REGULAR MEETING OF TOWNSHIP COUNCIL AGENDA

Monday, January 26, 2026 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 – January 26, 2026

That Council adopt the agenda and receive all agenda items of the Regular Council meeting held January 26, 2026.

B. ADOPTION OF MINUTES

1. Regular Council Meeting – December 15, 2025

That Council adopt the minutes of the Regular Council meeting held December 15, 2026.

C. DELEGATIONS

1. Cheryl Wiens
File 0550-07

Request by Cheryl Wiens to appear before Council to discuss the risks of relying exclusively on surface-fed water sources for much of the Township's water supply.

Clerk's Note: Please refer to item P.1

2. Resha Sabti
File 0550-07

Request by Resha Sabti to appear before Council to discuss the Water Safety Program.

Clerk's Note: Please refer to item N.9

D. PRESENTATIONS

1. Surrey/Langley SkyTrain Project

Presentation by Transportation Investment Corporation regarding an update on the Surrey/Langley Skytrain Project.

Clerk's Note: Council approved the presentation at the December 1, 2025 Regular Council Meeting.

E. REPORTS TO COUNCIL

1. Township-Wide Parking Study and Bylaw Review
Report 26-08
File ENG 5260-26-025

That Council endorse, in principle, the Township-wide Parking Study and Bylaw Review to guide the Township's future modernization of off-street parking regulations and on-street parking management approach.

That Council direct staff to bring forward separate reports, as appropriate, on the implementation of specific recommendations, including associated bylaw amendments, on-street parking initiatives, and financial and resourcing implications, for Council consideration.

2. Development Application Procedures Council Policy Update
Report 26-07
File CD BA000021

That Council approve the updated Development Application Procedures Council Policy 07-169, presented as Attachment A to this report.

F. BYLAWS FOR FIRST AND SECOND READING

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

Item G.1 was deferred at the December 15, 2025 Regular Council Meeting:

1. Development Cost Charges Bylaw Update
Bylaw No. 6189
Report 26-09
File CD 3800-01

That Council give first, second and third reading to Langley Development Cost Charges Bylaw No. 6189.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

Explanation – Bylaw No. 6189

Bylaw No. 6189 repeals the Langley Development Cost Charges Bylaw No. 5897 and amendments thereto and establishes a new Development Cost Charges Bylaw.

2. Rezoning Application No. 100752 and
Development Variance Permit Application No. 100206 and
Development Permit Application No. 101519
(1066867 BC Ltd. / Hub Engineering Inc. / 19811, 19831 and 19853 – 32 Avenue)
Bylaw No. 6184
Report 26-02
File CD 07-27-0086

That Council give first, second and third reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1066867 BC Ltd) Bylaw No. 6184 rezoning 2.7 ha (6.9 ac) of land located at 19811, 19831 and 19853 – 32 Avenue to Residential Zone R-1G to facilitate the development of 37 small-scale multi-unit housing lots, subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. In accordance with Booth Neighbourhood Plan requirements:
    a. provision of confirmation from the School District that there is sufficient school capacity for the Booth Neighbourhood or at least the Brookswood-Fernridge community.
2. A Servicing Agreement being entered into with the Township to secure required road, greenway, utility upgrades and extensions, pedestrian connections and tie-ins extended to the nearest road intersection(s) or road improvement and groundwater protection and management information in accordance with the Township's Subdivision and Development Servicing Bylaw, Brookswood-Fernridge Community Plan, Booth Neighborhood Plan and Brookswood-Fernridge Engineering Services Plan.
3. Provision of road dedications, widenings, greenways and necessary traffic improvements including dedications for 198A Street, 32 Avenue, 33 Avenue, 33A Avenue and the lanes in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Booth Neighbourhood Plan.
4. Registration of a no-build restrictive covenant and a statutory right-of-way over proposed Lots 6 and 7 to provide temporary access from 33A Avenue to 33 Avenue until ultimate access is available from the east.
5. Dedication and construction of 6.0 m (19.6 ft) wide pedestrian connections from 198A Street to 32 Avenue and 33A Avenue between proposed Lots 3, 4, 9, 10, 24 and 25.
6. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

7. Provision of a final tree management plan incorporating tree retention, replacement, protection details and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection).
8. Registration of restrictive covenants acceptable to the Township:
    a. restricting development and subdivision for a single family development until an Exterior Design Control Agreement is registered
    b. restricting development and subdivision for a small-scale multi-unit housing development until a Development Permit is issued for Development Permit Area 'A' – Residential
    c. 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
    d. identifying the units (5% of single family) required in accordance with the Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan.
9. Compliance with the requirements of the Brookswood-Fernridge Greenway Amenity Policy, Brookswood-Fernridge Arterial Road Completion Policy and the Township's 5% Neighbourhood Park Land Acquisition Policy.
10. As per the applicant's proposal in support of the proposed rezoning application, provision of $724,127 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 at the time of final reading of Bylaw No. 6184 authorize issuance of Development Variance Permit No. 100206 (frontage variance) 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 frontage requirement for the Residential Zone R-1G from 15.25 m (50.0 ft) to 14.0 m (45.9 ft) for proposed lots 28 to 34 as indicated in Schedule "A".

That Council at the time of final reading of Bylaw No. 6184 authorize issuance of Development Permit No. 101519 for Neighbourhood Forest Fire Hazard Reduction for properties located at 19811, 19831 and 19853 – 32 Avenue subject to the following:

a. Neighbourhood Forest Fire Hazard Reduction Development Permit Area 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

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

subdivision consistent with Section 10.5.4.1.2 - Buildings of the Brookswood-Fernridge Community Plan.

Explanation – Bylaw No. 6184

Bylaw No. 6184 rezones land located at 19811, 19831, and 19853 – 32 Avenue to Residential Zone R-1G to facilitate a subdivision with 37 small-scale multi-unit housing lots. The Residential Zone R-1G is based on the Residential Zone R-1B and is written to align with the Land Use Designations and Policies (Section 4.1) of the Booth Neighbourhood Plan, including a maximum lot coverage of 28.5%.

3. Rezoning Application No. 100765 (0716094 BC Ltd. / 1034 - 264 Street)
Bylaw No. 6190
Report 26-03
File CD 13-07-0025

That Council give first, second and third reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (0716094 BC Ltd.) Bylaw No. 6190 amending Rural Zone RU-2 to permit a production studio use on a site-specific basis for a 1.85 ha (4.57 ac) portion of a 9.9 ha (24.4 ac) property at 1034 – 264 Street, subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. Approval of the rezoning bylaw by the Ministry of Agriculture and Food.
2. Approval of the rezoning bylaw by the Ministry of Transportation and Transit.
3. Confirmation that the existing access and servicing is compliant with the Subdivision and Development Servicing Bylaw 2019 No. 5382.

