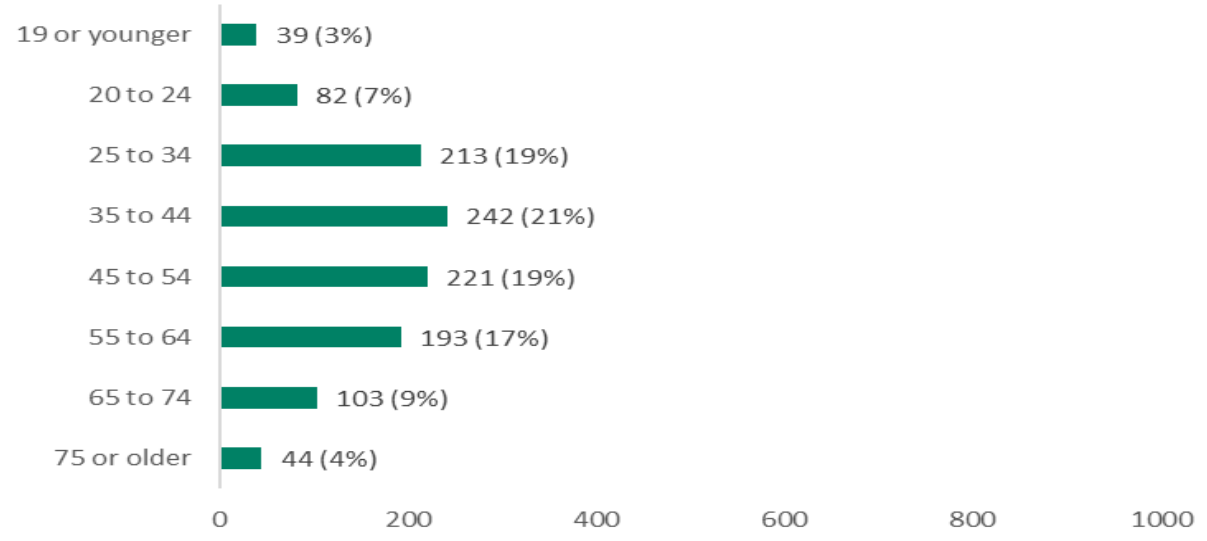
Of the 1,141 responses to this question, the top three communities that survey respondents live in were:

- Willoughby-Willowbrook (261, 23%)
- Outside of the Township of Langley (220, 19%)
- Walnut Grove (16, 14%)

Those who live outside of the Township were invited to leave a comment specifying where. The top cities are listed below:

- Surrey (84)
- Abbotsford (19)
- Clayton (18)
- Cloverdale (13)
- Work in Township of Langley (11)
- Maple Ridge (7)
- Delta (7)
- Vancouver (6)
- White Rock (5)
- Study in Township of Langley (5)
- Burnaby (5)

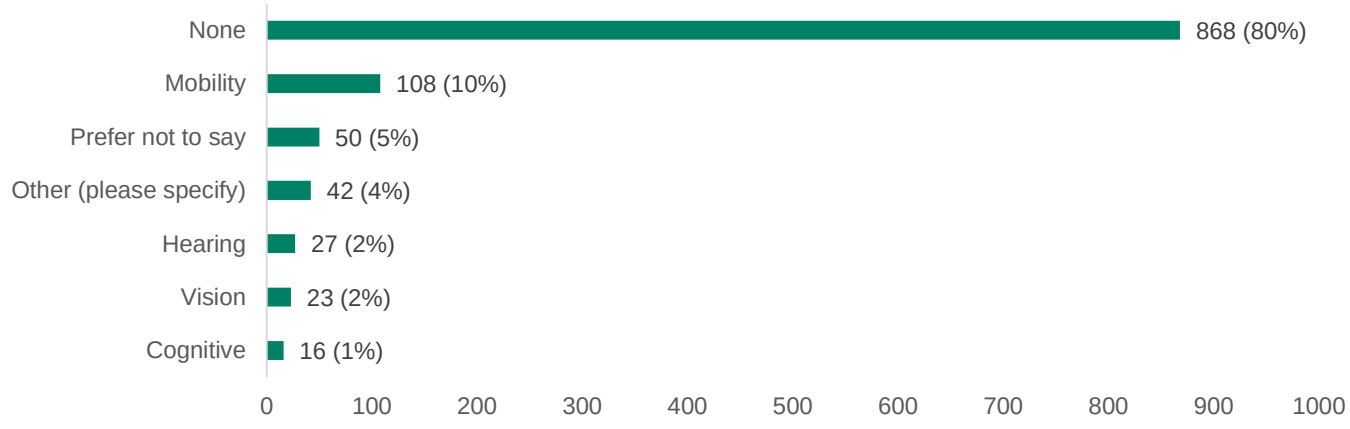
Question 2: Which of the following age groups are you in? (optional)



Total respondents: 1,137

There were 1,137 responses to this question. The highest number of survey respondents were between the ages of 35 to 44 (242, 21%), 45 to 55 (221, 19%), or 25 to 34 (213, 19%).

Question 3: Do you have any limitations that impact the way you travel? (Select all that apply) (optional)



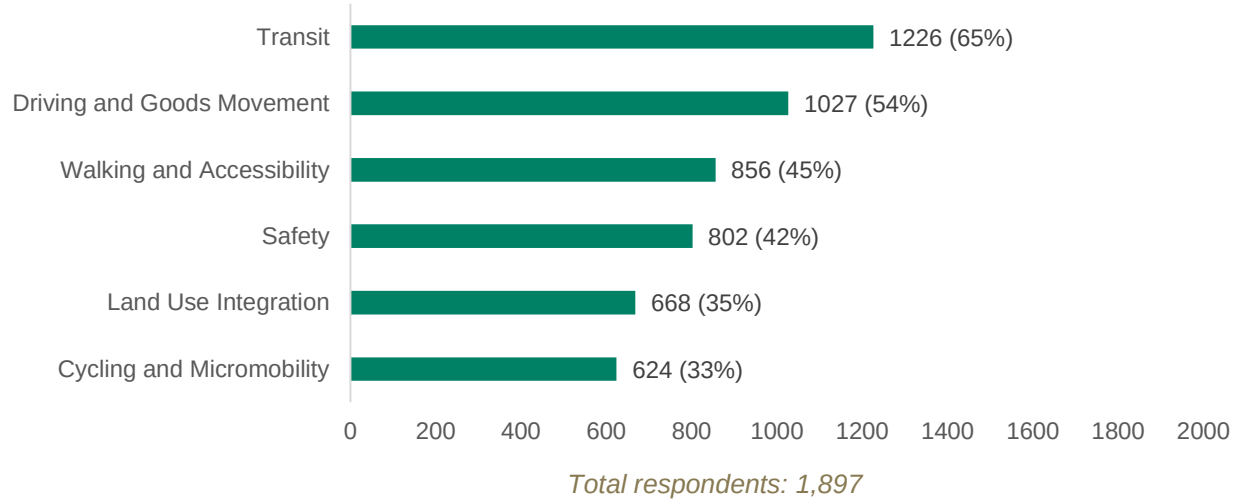
Total respondents: 1,081

There were 1,081 responses to this question. While the majority (868, 80%) of respondents stated that they did not have any limitations that impact travel, 108 (10%) do have mobility limitations.