Explanation – Bylaw No. 6190

Bylaw No. 6190 amends Rural Zone RU-2 to allow a production studio as a permitted use on a site-specific basis on a 1.85 ha (4.57 ac) portion of a 9.88 ha (24.41 ac) property located at 1034 – 264 Street.

4. 2026 Utility Budgets and Rate Bylaw
Bylaw No. 6193
Report 26-06
File FIN 1700-80

That Council give first, second, and third reading to the Utility Rate Bylaw No. 6107 Amendment Bylaw No. 6193.

Explanation – Bylaw No. 6193

Bylaw No. 6107 Amendment Bylaw No. 6193 to add new fees, or other adjustments to Utility User Fee Rates for Water, Sewer and Solid Waste Collection.

H. BYLAWS FOR THIRD READING

1. Amenity Cost Charges Bylaw
Bylaw No. 6115
Report 25-207
File CPP LSP00007

That Council give third reading to Amenity Cost Charges Bylaw No. 6115.

Explanation – Bylaw No. 6115

Bylaw No. 6115 establishes an Amenity Cost Charges Bylaw.

I. BYLAWS FOR FIRST, SECOND, THIRD AND FINAL READING

1. Rezoning Application No. 100795 (Pollyco (Block B) Holdings Ltd. / 7980 – 206A Street)
Bylaw No. 6187
Report 26-01
File CD 08-23-0241

That Council give first, second, third and final reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Pollyco (Group B) Holdings Ltd.) Bylaw No. 6187 amending Comprehensive Development Zone CD-89 to increase the permitted Commercial Density (Gross Floor Area) in the CD-89(E) sub-zone from 6,350 m^2 to 6,750 m^2.

Explanation – Bylaw No. 6187

Bylaw No. 6187 amends Comprehensive Development Zone CD-89 by increasing the maximum permitted Commercial Density (Gross Floor Area) in sub-zone CD-89(E) from 6,350 m^2 to 6,750 m^2.

J. BYLAWS FOR FINAL ADOPTION

1. 2026 Revenue Anticipation Borrowing Bylaw
Bylaw No. 6188
Report 25-198
File FIN 3900-25

That Council give final reading to the 2026 Revenue Anticipation Borrowing Bylaw No. 6188.

Explanation – Bylaw No. 6188

Bylaw No. 6188 provides authorization to borrow funds between January 1, 2026 and December 31, 2026. As the Municipality does not receive property taxation revenue until tax collection time (May to late June),

J. BYLAWS FOR FINAL ADOPTION

it may be necessary to borrow funds to meet the lawful expenditures of the Township and to pay amounts required to meet the Township's taxing obligations in relation to other public bodies.

2. Building Bylaw Amendment – Energy Step Code – In Stream Applications & Electronic Permit Modernization
Bylaw No. 6169
Report 25-209
File PLI 3800-01

That Council give final reading to Langley Building Bylaw 2008 No. 4642 Amendment Bylaw No. 6169.

Explanation – Bylaw No. 6169

Bylaw No. 6169 amends the Langley Building Bylaw 2008 No. 4642 to modernize the Township's permitting processes from paper-based to electronic and provide transitional Energy Step Code provisions for in-stream applications.

3. Voluntary Water Metering Bylaw Updates
Bylaw No. 6180
Bylaw No. 6181
Bylaw No. 6182
Report 25-200
File PW 5600-03-021

That Council give final reading to Langley Waterworks Regulation Bylaw No. 6074 Amendment Bylaw No. 6180.

That Council give final reading to Langley Sewerworks Regulation Bylaw No. 5367 Amendment Bylaw No. 6181.

That Council give final reading to Bylaw Notice Enforcement Bylaw 2008 No. 4703 Amendment Bylaw No. 6182.

Explanation – Bylaw No. 6180

Bylaw No. 6180 amends the Langley Waterworks Regulation Bylaw No. 6074 to remove grace periods for new development as a result of all connections now being metered.

Explanation – Bylaw No. 6181

Bylaw No. 6181 amends the Langley Sewerworks Regulation Bylaw 2018 No. 5367 to remove grace periods for new development as a result of all new water connections now being metered.

J. BYLAWS FOR FINAL ADOPTION

Explanation – Bylaw No. 6182

Bylaw No. 6182 amends the Bylaw Notice Enforcement Bylaw 2008 No. 4703 to provide updates relating to amendments in Langley Sewerworks Regulation Bylaw 2018 No. 5367.

4. Official Community Plan Amendment and Rezoning Application No. 100262 (Orstad / O'Grady / 9828 – 203 Street)
Bylaw No. 5955
Bylaw No. 5956
Report 24-102
File CD 09-02-0180

That Council give final reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Northwest Langley Community Plan) Bylaw 1985 No. 2323 Amendment (Orstad / O'Grady) Bylaw No. 5955; and

That Council give final reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Orstad / O'Grady) Bylaw No. 5956.

Explanation – Bylaw No. 5955

Bylaw No. 5955 amends the Northwest Langley Community Plan to permit up to 21.4 uph (8.4 upa) on the property located at 9828 – 203 Street.

Explanation – Bylaw No. 5956

Bylaw No. 5956 rezones a 0.14 ha (0.36 ac) property located at 9828 – 203 Street to Residential Zone R-1A to facilitate three single family lots.

Clerk's Note: Please note that all development prerequisites listed in the Community Development Division report to Council of May 13, 2024 attached to the Bylaws have been satisfactorily addressed. The Public Hearing for the Bylaws was held on May 27, 2024 with third reading given on May 27, 2024. In accordance with Council policy, staff advise that the public hearing for the Bylaws was held more than a year prior to the proposed final reading date, although resolution of the development prerequisite items was on-going.

K. MAYOR AND COUNCIL REPORT

L. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

M. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM CLOSED MEETINGS

N. FOR INFORMATION

1. **2025 ICBC Road Improvement Grants Program Funding Update**
   Memorandum – Engineering Division
   File 1855-50

2. **Soil Deposit Application 4262 - 224 Street Public Information Session**
   Memorandum – Engineering Division
   File SO002700

3. **Water and Sanitary Infrastructure Impacts of Small Scale Multi-Unit Housing**
   Memorandum – Engineering Division
   File 5600-01

4. **Bedford Channel Dredging Update**
   Memorandum – Engineering Division
   File 5330-21-090

5. **Metro Vancouver Black Business Expo**
   Memorandum – Community and Policy Planning Division
   File 0230-01

6. **Agricultural Land Commission Decisions Fourth Quarter 2025 (October – December)**
   Memorandum – Community Development Division
   File 6635-01

7. **2025 Audit Planning Report**
   KPMG
   File 1830-01

8. **Draft Financial Plan 2026 – 2030 – Results of Public Consultation**
   Memorandum – Finance Division
   File 1700-80

9. **Langley School District Grade 4 Swim Safety Program**
   Memorandum – Recreation, Arts and Culture Division
   File 0550-08

10. **Public Art Council Policy and Activities**
    Memorandum – Recreation, Arts and Culture Division
    File 0550-08

N. FOR INFORMATION

11. Joint School District No. 35/Municipal Liaison Committee
Minutes – October 8, 2025
File 0540-20

12. Agricultural Advisory Committee
Minutes – November 26, 2025
File 0540-20

13. Agricultural Advisory Committee
Minutes – December 17, 2025
File 0540-20

14. Heritage Advisory Committee
Minutes – January 7, 2026
File 0540-20

15. Recreation, Culture and Parks Advisory Committee
Minutes – January 14, 2025
File 0540-20

O. MOTIONS ARISING FROM INFORMATION

1. Recreation, Culture and Parks Advisory Committee
Recommended Motion
File 0540-20

That Council approve the Recreation, Culture, and Parks Advisory Committee draft 2026 Work Plan, presented as Attachment A.

P. OTHER BUSINESS

Item O.1, Notice of Motion from Councillor Kunst, was rescheduled at the December 15, 2025 Regular Council Meeting:

1. Water Resilience and Emergency Preparedness

Whereas recent upgrades to critical infrastructure, including pressure reducing valve (PRV) stations, reservoirs and booster stations, are commendable steps that strengthen the Township's water distribution system and demonstrate Council's commitment to proactive risk management;

Whereas decommissioning of eight municipal wells has meant significant portions of the Township of Langley now exclusively rely on purchased water from Metro Vancouver, presenting significant risks to public safety, operational continuity, and fire suppression capacity;

P. OTHER BUSINESS

Whereas best practices in neighbouring jurisdictions, including the City of Delta, demonstrate the feasibility of maintaining local wells as both emergency back-up supply and supplementary sources during peak demand periods;

Therefore be it resolved that Council direct staff to:

1. Report back on the costs and timelines associated with drilling and commissioning new wells in Fort Langley and Brookswood to restore emergency and supplementary water capacity to the northwest and southwest water systems;
2. Report back with a public communication and engagement plan detailing key risks, system benefits, and decision options associated with future municipal water system configurations as it relates to item 1; and
3. Publish an updated Water Emergency Response Plan (WERP) to ensure transparency, community safety, and public confidence in the Township's readiness level.

Be it further resolved that Council formally recognize and commend staff and leadership for the successful completion of PRV and booster station upgrades, while affirming the importance of continued investment to strengthen system resilience, operational continuity, and fire suppression capability.

Q. MOTION TO RESOLVE INTO CLOSED MEETING

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

Item A.1 - Section 90(1) (n) Consideration
Item E.1 - Section 90(1) (k) Negotiations
Item E.2 - Section 90(1) (e) Property
Item E.3 - Section 90(1) (e) Property
Item E.4 - Section 90(1) (e) Property
Item E.5 - Section 90(1) (g) Legal
Item F.1 - Section 90(1) (k) Negotiations
Item G.1 - Section 90(1) (a) Personnel
Item G.2 - Section 90(1) (a) Personnel
Item H.1 - Section 90(1) (a) Personnel
Item H.1 - Section 90(1) (a) Personnel
Item I.1 - Section 90(1) (e) Property

R. TERMINATE

REGULAR MEETING OF TOWNSHIP COUNCIL MINUTES

Monday, December 15, 2025 at 1:30pm
Fraser River Presentation Theatre
4th Floor, 20338 – 65 Avenue, Langley, BC

PRESENT: Mayor E. Woodward

Councillors T. Baillie, S. Ferguson, B. Martens, M. Pratt, R. Rindt, and B. Whitmarsh

R. Cesaretti, J. Chu, S. Groves, C. Kooner, S. Richardson, S. Ruff, A. Ruhl, and J. Winslade

W. Bauer 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 – December 15, 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 December 15, 2025 with the following amendments:

- Item Q.1 to be removed from the agenda;
- Delegation Request by Hilary Wong to be added to the agenda as item C.2.

AMENDMENT
Moved by Councillor Ferguson,
Seconded by Councillor Pratt,
That Item H.5 be forwarded to the April 27, 2026 Regular Council Meeting.
CARRIED

AMENDMENT
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Item Q.7 be forwarded to the January 26, 2026 Regular Council Meeting.
CARRIED

A. ADOPTION AND RECEIPT OF AGENDA ITEMS

AMENDMENT
Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That the Delegation Request by Levin Njogu be added to the agenda as item C.3.
CARRIED

Mayor Woodward and Councillor Rindt opposed

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

B. ADOPTION OF MINUTES

1. Regular Council Meeting – December 1, 2025

Moved by Councillor Pratt,
Seconded by Councillor Ferguson,
That Council adopt the Minutes of the Regular Council meeting held December 1, 2025.
CARRIED

2. Public Hearing Meeting – December 1, 2025

Moved by Councillor Rindt,
Seconded by Councillor Baillie,
That Council adopt the Minutes of the Public Hearing meeting held December 1, 2025.
CARRIED

C. DELEGATIONS

1. Dylan Kular, President
Vancouver Bandits Basketball
File 0550-07

Dylan Kular, Vancouver Bandits, appeared before Council to provide an update on the organization since relocating to the Township of Langley in 2022. He reported that The Bandits are BC's professional basketball team, attracting families, youth and new fans to the sport. Since relocating to the Township of Langley, the league has expanded and is now formally recognized as a pathway to the NBA.

He further stated that in 2025, the Bandits achieved seven sold-out games, including the largest ticketed event hosted at the Langley Events Centre. The organization is also highly engaged in the community through initiatives

C. DELEGATIONS

such as ticket donations to non-profit organizations, camps, school visits, coaches' clinics, and participation in community events.