Those who selected “other” were invited to leave a comment. The top comments are listed below:

- Medical (amputee, chronic fatigue, heat sensitivity, autism) (7)
- Financial constraints (5)
- Partner with mobility constraints (2)
- Young children (3)

Question 4: The Transportation and Mobility Strategy is divided into six sections. Please select those that you would like to provide feedback on. (Select all that apply)



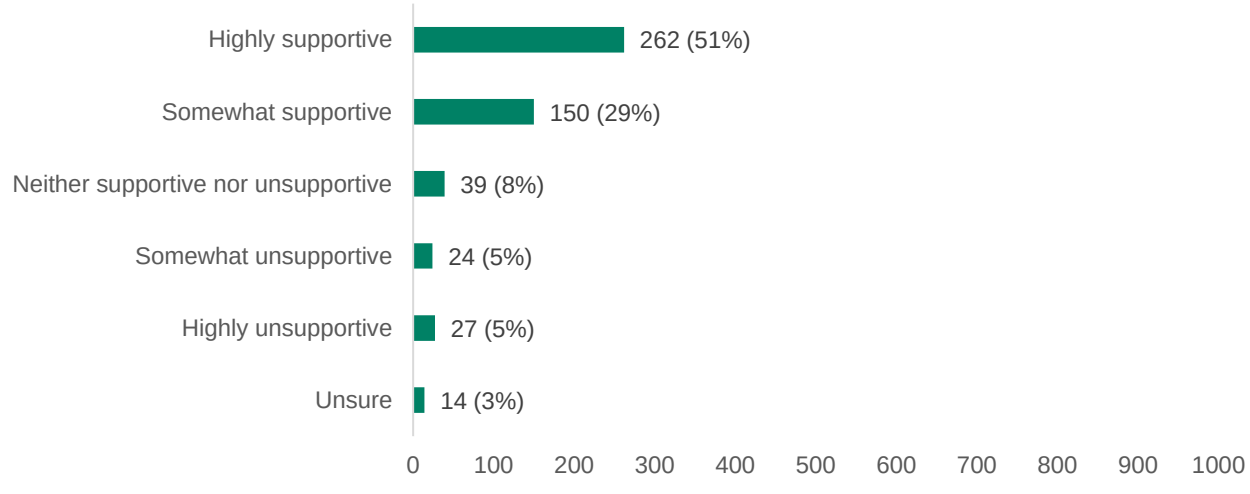
Total respondents: 1,897

Respondents were invited to select which sections they would like to provide feedback on. There were 1,897 responses. The most popular sections were:

- Transit (1126, 65%)
- Driving and goods movement (1027, 54%)

Section 1: Land Use Integration

Question 5: These areas (identified in this map) have been identified as a Community Hub (areas in the Township with the highest number of people and destinations). Although transportation enhancements are planned Township-wide, these areas have the greatest potential for multi-modal improvements (like transit, walking, and cycling). Do you support prioritizing investments in Community Hubs for multi-modal transportation improvements?



Total respondents: 516

There were 516 responses to this question. Over half (262, 51%) were highly supportive, and 150 (29%) were somewhat supportive.

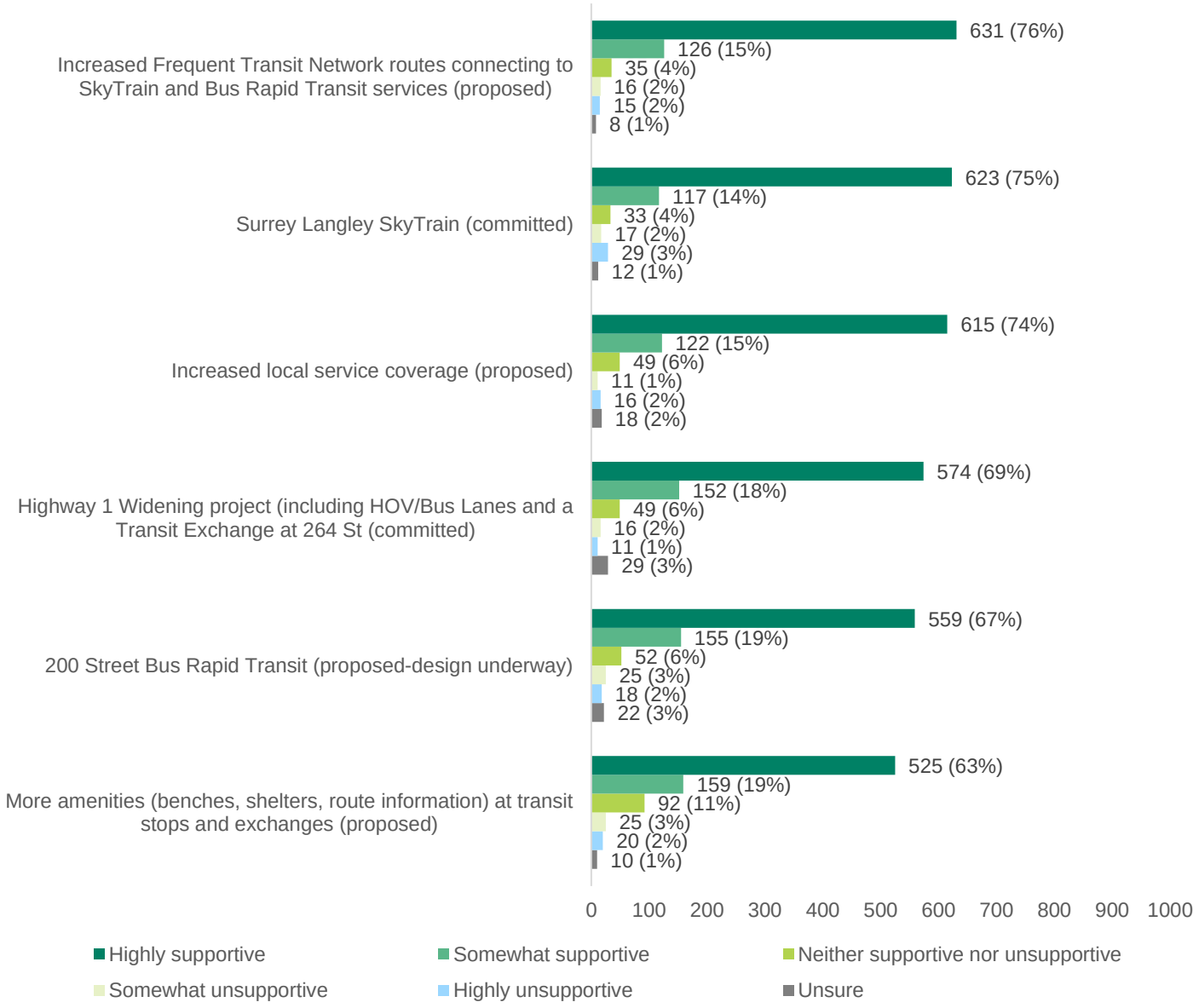
Respondents were invited to add any Community Hubs that they thought had been missed. The top additional Hubs include:

- Willowbrook (202-208 Avenue and 64 Street) (12)
- Willoughby (216 Street and Highway 1) (10)
- Brookswood (10)
- Walnut Grove (theatre area, 203 Avenue, 98 Avenue and 98a Avenue, link to Pitt Meadows, 96 Avenue through Walnut Grove) (7)
- Gloucester (5)
- Milner area (4)
- Fraser Highway (4)
- City Hall (4)
- Aldergrove (4)
- Glover road overpass (4)



Section 2: Transit

Question 6: Please indicate your level of support for the following projects (both committed and proposed):



Total respondents: 831

There were 831 responses to this question. The majority of respondents -between 76% (631) and 63% (525)- were highly supportive of all proposed transit strategies.

Respondents were invited to leave a comment if there were any other transit strategies the project should consider. The top themes are listed below:

Add more bus routes (60 comments)

- Add connections to Gloucester
- Increase connections to schools
- Increase service on 200 Street
- Add routes to Aldergrove and other rural neighbourhoods
- Increase transit along Fraser Highway
- Add connections to Maple Ridge
- Increase service on 96 Avenue
- Add shuttle buses around residential communities (Willoughby, Walnut Grove, etc.)
- Increase connections to Murrayville

Make transit more accessible (60 comments)

- Add washrooms, lighting, and benches to bus stops and SkyTrain stations
- Add parking to all major transit stops (that allows overnight parking if needed)
- Build weather-protected bus shelters
- Add bike garages at major transit stations
- Provide signage for all impairments (braille, colour blind etc.)
- Maintain cleanliness at transit stations
- Support and integrate Handy Dart

Increase transit frequency (44 comments)

- Improve scheduling
- Reduce wait times
- Reduce transfer times
- Increase bus sizes on routes to meet ridership demand

Improve transit to Trinity Western University (TWU) (43 comments)

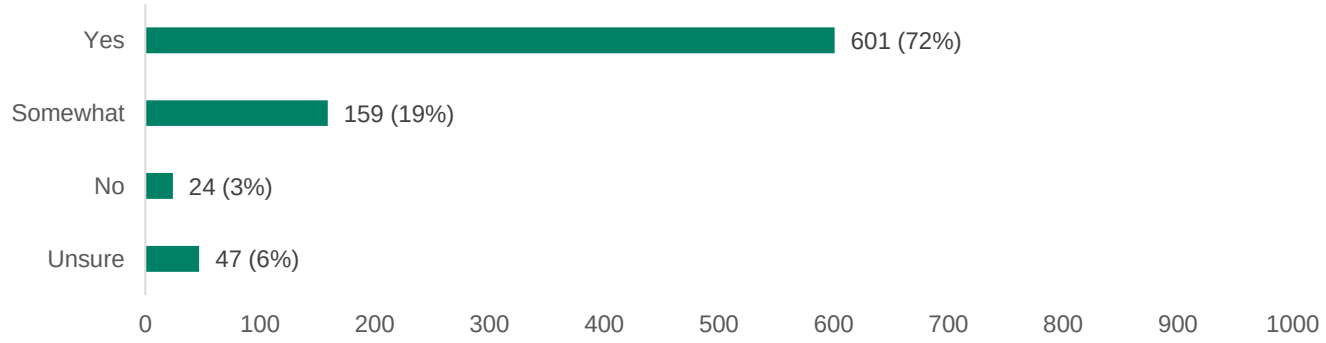
- Increase frequency and size of buses
- Improve bus stop location/layout at campus
- Offer students discounted transit passes
- Add a direct bus from 207 Street and Surrey Central to campus
- Run more buses to TWU earlier and later

Build more SkyTrain connections (24 comments)

- Extend SkyTrain line/add more lines
- Add SkyTrain access to other communities from the Township (Maple Ridge, Abbotsford)
- Build a Skytrain on 200 Street

Question 7: The transit map highlights areas in the Township that may need enhanced transit service. It is important to note that all transit route planning is led by TransLink and the CMBC. However, the Township will work with TransLink to suggest changes to improve service coverage and access to transit service based on land use planning and your feedback.