He also highlighted a major event scheduled for March, the Junior All-Native Basketball Tournament expected to bring approximately 10,000 visitors to the Township of Langley.

2. Hilary Wong
File 0550-07

Hilary Wong appeared before Council to express support, on behalf of herself and her neighbours, for inclusion in the Fraser Highway Employment Lands (FHEL) plan. Ms. Wong resides within the boundary of the FHEL area.

3. Levin Njogu
Vancity
File 0550-07

Levin Njogu, representing Vancity, appeared before Council to review building energy requirements. He stated that building codes are among the most effective tools local governments have to improve energy efficiency and support long-term affordability for residents and homeowners.

He noted that Vancity aims to use its assets to help build stronger, more resilient communities by supporting members through loans for home energy upgrades, such as window replacements and heat pump installations. He stated that maintaining current requirements for new homes being built will help avoid costly retrofits in the future and allow Vancity to finance more low-carbon homes in Langley.

He asked that Council maintain the Township of Langley's current approach without the unnecessary transitional provisions that provides allowance for some instream applications to follow the current BC Building Code Energy Step Code and Zero Carbon Step Code.

D. PRESENTATIONS

E. REPORTS TO COUNCIL

1. Salmon River Dike Upgrade Project
Crown Land Tenure Application
Report 25-201
File ENG 5330-21-089

Moved by Councillor Rindt,
Seconded by Councillor Pratt,
That Council authorize staff to apply for Provincial Crown Land Tenure to facilitate the Salmon River Dike Upgrade Project.
CARRIED

2. Policy Revision - Snow and Ice Control
Report 25-205
File PW 5400-11

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council adopt the revised Policy No. 05-102 Snow and Ice Control, presented as Attachment A.

That Council repeal Policy No. 05-118 Snow and Ice Control – Parks and Trails.
CARRIED

3. Smith Reservoir Park Public Engagement
Report 25-211
File CP 0810-30

Moved by Councillor Pratt,
Seconded by Councillor Baillie,
That Council adopt the Reservoir Park concept plan; and

That staff begin to include future capital budget items for the activation of the Reservoir Park in the 2026-2030 Financial Plan for Council's consideration.

REFERRAL
Moved by Councillor Pratt,
Seconded by Councillor Rindt,
That the Smith Reservoir concept plan be referred to staff to make greater accommodations for year-round accessibility and more family friendly activities.
CARRIED

E. REPORTS TO COUNCIL

4. Facilities Capital Budget Transfer Request
Report 25-210
File FAC 0810-20

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council authorize the reallocation of $200,000 from the Fire Hall 6 Roof Replacement Project (FIRE1009) to the Fire Hall 3 Facility Improvements Project (FIRE1016), in order to undertake additional improvements that address occupational health and safety requirements.
CARRIED

5. Surety Bond Pilot Program
Report 25-206
File CD BA000051

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council approve a Surety Bond Pilot Program for up to ten land development projects to use a surety bond in a form acceptable to the Township of Langley as an alternate form of security for Servicing Agreements in which the developer has been qualified by an acceptable Surety Bond Insurer.

That Council endorse eligibility criteria for the Surety Bond Pilot Program with a security deposit minimum of $1.5M and no less than 25 housing units.
CARRIED

6. Fraser Highway Employment Lands Reference Plan
Report 25-208
File CPP LRP00023

Moved by Councillor Pratt,
Seconded by Councillor Ferguson,
That Council endorse the draft Fraser Highway Employment Lands Reference Plan in the form presented substantially as Attachment A to this report.

That Council direct staff to amend the Upper Nicomekl River Integrated Stormwater Management Plan to account for industrial land uses in the Fraser Highway Employment Lands, including a groundwater study to protect drinking water assets, with an estimated budget of $300,000 funded 50% from Drainage Development Cost Charges and 50% from the Climate Action Strategy Reserve Fund.

E. REPORTS TO COUNCIL

AMENDMENT
Moved by Mayor Woodward,
Seconded by Councillor Baillie,
That the motion be amended as follows:

That Council endorse the draft Fraser Highway Employment Lands Reference Plan in the form presented substantially as Attachment A to this report with the addition of applicable lands fronting 240 Street north of Fraser Highway, and lands fronting 232 Street north of Manufactured Home Park designated Industrial.

That Council direct staff to amend the Upper Nicomekl River Integrated Stormwater Management Plan to account for industrial land uses in the Fraser Highway Employment Lands, including a groundwater study to protect drinking water assets, with an estimated budget of $300,000 funded 50% from Drainage Development Cost Charges and 50% from the Climate Action Reserve Fund.

DEFERRAL
Moved by Councillor Whitmarsh,
Seconded by Councillor Martens,
That consideration of Fraser Highway Employment Lands Reference Plan and amendment be deferred to the January 26, 2026 Regular Council Meeting.
DEFEATED

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

AMENDMENT
The question on the Amendment was called and it was
CARRIED

Councillor Whitmarsh opposed

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

7. Development Variance Permit Application No. 100196 (Lanstone Homes (Salmon River) Ltd. / 24108 - 52 Avenue) Report 25-202
File CD 11-03-0095

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council authorize issuance of Development Variance Permit No. 100196 for property located at 24108 – 52 Avenue subject to the following:

E. REPORTS TO COUNCIL

a. Section 110.1 – Minimum Subdivision Requirements of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to reduce the minimum lot area from 3,716 m^2 (0.92 ac) to 3,540 m^2 (0.87 ac) for Lot 1, 3,543 m^2 (0.87 ac) for Lots 2 and 3, 3,537 m^2 (0.87 ac) for Lot 4, and 3,241 m^2 (0.80 ac) for Lot 5 and reduce the minimum lot frontage from 40 m (131.2 ft) to 37.8 m (124.0 ft) for Lots 1, 2, 3, and 4 and to 34.6 m (113.5 ft) for Lot 5 as shown in Schedule A.
b. Registration of an exterior design control agreement informed by a Neighbourhood Character Study at time of subdivision, to the acceptance of the Township.
c. Payment of a voluntary community amenity contribution in the amount of $250,000.

CARRIED

F. BYLAWS FOR FIRST AND SECOND READING

G. BYLAWS FOR SECOND READING

1. Amenity Cost Charges Bylaw
Bylaw No. 6115
Report 25-207
File CPP LSP00007

Moved by Councillor Rindt,
Seconded by Councillor Pratt,
That Council give second reading to the revised Amenity Cost Charges Bylaw No. 6115.
CARRIED

H. BYLAWS FOR FIRST, SECOND AND THIRD READING

1. Rezoning Application No. 100779
(Bhandal, Dobson and Sangha / 5461 – 248 Street)
Bylaw No. 6183
Report 25-199
File CD 11-03-0094

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council give first, second and third reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Bhandal, Dobson and Sangha) Bylaw No. 6183 rezoning approximately 0.61 ha (1.5 ac) of land located at 5461 – 248 Street to Suburban Residential Zone SR-3 to facilitate subdivision to create three residential lots, subject to the following development

H. BYLAWS FOR FIRST, SECOND AND THIRD READING

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. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
3. Construction of the west half of 248 Street in accordance with the Township's Subdivision and Development Servicing Bylaw.
4. Provision of a final tree management plan incorporating tree retention, replacement, protection details and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection).
5. Registration of a restrictive covenants acceptable to the Township:
    a. identifying the lots (Minimum 5% single family lots) required to comply with the adaptable housing requirement
    b. exterior design control agreement consistent with Rural Plan Section 5.7.1. F. -Protection of Rural Character
    c. protection of Streamside Protection and Enhancement Areas.
6. As per the applicant's proposal in support of the proposed rezoning application, provision of $250,000 as a voluntary amenity contribution.
7. Payment of applicable supplemental Rezoning fees and Development Engineering and Green Infrastructure Services administration fees.

CARRIED

2. Rezoning Application No. 100718
(1335714 BC Ltd. / Saran / 7680 – 202A Street)
Bylaw No. 6171
Report 25-196
File CD 08-23-0219

Moved by Councillor Pratt,
Seconded by Councillor Ferguson,
That Council give first, second and third reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1335714 BC Ltd.) Bylaw No. 6171 rezoning a 1.0 ha (2.5 ac) property located at 7680 - 202A Street to Comprehensive Development Zone CD-131 to facilitate the development of a townhouse site with approximately 44 townhouse units, subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. A Servicing Agreement being entered into with the Township to secure required road, greenway and utility upgrades and extensions in accordance with the Township's Subdivision and Development Servicing Bylaw.
2. Provision of road dedications, widenings and necessary traffic improvements for 202A Street (including greenway), 203 Street and 76B Avenue in accordance with the Township's Master

H. BYLAWS FOR FIRST, SECOND AND THIRD READING

Transportation Plan, Subdivision and Development Servicing Bylaw and the Latimer Neighbourhood Plan.

3. Dedication and construction of a 4.5 m wide street greenway on the east side of 202A Street including final acceptance of the greenway landscape design plans, sidewalk/trail alignment, signage, landscape details and security.
4. Dedication and construction of a 15.0 m wide ecological greenway along the northern edge of the site including final acceptance of the greenway landscape design plans, sidewalk/trail alignment, signage, landscape details and security.
5. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
6. Finalization of landscape and architectural plans.
7. Compliance with Age-Friendly Amenity Area requirements to the acceptance of the Township.
8. Provision of a final tree management plan incorporating tree retention, replacement, protection details, and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection).
9. Registration of restrictive covenants acceptable to the Township:
    a. restricting development until a Development Permit is issued for the site
    b. prohibiting clearing of the site (with the exception of servicing access areas) until such time as a final tree management plan incorporating tree retention replacement, protection details and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) is accepted by the Township
    c. identifying the units (5% of townhouse units) required in accordance with the Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan
    d. prohibiting parking on internal strata roadways (other than in clearly identified parking spaces).
10. Compliance with the Willoughby Greenway Amenity Policy and 5% Neighbourhood Park Land Acquisition Policy.
11. As per the applicant's proposal in support of the proposed rezoning application, provision of $633,600.00 as a voluntary amenity contribution.
12. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, Development Works Agreement (DWA) and Latecomer charges.

CARRIED

H. BYLAWS FOR FIRST, SECOND AND THIRD READING

**3. Rezoning Application No. 100782 and
Development Variance Permit Application No. 100205
(Read and Lee Properties Ltd. / Parkhurst Construction Ltd./
3400 Block of 210 Street)
Bylaw No. 6172
Report 25-204**
File cd 07-25-0041

Moved by Councillor Rindt,
Seconded by Councillor Baillie,
That Council give first, second and third reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Read & Lee Properties Ltd. / Parkhurst Construction Ltd.) Bylaw No. 6172 rezoning 5.5 ha (13.7 ac) of land located in the 3400 Block of 210 Street to Residential Zone R-1G to facilitate the development of 60 small-scale multi-unit housing lots, subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. In accordance with Rinn Neighbourhood Plan requirements:
    a. provision of confirmation from the School District that there is sufficient school capacity for the Rinn Neighbourhood or at least the Brookswood-Fernridge community.
2. A Servicing Agreement being entered into with the Township to secure required road, greenway, utility upgrades and extensions, pedestrian connections and tie-ins extended to the nearest road intersection(s) or road improvement and groundwater protection and management information in accordance with the Township's Subdivision and Development Servicing Bylaw, Brookswood-Fernridge Community Plan, Rinn Neighbourhood Plan and Brookswood-Fernridge Engineering Services Plan.
3. Provision of road dedications, widenings and necessary traffic improvements including dedications for 209A Street, 209B Street, 210 Street, 33A Avenue, 34A Avenue, 35A Avenue and lanes in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Rinn Neighbourhood Plan.
4. Dedication and construction of a 30.0 m (98.4 ft) wide Nature Corridor Greenway on the west side of 210 Street including final acceptance of the greenway landscape design plans, sidewalk/trail alignment, signage, landscape details and security.
5. Dedication and construction of 3.0 m (9.8 ft) wide pedestrian connections from 209B Street to 210 Street on proposed Lots 41 and 60.
6. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
7. Provision of a final tree management plan incorporating tree retention, replacement, protection details and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection).

H. BYLAWS FOR FIRST, SECOND AND THIRD READING

8. Registration of restrictive covenants acceptable to the Township:
    a. restricting development and subdivision until a Development Permit is issued for Development Permit Areas 'A' – Residential, 'C' – Protection of Farming and 'D' – Neighbourhood Forest Fire Hazard Conditions
    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 single family) required in accordance with the Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan.
9. Compliance with the requirements of the Brookswood-Fernridge Greenway Amenity Policy, Brookswood-Fernridge Arterial Road Completion Policy and the Township's 5% Neighbourhood Park Land Acquisition Policy.
10. As per the applicant's proposal in support of the proposed rezoning application, provision of $1,174,260 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 at the time of final reading of Bylaw No. 6172 authorize issuance of Development Variance Permit No. 100205 (frontage variance) 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 frontage requirement for the Residential Zone R-1G from 15.25 m (50.0 ft) to 14.7 m (48.2 ft) for proposed Lots 1 to 40 as indicated in Schedule A.