Do you think these are the transit connections the Township should advocate for?



Total respondents: 831

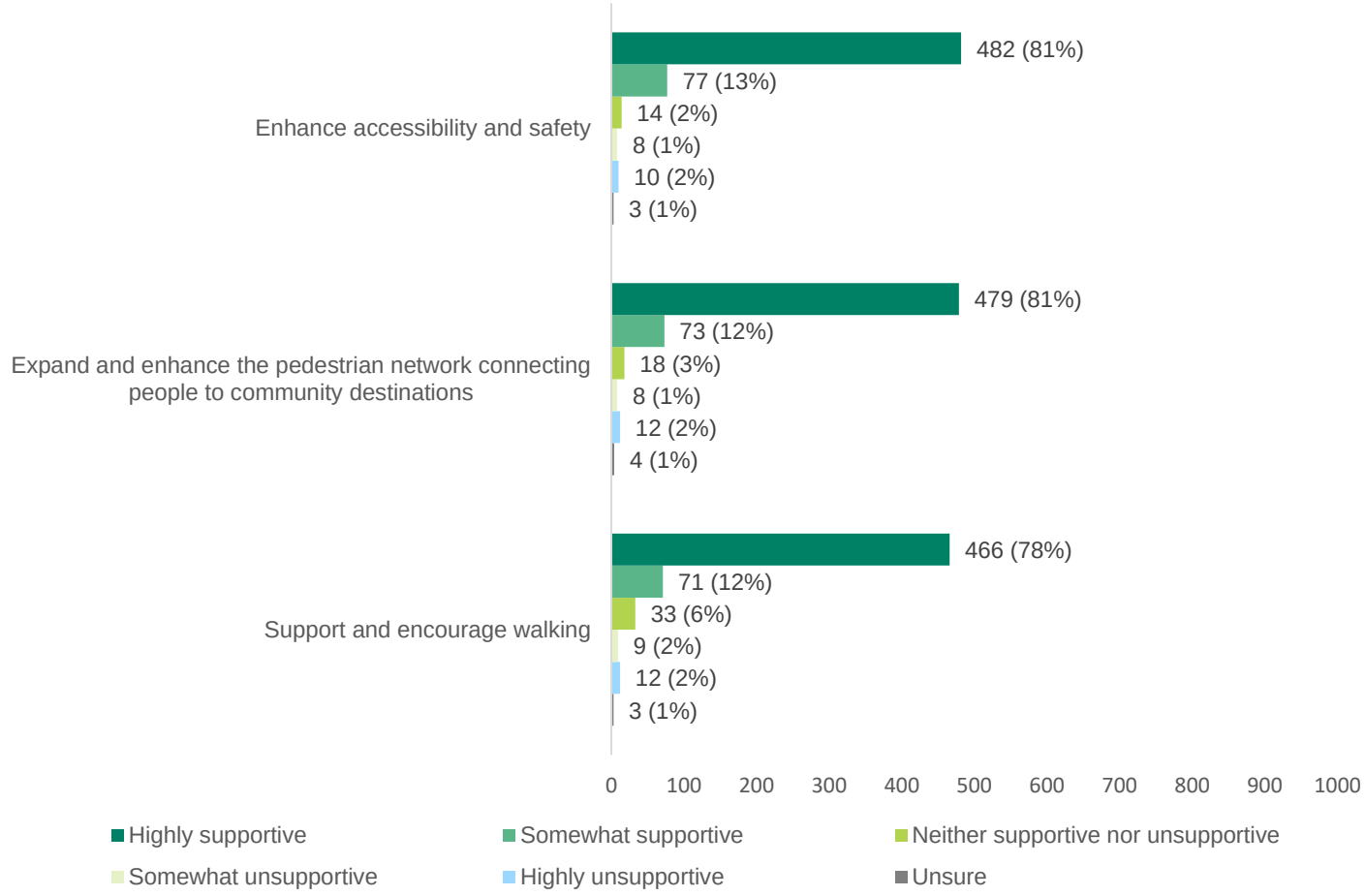
The majority (601, 72%) of survey respondents agree that the connections highlighted in the map are the right ones to advocate for.

Respondents were invited to leave a comment if there were other transit connections that the Township should advocate for. The top comments are listed below:

- More connections within the Township (200 Street, 56 Avenue, 272 Street, 240 Street, 248 Street, 264 Street, 216 Street, 208 Street, 16 Avenue, 96 Avenue, 88 Avenue, other Township neighbourhoods- especially Aldergrove, Walnut Grove, and Fort Langley) (92)
- Trinity Western University (35)
- Connections to major transit hubs (SkyTrain stations, bus exchange, YVR, ferries, West Coast Express) (22)
- Connections to local cities/towns (Abbotsford, Maple Ridge, Pitt Meadows, Mission, White Rock, Langley City) (20)
- Connection to community centres/amenities (Langley Events Centre, hospitals, Langley Secondary School) (15)

Section 3: Walking and Accessibility

Question 8: Please indicate your level of support for the following proposed strategies.



Total respondents: 594

There were 594 responses to this question. Most respondents- between 81% (482) and 78% (466)- were highly supportive of all proposed walking and accessibility strategies. Of all the survey sections, these strategies received the highest levels of support.

Respondents were invited to leave a comment if there were any other walking and accessibility strategies that should be considered in the TMS. The top themes are listed below:

Prioritize safety (74 comments)

- Separate pedestrians from cars
- Better lighting needed
- Safer pedestrian infrastructure needed in Fort Langley
- Direct trucks away from pedestrian zones
- More pedestrian controlled lights and crosswalks needed
- Pedestrian-only paths (don't mix micromobility and pedestrians)
- Improve winter maintenance

Enhance accessibility (60 comments)

- Smooth/wide sidewalks for wheelchairs/strollers
- Smoother transitions (fewer curbs) and more sidewalk ramps
- Add benches
- More public washrooms
- More overhangs on buildings to protect from rain
- More signage/wayfinding

Expand the pedestrian network overall (53 comments)

- All main roads should have a pedestrian path
- Connect to hiking trails
- Provide connectivity to new developments
- Sidewalks on side streets needed
- Connect to schools
- Close some streets to vehicles

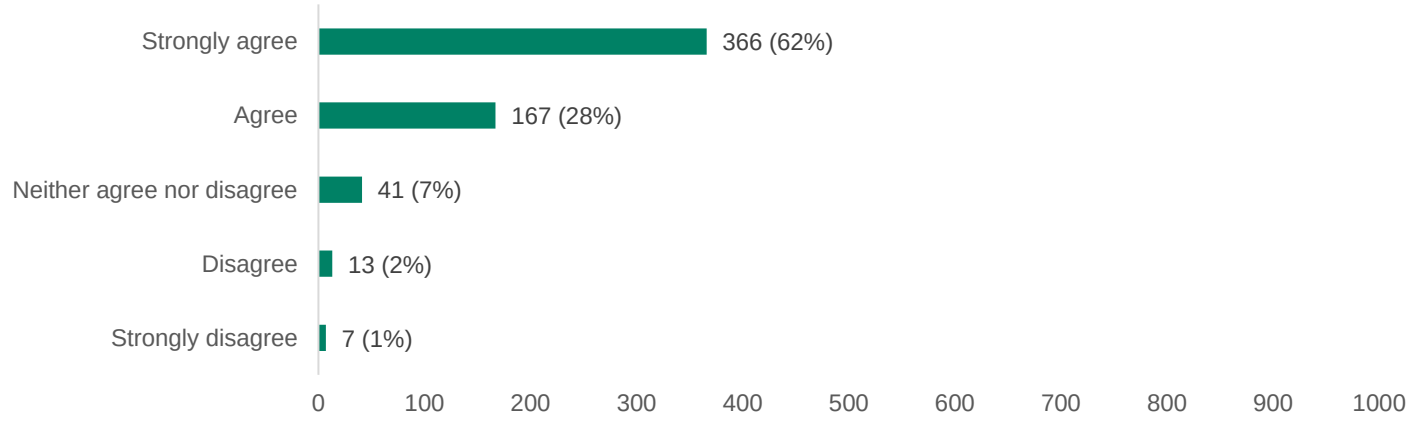
Preserve greenspace (26 comments)