CARRIED

4. Rezoning Application No. 100637
(Infinity Properties Ltd. / 23700 Block Of 56 Avenue)
Bylaw No. 5782
Report 25-203
File CD 11-09-0034

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council give first, second and third reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Infinity Properties Ltd.) Bylaw No. 5782 rezoning a portion of a 43.6 ha (107.8 ac) site located in the 23700 Block of 56 Avenue to Suburban Residential Zone SR-3 to facilitate development of 58 single family lots, subject to the following development

H. BYLAWS FOR FIRST, SECOND AND THIRD READING

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 a Storm Water Management Plan and securing stormwater management facilities subject to submission, review and acceptance by the Township of geotechnical and hydrogeological reports to confirm the adequacy of the lands to support the proposed land use.
3. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
4. Provision of road dedications, widenings and necessary traffic improvements for 56 Avenue and five new roads internal to the site (including pedestrian connections/trails both within the project and to a future trail network) in accordance with the Township's Master Transportation Plan and Subdivision and Development Servicing Bylaw.
5. Provision of a final tree management plan and trail connections / open space plan, including final acceptance of open space design and tree retention, replacement, protection details and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection).
6. Dedication of streamside protection and enhancement areas and greenspace consistent with the site plan.
7. Registration of restrictive covenants acceptable to the Township:
    a. identifying the units (minimum 5%) required to comply with the adaptable housing requirements in accordance with the Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan
    b. notifying property owners of the proximity of the ALR and of the potential for sound, odour and airborne impact from natural farm activities
    c. for provision of an exterior design control agreement
    d. prohibiting vehicular access to Road B for Lots 18 – 23.
8. As per the applicant's proposal in support of the proposed rezoning application, provision of $1,380,200 as a voluntary amenity contribution.
9. Compliance with the 5% Neighborhood Park Land Acquisition Policy.
10. Payment of applicable supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, Development Works Agreement (DWA) and Latecomer charges.

H. BYLAWS FOR FIRST, SECOND AND THIRD READING

DEFERRAL
Moved by Mayor Woodard,
Seconded by Councillor Rindt,
That consideration of Rezoning Application No. 100637 be deferred to the April 13, 2026 Regular Council Meeting.
CARRIED

5. Rezoning Application No. 100721 and
Development Permit Application No. 101430
(La Terra Development Ltd. / 26090 – 30A Avenue)
Bylaw No. 6174
Report 25-197
File CD 10-24-0107

Item H.5 was forwarded to the April 27, 2026 Regular Council Meeting.

6. 2026 Revenue Anticipation Borrowing Bylaw
Bylaw No. 6188
Report 25-198
File FIN 3900-25

Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council give first, second, and third reading to the 2026 Revenue Anticipation Borrowing Bylaw No. 6188.
CARRIED

7. Building Bylaw Amendment – Energy Step Code –
In Stream Applications & Electronic Permit Modernization
Bylaw No. 6169
Report 25-209
File PLI 3800-01

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council give first, second and third reading to Langley Building Bylaw 2008 No. 4642 Amendment Bylaw No. 6169.

AMENDMENT
Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That April 1, 2025 within 7.5A3 be changed to January 31, 2026.
CARRIED

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

H. BYLAWS FOR FIRST, SECOND AND THIRD READING

8. Voluntary Water Metering Bylaw Updates
Bylaw No. 6180
Bylaw No. 6181
Bylaw No. 6182
Report 25-200
File PW 5600-03-021

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council give first, second, and third reading to Langley Waterworks Regulation Bylaw No. 6074 Amendment Bylaw No. 6180.

That Council give first, second, and third reading to Langley Sewerworks Regulation Bylaw No. 5367 Amendment Bylaw No. 6181.

That Council give first, second, and third reading to Bylaw Notice Enforcement Bylaw 2008 No. 4703 Amendment Bylaw No. 6182.
CARRIED

9. 2025 Development Cost Charges Bylaw
Bylaw No. 6189
Report 25-212
File CD 3800-01

Moved by Mayor Woodward,
Seconded by Councillor Baillie,
That Council give first, second and third reading to Langley Development Cost Charges Bylaw No. 6189.

DEFERRAL
Moved by Mayor Woodard,
Seconded by Councillor Rindt,
That consideration of 2025 Development Cost Charges Bylaw be deferred to the January 26, 2026 Regular Council Meeting.
CARRIED

MEETING RECESSED
The meeting recessed at 3:21pm

MEETING RECONVENED
The meeting reconvened at 3:30pm

I. BYLAWS FOR CONSIDERATION AT THIRD READING

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

Moved by Councillor Whitmarsh,
Seconded by Mayor Woodward,
That Council give third reading to "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Regional Context Statement Update) Bylaw No. 6163," including the following amendments:

- Policy Action 1.2.24 b v)
  "Section 3.1.13 allows for special needs and supportive housing in all neighbourhoods and most zoning districts and encourages partnerships that increase supply.
  Section 3.1.14 is to collaborate with and support non-profit agencies that provide shelter, food and social services for those in need."

- Policy Action 1.2.24 b ix)
  "Section 2.5.14, 2.5.19 and 3.1.14 support the provision of community services and non-profit organizations."

- Policy Action 1.3.7 g)
  "Section 3.1.13 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."

- Policy Action 3.1.9 b vii)
  "Section 3.15.1 states that development in flood and slope hazard areas may be subject to building elevation requirements and setbacks.
  Section 3.15.2 notes that development along all watercourses will be protected from flooding and slope instability through building requirements and setbacks."

- Metro 2050 Goal 4 Targets – Applicable OCP Policy(-ies)
  "Section 3.1.2 is to work with multiple levels of government 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 fee waivers on affordable housing."

- Policy Action 4.1.8 a)
  "Sections 3.1.1 to 3.1.15 demonstrate tools and incentives to meet housing needs and demands."

- Policy Action 4.1.8 c ii)
  "Action 1B is to explore opportunities to enhance the adaptable housing policy, which is currently outlined in Section 3.1.12 of the OCP."

I. BYLAWS FOR CONSIDERATION AT THIRD READING

- Policy Action 4.2.7 b)
  "Section 3.1.8 requires consideration of existing tenants during redevelopment."

- Policy Action 4.2.7 d iii)
  "Section 3.1.2 requires the Township to work with 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."

- Policy Action 4.2.7 d iv)
  "Section 3.1.8 provides consideration of existing tenants during redevelopment."

- Policy Action 4.2.8 a)
  "Section 3.1.5, 3.1.6, and 3.1.7 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."

- Policy Action 4.3.7 b)
  "Sections 3.1.13 to 3.1.15 supports collaboration with non-profit agencies for resources for those in need."
- Map A-1 as updated.

And further, that Council direct staff to refer the Regional Context Statement to the Metro Vancouver Regional District Board to consider for acceptance.

REFERRAL
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council refer the proposed Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Regional Context Statement Update) Bylaw No. 6163 back to staff to consider the following potential revisions:

1. Addition of "Employment Lands" in Carvolth and Latimer as a single Special Study Area on Map 12, Special Study Areas and Sewerage Extension Areas in Metro 2050;
2. Addition of Fraser Highway Employment Lands, adjacent lands not within the ALR and lands in the Murrayville Community Plan east of 224 Street as a Special Study Area on Map 12, Special Study Areas and Sewerage Extension Areas in Metro 2050;

I. BYLAWS FOR CONSIDERATION AT THIRD READING

3. Removal of the Special Study Area north of 96 Avenue and west of 216 Street from Map 12, Special Study Areas and Sewerage Extension Areas in Metro 2050; and
4. Removal of the Special Study Area west of Murrayville from Map 12, Special Study Areas and Sewerage Extension Areas in Metro 2050;

And further to apply the suggested amendments, and others as may have been directed by Council or appropriate for Council to consider.
CARRIED

Motion to Reconsider
Township of Langley Regional Context Statement Update
September 15, 2025
Regular Council Meeting

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

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

CARRIED

MOTION
Moved by Mayor Woodward,
Seconded by Council Rindt,
That Council endorse the proposed boundaries of the Major Transit Growth Corridor (Figure 1) for submission to Metro Vancouver.
DEFEATED

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

REFERRAL
Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council does not endorse the proposed boundaries of the Major Transit Growth Corridor (Figure 1) for submission to Metro Vancouver; and

That Council refer the proposed boundaries of the Major Transit Growth Corridor (Figure 1) and applicable densities therefor back to staff to be largely restricted between 198 Street and 202A/B Streets, subject to additions for 86 Avenue and the Carvolth Transit Exchange, with adjustments as it may be appropriate for Council to consider, reflected in a revised draft Regional Context Statement and applicable ongoing and future Township of Langley community and neighbourhood planning.
CARRIED

J. BYLAWS FOR FINAL ADOPTION

**1. Rezoning Application No. 100532 and
Development Permit Application No. 101013
(1077420 BC Ltd. / Apna Group / 7042 and 7058 – 204 Street)
Bylaw No. 5678
Report 20-168**
File CD 08-14-0211

Moved by Councillor Pratt,
Seconded by Councillor Rindt,
That Council give final reading to "Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1077420 BC Ltd.) Bylaw 2020 No. 5678".
CARRIED

Development Permit No. 10103

Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That Council authorize issuance of Development Permit No. 101013 (1077420 BC Ltd. / Apna Group / 7042 and 7058 – 204 Street) in accordance with Attachment A subject to the following conditions:

a. Building plans being in substantial compliance with Schedule "A"; and
b. On-site 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.

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

a. Completion of an erosion and sediment control plan and provision of security in accordance with the Erosion and Sediment Control Bylaw;
b. Completion of an on-site servicing and stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw;
c. On-site landscaping to be secured by letter of credit at building permit stage;
d. Written confirmation from the owner and landscape architect or arborist that tree protection fencing identified in the tree management plan is in place; and
e. Payment of supplemental development permit application fees, Development Cost Charges, and building permit administration fees.

CARRIED

J. BYLAWS FOR FINAL ADOPTION

2. Official Community Plan Amendment and Rezoning Application No. 100289 (Dream Castle Homes 204 Street Ltd. / 7065 - 204 Street) Bylaw No. 6062 Bylaw No. 6063 Report 24-222
File CD 08-14-0242

Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council give final reading to "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Central Gordon Estate Neighbourhood Plan) Bylaw 2012 No. 4924 Amendment (Dream Castle Homes 204 Street Ltd.) Bylaw No. 6062", and

"Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Dream Castle Homes 204 Street Ltd.) Bylaw No. 6063".
CARRIED

3. Rezoning Application No. 100671 and Development Permit Applications No. 101258 and 101259 (161884 Canada Inc. / 27500 Block of 60 Avenue) Bylaw No. 5827 Report 22-116
File CD 14-08-0055

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council give final reading to "Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (161884 Canada Inc.) Bylaw No. 5827".
CARRIED

Development Permit No. 101258

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council authorize issuance of Development Permit No. 101258 (161884 Canada Inc. / 27500 Block of 60 Avenue) in accordance with Attachment A subject to the following conditions:

a. Building plans being in substantial compliance with Schedule "A";
b. On-site 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

J. BYLAWS FOR FINAL ADOPTION

Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection);
d. All signage being in compliance with Schedule "A", the Gloucester Development Permit Guidelines and the Township's Sign Bylaw;
e. Rooftop mechanical equipment to be screened from view by compatible architectural treatments;
f. All refuse areas to be located indoors or alternatively in a substantial enclosure and screened;
g. All chain link fences being black vinyl with black posts and rails; and
h. All outdoor storage areas being covered by a dust free surface.

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

a. Submission of a site specific on-site servicing and storm water management plan in accordance with the Subdivision and Development Servicing Bylaw;
b. Replacement trees being secured by a letter of credit in compliance with the Township's Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection);
c. Submission of an erosion and sediment control plan or exemption in accordance with the Erosion and Sediment Control Bylaw;
d. On-site landscaping being secured by a letter of credit at the Building Permit stage;
e. Provision of an exterior lighting impact plan prepared by an electrical engineer in compliance with the provisions of the Township's Exterior Lighting Impact Policy; and
f. Payment of applicable Development Cost Charges, Building Permit administration fees and supplemental Development Permit application fees.