- Protect green spaces and street trees
- Build more pet-walking trails
- More nature trails needed

Question 9: To improve the pedestrian network, we plan to focus on filling in gaps in areas with the highest potential for walking trips. These gaps would be prioritized using the following criteria:

1. **proximity to Community Hubs (areas of highest population and community locations)**
2. **proximity to transit**
3. **connections to schools**
4. **proximity to destinations (parks, community facilities, libraries, etc.)**
5. **areas with reported collisions involving a pedestrian**

Do you agree that this is the right way to prioritize pedestrian improvements in the Township?



Total respondents: 594

There were 594 responses to this question. The majority (366, 62%) of respondents strongly agreed with this approach to pedestrian improvement prioritization. One hundred sixty-seven (167) (25%) agreed, while 41 (7%) were neutral.

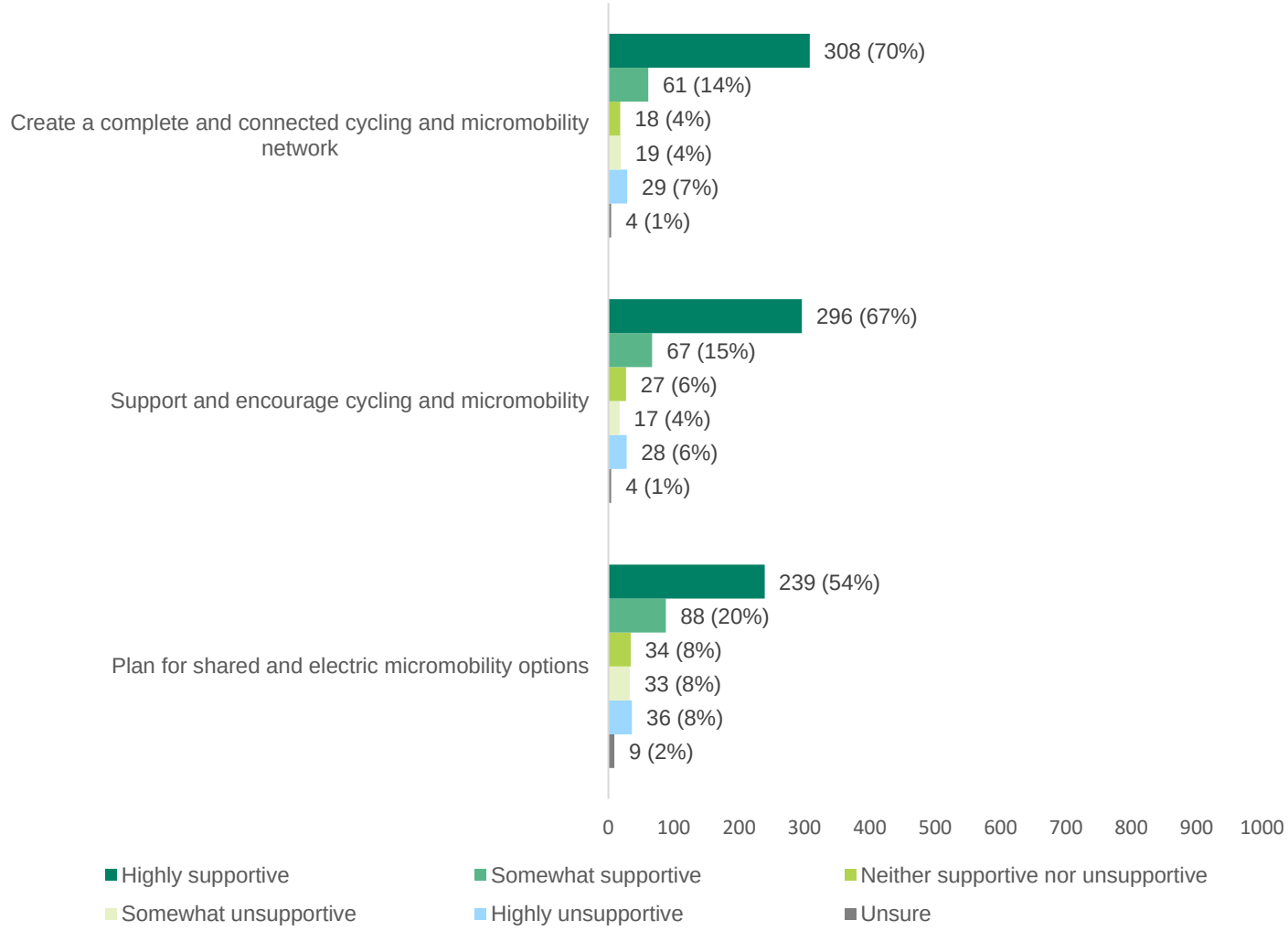
Survey respondents were invited to leave a comment if there was anything they would change about the prioritization approach. The top comments are listed below:

- Prioritize safety (areas with accidents should be the highest priority, separate pedestrians from vehicles, areas that need lighting) (29)
- Prioritize connectivity (fewer dead ends, connections to all areas of Langley) (18)
- Gather input from seniors, accessibility advocates, and other equity deserving groups (11)
- Support for prioritizing schools (9)
- Prioritize commercial/employment areas (8)
- Consider multi-use paths in planning (ensuring safety) (6)
- Prioritize areas with the most foot traffic (6)
- Avoid areas with heavy vehicle use (5)



Section 4: Cycling and Micromobility

Question 10: Please indicate your level of support for the following proposed strategies.



Total respondents: 439

There were 439 responses to this question. The majority of respondents- between 70% (308) and 54% (339) were highly supportive of all proposed cycling and micromobility strategies. Levels of support for these strategies were slightly lower than for the transit and walking and accessibility strategies.

Respondents were invited to leave a comment if there were any other cycling and micromobility strategies that should be considered in the TMS. The top themes are listed below:

Prioritize safety (67 comments)

- Improve safety for bike paths
- Bike lanes separated from traffic/protected bike lanes
- Speed signage on all trails for electric mobility vehicles
- Widen bike paths

- Sweep debris from bike lanes
- More safe green zones at intersections
- Street lighting upgrades
- Utilize side streets where available

Make cycling more accessible (31 comments)

- Encourage cyclists of all ages and abilities
- Collaborate with schools to encourage more children cycling at a young age
- Ensure there are bike carriers on buses
- Add more bike lockers, washrooms, and electric chargers

Connected network (25 comments)

- Connect bike paths across the Township
- Extend the network overall
- Improve connections with Surrey and other nearby cities

Prioritize vehicles (20 comments)

- No one uses bike lanes
- Bike lanes make traffic worse
- Bike lanes are a waste of taxpayer money
- Cyclists that share the road should be insured
- Cyclists raise driver's risk

Explore infrastructure for different speeds (19 comments)

- Develop infrastructure for different levels of cyclists (families/casual vs. commuter/athlete)
- Separate electric powered from manual powered bikes

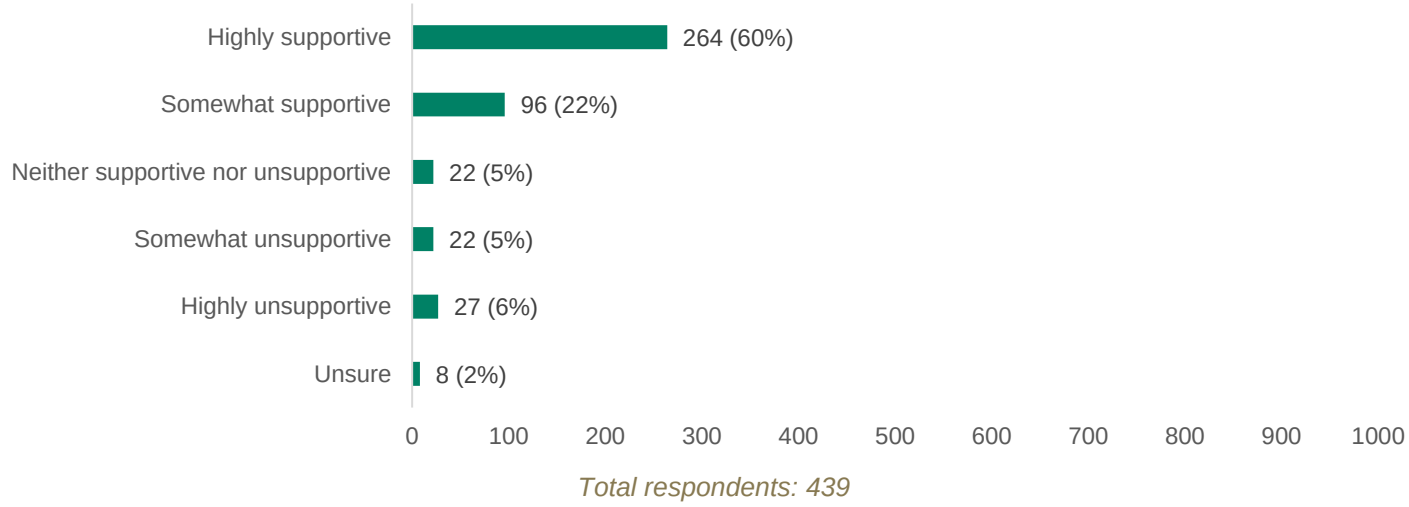
Enforcement (18 comments)

- Enforce helmet laws, especially for children
- Ticket dangerous cyclists
- Require licenses for motorized mobility vehicles
- Educate drivers on sharing the road and penalize them if they do not

Question 11: This map highlights the proposed long-term cycling and micromobility network in the Township.

- **Proposed future cycling routes will be multi-use pathways, protected bike lanes, and local neighbourhood bikeways.**
- **Proposed rural cycling routes will be paved shoulders or off-street trails.**
- **Proposed greenways will be off-street multi-use pathways.**

Please indicate your level of support for the proposed long-term cycling and micromobility network map.



Total respondents: 439

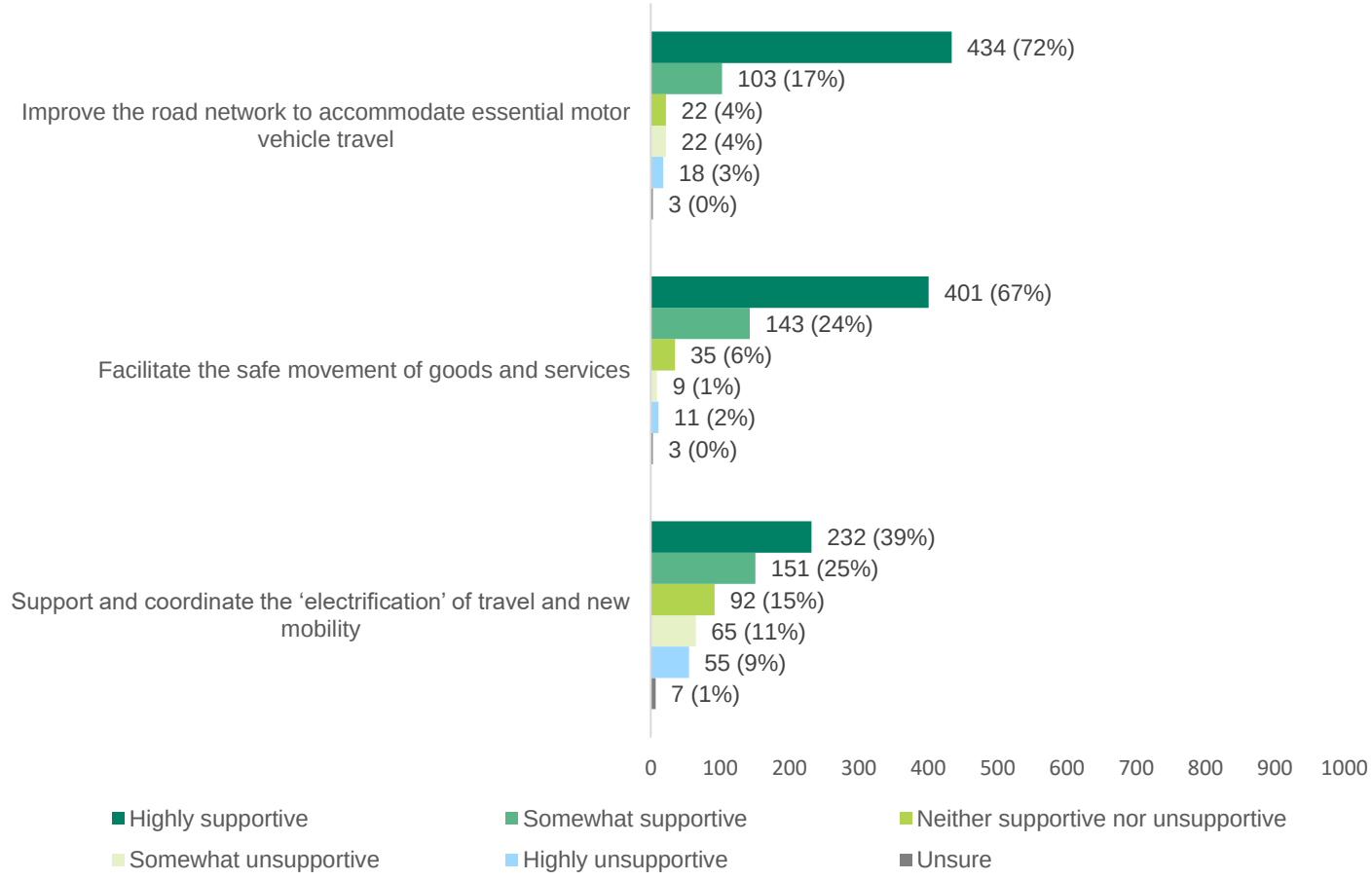
There were 439 responses to this question. The majority (264, 60%) of respondents were highly supportive of the proposed long-term cycling and micromobility network, while 96 (22%) were somewhat supportive.

Survey respondents were invited to leave a comment if there were any additional connections that should be considered in the TMS. The top comments are listed below:

- Update the current network before building out new routes (current routes are not safe enough and not suitable for all cyclists) (20)
- Prioritize connecting the network (proposed map is still fragmented, connect to schools, connect to commercial areas and employment hubs, connect to transit hubs) (19)
- Improve connections in Fort Langley (88 Avenue, 232 Street to Rawlison Crescent) (14)
- Build more greenways (13)
- Collaborate with neighbouring cities (12)
- Improve cycling facilities in Walnut Grove (no safe east-west cycling routes in Walnut Grove, 96 Avenue from Fort Langley to 200 Steet is a major cycling route) (12)
- Prioritize specific routes (0 Avenue, Old Yale Road, Highway 1, Fraser Highway, 200 Street) (11)

Section 5: Driving and Goods Movement

Question 12: Please indicate your level of support for the following proposed strategies.



Total respondents: 602

There were 602 responses to this question. The majority of respondents- between 72% (434) and 67% (401)- were highly supportive of improving the road network and facilitating the safe movement of goods and services. Less than half (232, 39%) of respondents were highly supportive of supporting and coordinating the electrification of travel and new mobility. This strategy received the lowest levels of support in the survey.

Respondents were invited to leave a comment if there were any other driving and goods movement strategies that should be considered in the TMS. The top themes are listed below:

Remove trucks from residential routes (especially Fort Langley) (56 comments)

- Remove trucks from 88 Avenue and 96 Avenue
- Remove trucks from Fort Langley
- Use Telegraph Trail for trucks
- Setup bypass for Fort Langley for trucks
- Prevent trucks from entering residential areas at night (11pm-6am)

Update current road infrastructure (43 comments)

- Improve current roads before adding new routes
- Improve traffic control at intersections (202 Street and 82 Avenue)
- Add more roundabouts
- Repave 0 Avenue
- Improve north/south options (200 Street, 208 Street)
- Widen arteries

Focus on other transit options (27 comments)

- Widening and updating existing road infrastructure will not improve congestion long term
- Need to improve access to other forms of transport (transit, micromobility, walking)
- Provide car sharing options (Evo, Modo)
- Provide bike sharing programs

Enforcement (16 comments)

- Enforce speeding/dangerous driving penalties
- Enforce truck laws
  Enforce parking laws
- Enforce non-EV single riders in HOV lanes
- Enforce engine braking and exhaust modifications regulations

Enhance accessibility for all (13 comments)

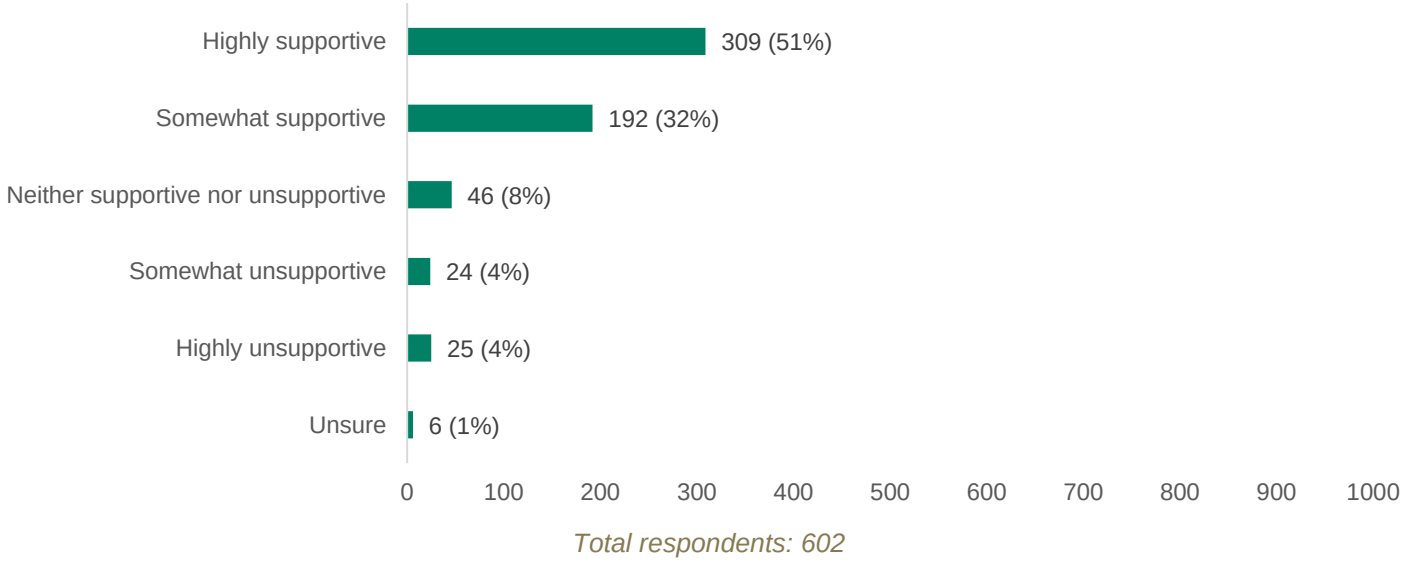
- Protect handicap parking and parking in general
- Improve safety for pedestrians and cyclists
- Offer micromobility sharing programs



Question 13: This map identifies locations of new municipal arterial road projects and road widening projects. The Township will also work with the Ministry of Transportation and Transit to explore options for potential improvements to provincial infrastructure. To create a safe, reliable, and efficient driving and goods movement network, we are:

- **using 2050 forecasted traffic volumes to understand how population growth will impact congestion at intersections and along corridors.**
- **identifying locations where there is an opportunity to build new roads or widen existing roads based on the existing space available or development opportunities.**

Please indicate your level of support for the future arterial road network.



Total respondents: 602

There were 602 responses to this question. About half (309, 51%) of survey respondents were highly supportive of the future arterial road network, while 192 (32%) were somewhat supportive.

Respondents were invited to leave a comment if there were other arterial road network improvements that should be considered in the TMS. The top comments are listed below:

- Widen roads (Glover Road, 16 Avenue, 216 Street, 72 Avenue, Fraser Highway, 208 Street, 56 Avenue, 196 Street, near schools for pick up/drop off) (51)
- Adjust designated truck routes to avoid communities like Fort Langley (34)
- Focus on other modes of transportation (23)
- Build new roads that complete the network (east-west connections, 24 Avenue, 40 Avenue, 78 Avenue) (16)
- Opposed to widening streets (will not prevent congestion) (15)
- Better planning needed for busy intersections (13)
- Plan for future expansions (Brookswood) (6)

Section 6: Safety

Respondents were provided with the proposed safety improvement actions **(seen here)** and invited to leave a comment.

Enforcement (63 comments)

- More enforcement of traffic laws (speeding, distracted driving)
- Ticket large vehicles not up to code
- Enforce micromobility laws at intersections
- Parking tickets for those on yellow lines blocking sight lines of turning vehicles
- Enforce helmet usage for micromobility

Improve intersections (43 comments)

- Ensure red light cameras are operational
- Install more protected turn lanes and limit right turns on red lights
- Explore all-way pedestrian movement at intersections
- Convert more intersections into roundabouts
- Address red light timings for left turns
- Improve access for residential streets/cul-de-sacs onto main arteries
- Improve 272 Street and 34 Avenue
- Update intersection design for micromobility
- Install more tactile materials for visually impaired
- Improve access to crosswalk buttons for wheelchair users

Prioritize safety (38 comments)

- Make streets safer for cyclists
- Make streets safer for pedestrians
- Enforce safe passing distance laws
- Separate bike lanes
- Prioritize sidewalks over painted lines for pedestrians
- Install bike turn signals

Traffic calming (29 comments) / Lower speed limits (21 comments)

- Lower speed limits in residential zones
- Install speed humps
- Narrow roads to calm traffic
- Improve road design to reduce speeding

Better signage/lighting (24 comments)

- Make signage clearer
- Improve lighting
- Improve truck signage to prohibit access to residential areas and to avoid engine braking
- Improve pavement markings and road signs

3.3 What We Heard: Pop-up Events

On April 22 and 23, the Township staff delivered a series of pop-up engagement events at two locations. Staff encouraged 200 passersby to fill out the community survey by May 25, 2025. Most of the conversations were short and targeted at promoting the survey. The top themes from pop-up events are listed below

- Lack of good transit service across the Township in terms of both service coverage and frequency
- Increased traffic congestions due to population growth and construction
- Call for more cycling routes, particularly in Aldergrove
- Desire to remove barriers (such as baffle gates) on multi-use paths

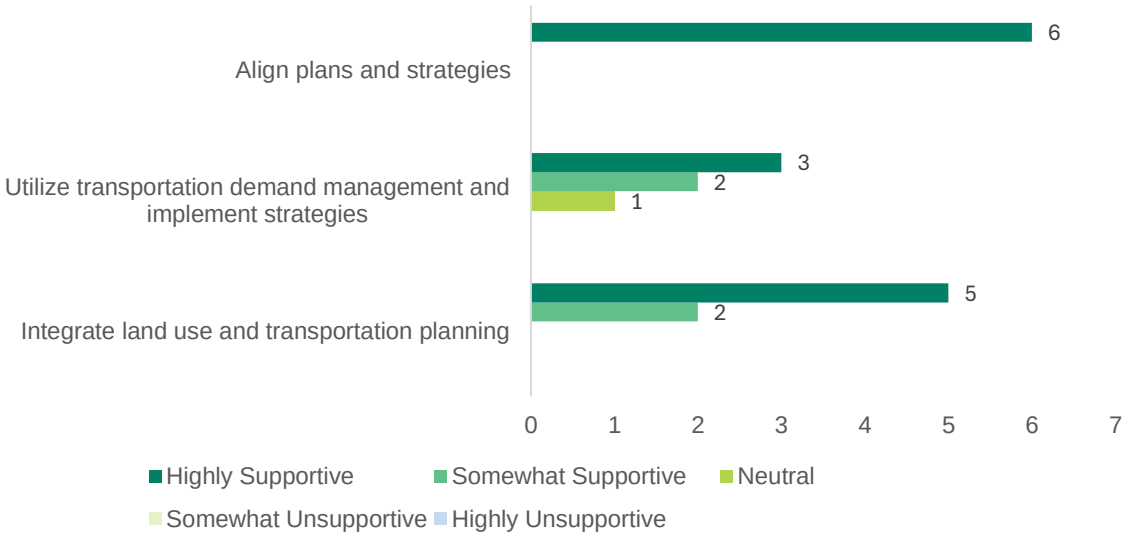


3.4 What We Heard: Public Open House

Township of Langley staff hosted one public open house to solicit community feedback. The event included display boards where attendees were asked to vote on their level of support for the proposed strategies. They were also invited to leave comments on the proposed network maps. The results of the interactive activities (both voting and comments) are outlined below:

Land Use Integration

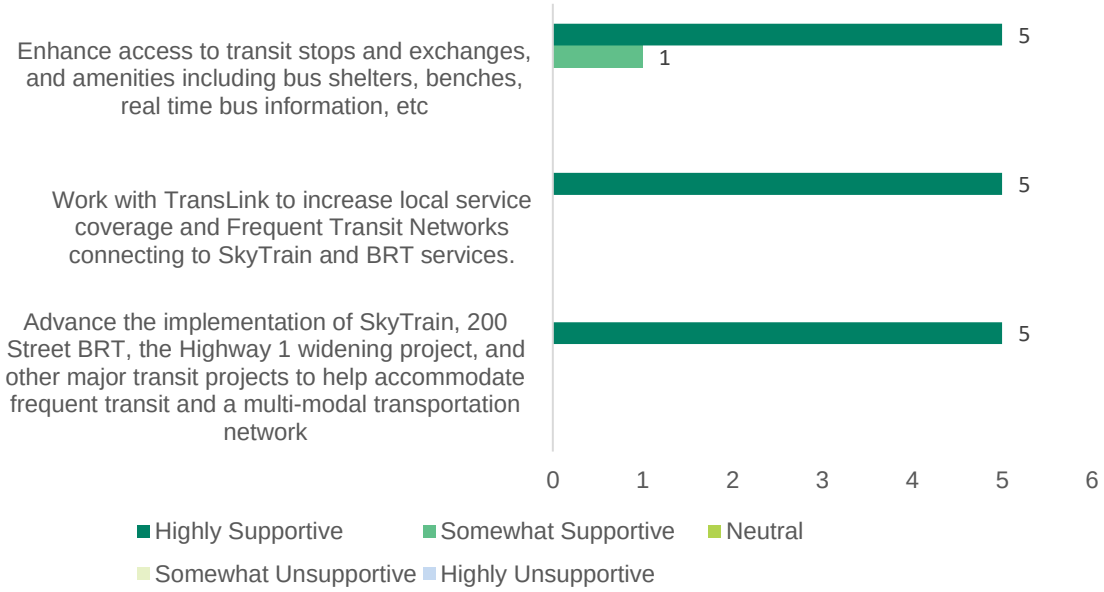
- Community Hubs can include Recreational Hubs like the four regional park corners at Glen Valley, Derby Reach, Campbell Valley, and Aldergrove Regional Park





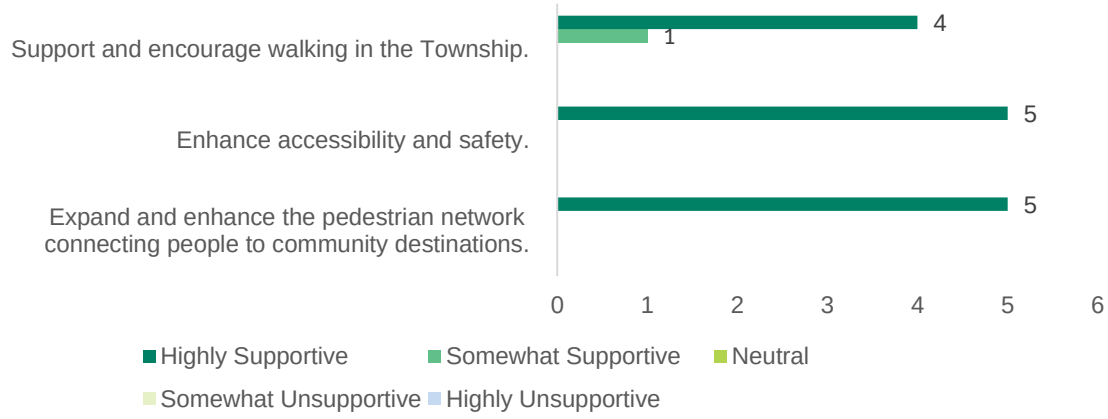
Transit

- Prioritize electric buses and vehicles
- Include Route 66 on the University of Fraser Valley transit pass
- Include amenities at Bus Rapid Transit stops (e.g., bike lockers)
- Shift the focus away from personal vehicles



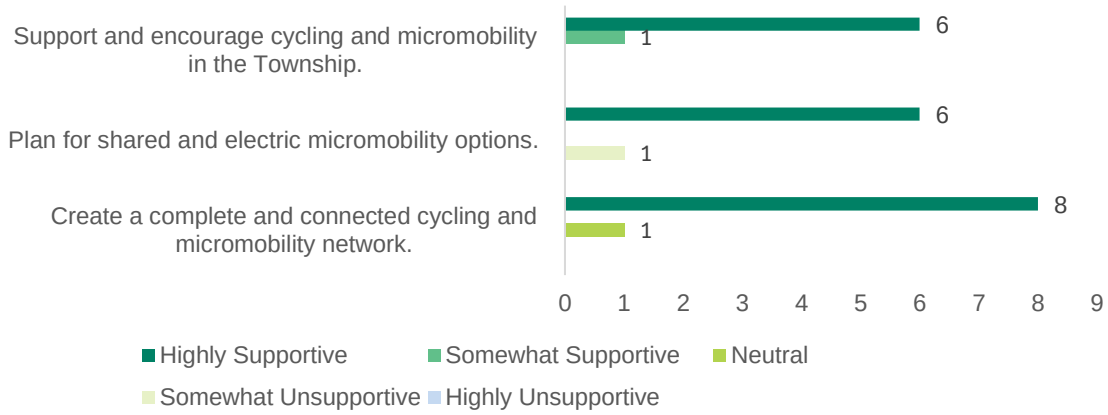
Walking and Accessibility

- Add more raised crosswalks at intersections and driveways
- Consider changes to multi-use path design treatments at crossings



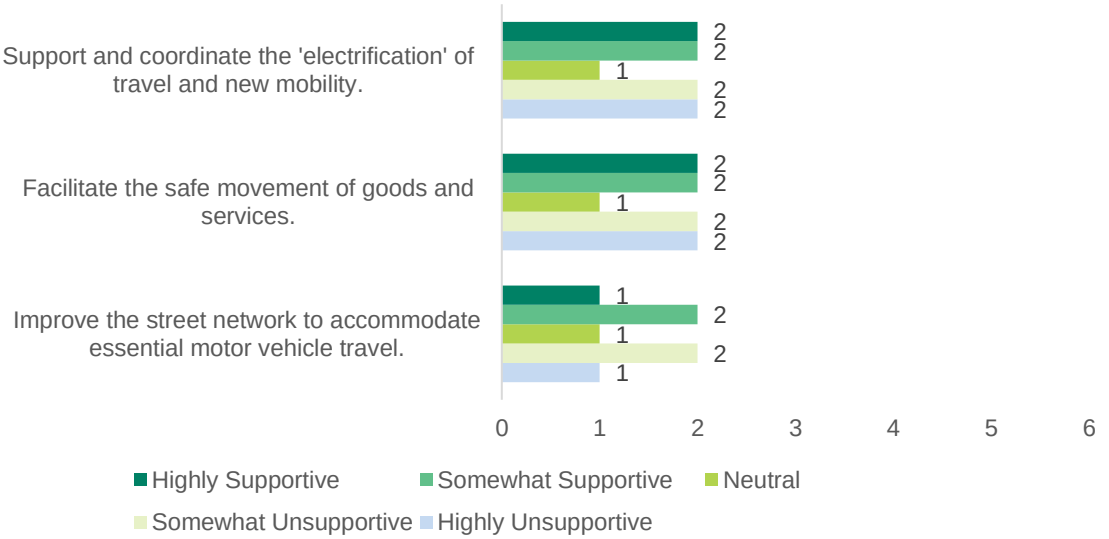
Cycling and Micromobility

- Opportunity for the Township of Langley to become one of the top cycling communities in Canada
- Create family cycling connections to regional parks
- Existing network needs to be updated first
- Remove baffle gates
- 201 Street is unsafe for cyclists
- Consider HUB's gap analysis in the planning
- More electric charging ports along paths and at transit hubs needed



Driving and Goods Movement

- Widen 204 Street and 80 Avenue
- Upgrade lighting along 80 Avenue between 204 Street and 216 Street



Road Safety

- Eliminate or redesign slip lanes

3.5 What We Heard: Interest Group Roundtable Meetings



The two roundtables were designed to enable deeper conversations about the proposed strategies and network maps with different interest groups and the communities they serve. The top comments from both sessions are listed below:

Roundtable Meeting #1 – Community Organizations

Land Use Integration

- Plan for complete communities, but consider rural areas as well
- Enforce larger setbacks that leave more room for active transportation options
- Consider more east-west connections
- Work with the province to evaluate Agricultural Land Reserve lands in a way that allows for growth where appropriate
- Plan for more local employment opportunities
- Plan for green spaces throughout new development

Transit

- Transit is needed in conjunction with highway widening to address congestion
- More park and ride options are needed
- Desire to improve accessibility at and around transit stops, including safer, easier access to bus stops (including snow clearing and maintenance)
- Enhance HandyDART (including scheduling and trip booking platform) (explore a possible Memorandum of Understanding between TransLink and Township)
- More transit access (including shuttles and HandyDAR) is needed south of the Fraser

Walking and Accessibility

- Ensure continuous sidewalk connections are built on the same side of the street
- Increase the number of pedestrian connections overall
- More crosswalks and longer crossing times needed
- Accessible information (braille and verbal crossing cues)
- Smoother sidewalk transitions (fewer curbs)
- Snow maintenance needed for sidewalks

Cycling and Micromobility

- Explore regulations and legislation for e-bikes
- Ensure any barriers added are painted and signs are visible
- Explore possibilities to accommodate different speeds
- Launch education campaigns for cyclists



Driving and goods movement

- Re-route trucks outside of residential areas (especially in Fort Langley)
- Ensure the size/weight of trucks are suitable for the roads
- Increase driver education opportunities
- Protect parking in retail/commercial areas and accessible parking/loading
- Build more traffic calming features and roundabouts
- Explore more last-mile delivery services in core areas
- Collaborate with agencies to remove at-grade rail crossings
- Explore car share programs

Roundtable Meeting #2 – Active Transportation Groups



Transit

- More local bus routes are needed
- Add more bike parking at transit stops



Cycling and Micromobility

- Replicate Allard Crescent safety signage elsewhere, particularly in rural areas
- Use highly visible and hard-wearing road painting at crossings for bikes and micromobility
- Prioritize road safety education, especially for drivers
- Designate 0 Avenue as a cycling route
- Prioritize the safety of youth cycling
- Eliminate baffle gates
- Prioritize trail connectivity



Walking and Accessibility

- Willoughby Trail needs to be better connected and more intuitive
- Willowbrook Connector still planned to have protected bike lanes (expected by 2026)
- Safety concerns for people with sight loss near Willowbrook Mall; functionality issues with audible signals (e.g., Fraser Highway)



Driving and Goods Movement

- Concerns with equestrians sharing the road with vehicles, particularly in rural areas
- Desire to lower speed limits on key corridors
- Create a municipal team responsible for investigating road and facility design at collision locations

3.6 What We Heard: Council Advisory Committee Meetings

The Township staff presented the proposed strategies and network recommendations at three standing Council Advisory Committee meetings including:

- Recreation, Culture, and Parks Advisory Committee
- Seniors Advisory Committee
- Agricultural Advisory Committee

The three meetings have been summarized together below:



Land Use Integration

- Consider areas prone to flooding in transportation planning



Walking and Accessibility

- Increase crossing times at crosswalks



Driving and Goods Movement

- Agricultural equipment traveling at slow speeds causes congestion; create pull-out bays for temporary stops, road widening, or add a passing lane
- Concern about transport truck traffic on non-designated routes (more signage and enforcement are needed)
- Traffic signals and left turn lanes needed at Rawlison Crescent and 232 Street
- Offer more shuttle services for seniors
- Offer car sharing programs

Following these meetings, the project team received follow-up emails from the public and agencies that provided additional context to the comments received during the meetings and help to better understand the level of support for the preliminary recommendations. This input will be incorporated into the draft TMS.

3.7 What We Heard: Agency Meeting

On June 6, 2025, the Township staff facilitated an inter-agency meeting. Staff provided the group with a project update, followed by a presentation and discussion regarding the strategies, network planning approach, and key directions. Initial findings from the second community survey were also presented to the group. The purpose of the meeting was to collect feedback on the preliminary recommendations and discuss alignment with other agency's plans and projects. The top themes from this meeting are listed below:



Land Use Integration

- New transit projects (SkyTrain and BRT) will impact land use and transit-oriented development
- The focus on connections within denser areas aligns with broader trends among low to mid-density communities across B.C. that are proactively investing in active transportation planning



Transit

- Opportunities to incorporate the recommendations outlined in the TMS into the planning South of Fraser Area Transportation Plan (TransLink) and Transit Future Action Plan (BC Transit)
- Opportunities to work with neighbouring municipalities to confirm plans and priorities
- Desire for more connections to new transit stops and exchanges
- Active transportation connections to the future SkyTrain should be high priority



Walking and Accessibility

- Confirm appropriate walksheds (presented as time rather than distance) to transit and prioritize filling in pedestrian gaps to transit
- Supporting more pedestrian trips can improve public health outcomes



Cycling and Micromobility

- Neighbouring municipalities are working to update their proposed cycling network maps which can be integrated into the Township's network
- Focus in rural areas will be on widening shoulders and looking for opportunities to provide separation between motor vehicles and people using the paved shoulder
- Some of the Township's existing cycling facilities do not align with current design guidance
- Cycling infrastructure will be implemented as part of the Highway 1 widening
- Supporting more cycling trips can improve public health outcomes
- Opportunity to explore micromobility solutions to address the challenges of first- and last-mile transportation
- Prioritizing the development of connected infrastructure that supports safer micromobility within Community Hubs aligns with public health objectives



Driving and Goods Movement

- Consider the impact of autonomous vehicles, particularly when thinking about goods movement and trucking
- Township is working to align their truck routes with neighbouring municipal routes
- While planning for all mobility modes, Township will continue to focus on addressing gaps in the road network



Road Safety

- Potential for shared automated enforcement initiatives
- Shared desire to prioritize safety improvements around schools
- Support for more automated enforcement and lower speed limits in residential neighbourhoods.



4.0 Next Steps

All feedback collected from Round 2 and 3 Engagement activities will be used, along with technical analysis, to finalize the proposed strategies and network recommendations in the TMS. In the fall of 2025, the Township will launch Round 4 Engagement activities to collect final feedback on the TMS.

Round 4 Engagement activities will include a virtual open house/webinar and a virtual comment box.

August 5, 2025

Rail Safety Week will be held in Canada from **September 15-21, 2025**.

In recent years, we have seen a disturbing increase in deaths and serious injuries related to crossing and trespassing incidents on railway property. Inattention and distraction at crossings, risky behaviours on and around trains, and mental health crises are all factors driving serious incidents and highlighting the urgent need for increased community awareness and rail safety education.

At CN, safety is more than a priority – it's a core value. This value extends to the communities where we operate and to our railroaders, your constituents, who live with the emotional consequences of these tragic incidents. When an individual trespasses on railway property and is harmed, the incident impacts their loved ones, the train crew members who bear witness to the accident, and the community at large.

For over 20 years, CN has partnered with Operation Lifesaver to raise public awareness about the dangers of crossing rail lines and trespassing on railway property. Through collaborative efforts and community engagement, we strive to foster a culture of rail safety and prevent accidents across our network.

Help us spread the word!

- Visit Rail Safety Week or operationlifesaver.ca to help educate yourself and your constituents on the importance of being safe around rail property
- Visit cn.ca/RSW-toolkit to access the Rail Safety Week toolkit which includes sample posts, images, and resources to help you promote Rail Safety in your Community.
- Use your social media platforms to show your support for rail safety education and encourage your local stakeholders to do the same using **#RSW2025** and **#StopTrackTragedies**
- Pledge to be safe around trains and tracks at cn.ca/RailSafety
- Request a rail safety presentation from one of our community relations officers by emailing rsw@cn.ca
- Let us know how you are promoting rail safety in your community by visiting cn.ca/RSW2025

If you would like more information or tools to help you promote rail safety, please do not hesitate to contact your local CN Public Affairs manager, Tyler Banick at tyler.banick@cn.ca. We are happy to support you and your communities in this important cause.

Together, let's make a significant impact in preventing injuries and fatalities on or near railway property.

Janet Drysdale
CN Interim Chief
Commercial Officer

Shawn Will
CN Chief of Police and
Chief Security Officer


CN
BE RAIL SMART
STOP. LOOK. LISTEN. LIVE.
See something unsafe?
Call CN Police 1-800-465-9239
OPERATION LIFESAVER