CARRIED

Development Permit No. 101259

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council authorize issuance of Development Permit No. 101259 (161884 Canada Inc. / 27500 Block of 60 Avenue) to relocate and reconstruct two (2) wetlands and Streamside Protection and Enhancement Areas in accordance with Section 4.20 of Schedule 3 of the Official Community Plan, in accordance with Attachment B subject to the following conditions:

a. Township of Langley General Manager of Engineering and Community Development acceptance of a submission addressing information requirements outlined in Section 4.20 of Schedule 3 of Langley Official Community Plan Bylaw 1979 No. 1842;
b. Protection of Streamside Protection and Enhancement Development Permit Areas (SPEAs) as shown on Schedule A to the acceptance of the

J. BYLAWS FOR FINAL ADOPTION

Township of Langley General Manager of Engineering and Community Development;

c. Written designation of an Environmental Monitor for the project acknowledging the Environmental Monitor has the authority to stop any work(s) that, in the Environmental Monitor's opinion, have the potential to impact on SPEAs;
d. Obtaining relevant senior government environmental regulatory agency approvals and/or submission of notifications and provisions of copies of approval/submissions to the Township; and
e. Commencement of accepted streamside enhancement and restoration works within 30 days of SPEA disturbance.

CARRIED

4. Rezoning Application No. 100709 and Development Permit Application No. 101344 (1345477 BC Ltd. / Architecture Panel Inc. / 19886 - 76 Avenue and 7588 – 198B Street)
Bylaw No. 5923
Report 23-167
File CD 08-22-0111

Moved by Councillor Pratt,
Seconded by Councillor Baillie,
That Council give final reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1345477 BC Ltd.) Bylaw No. 5923.
CARRIED

Development Permit No. 101344

Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That Council authorize issuance of Development Permit No. 101344 subject to the following conditions:

a. Building plans being in substantial compliance with Schedule “A”.
b. Landscape plans being in substantial compliance with Schedule “B” and in compliance with the Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection), the Township’s Street Trees and Boulevard Plantings Policy and Age Friendly Amenity Area requirements.
c. All signage being in compliance with Schedule “A” and the Township’s Sign Bylaw.
d. All rooftop mechanical equipment to be screened from view.
e. All refuse areas to be located in an enclosure and screened.

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

J. BYLAWS FOR FINAL ADOPTION

a. Completion of an erosion and sediment control plan and provision of security in accordance with the Erosion and Sediment Control Bylaw.
b. Completion of a site servicing and stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw.
c. On-site landscaping to be secured by letter of credit at building permit stage.
d. Written confirmation from the owner and landscape architect or arborist that tree protection fencing identified in the tree management plan is in place.
e. Payment of supplemental development permit application fees, Development Cost Charges, and building permit administration fees.

CARRIED

K. ITEMS FROM PRIOR MEETINGS

1. Motion to Reconsider
Pre-zoning Options Along 200 Street Corridor
Report 25-133
File CPP LRP00028

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

MOTION 1
That Council direct staff to advance pre-zoning applications without density benefit provisions:

1. *At 2.5 FSR and a maximum height of 6 stories for the identified lands within Gateway that are restaurant or undeveloped on the west side of 200 Street;*
2. *For remaining Townhouse infill sites within the Latimer and Carvolth Neighbourhood Plans, as it may be appropriate for Council to consider;*
3. *At 4.5 FSR and a maximum height of 12 stories for service stations and appropriate, applicable infill opportunities north of 80 Avenue within proximity to 200 Street, the Carvolth Transit Exchange and/or the Langley Events Centre.*

CARRIED

CARRIED

MOTION
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council direct staff to advance pre-zoning applications without density benefit provisions:

1. At 2.5 FSR and a maximum height of 6 stories for the identified lands within Gateway that are restaurant or undeveloped on the west side of 200 Street;

K. ITEMS FROM PRIOR MEETINGS

2. For remaining Townhouse infill sites within the Latimer and Carvolth Neighbourhood Plans, as it may be appropriate for Council to consider;
3. At 4.5 FSR and a maximum height of 12 stories for service stations and appropriate, applicable infill opportunities north of 80 Avenue within proximity to 200 Street, the Carvolth Transit Exchange and/or the Langley Events Centre.

AMENDMENT
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Number 1 of the motion be amended to state:

1. At 2.5 FSR and a maximum height of 6 stories for the identified lands within Gateway that are restaurant or undeveloped on the **east** side of 200 Street;

CARRIED

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

L. MAYOR AND COUNCIL REPORT

Councillor Martens acknowledged Karen Long for receiving the HD Stafford Citizen of the Year Award on December 9 at the Chamber of Commerce Dinner.

Councillor Pratt recognized Vancouver FC Eagles for competing in the Canadian Championship and noted that the club will be hosting Mexico's Cruz Azul on February 4, 2026 at Willoughby Community Stadium.

Councillor Ferguson reported that he attended the Firefighters' Appreciation Dinner and the Fraser Valley Italo-Canadian Christmas Event.

Councillor Baillie reported that he attended the Fraser Valley Italo-Canadian Christmas Event and highlighted the Vancouver Giants Teddy Bear Toss and Toy Drive, which resulted in the collection of thousands of toys.

Mayor Woodward reported that he attended the International Association of Fire Fighters Appreciation Dinner, describing the event as excellent. He also noted that he attended the Aldergrove Parade, expressing appreciation for the many volunteers involved. He also extended holiday greetings to everyone.

M. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

Councillor Ferguson advised that nitric oxide cylinders must be disposed of properly and cautioned that improper disposal could result in a risk of explosion.

N. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM CLOSED MEETINGS

The following item has been brought forward from the December 1, 2025 Closed Council Meeting for public information:

1. Cowichan Tribes v. Canada (Attorney General)

That Council release that the Township of Langley will apply for intervenor status with the BC Court of Appeal in the ongoing appeal of the BC Supreme Court's decision in Cowichan Tribes v Canada (Attorney General), 2025 BCSC 1490.
CARRIED

O. FOR INFORMATION

1. **2025 Q3 Financial Update**
   Memorandum – Finance Division
   File 1830-02

2. **Peter Ewart School Zone Extension**
   Memorandum – Engineering Division
   File 5460-02

3. **Transportation Mobility Strategy Phase 5 Update**
   Memorandum – Engineering Division
   File 8330-20-003

4. **Ongoing Concerns with the Ice Resurfacers**
   Memorandum – Facilities Division
   File 0810-01-30

5. **Walnut Grove Community Park Public Engagement**
   Memorandum – Corporate Projects Division
   File 0810-30

6. **Heritage Advisory Committee**
   Minutes – December 3, 2025
   File 0540-20

P. MOTIONS ARISING FROM INFORMATION

1. Heritage Advisory Committee Recommended Motion
File 0540-20

Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That Council add the Old Yale Barn to the Township's Community Heritage Register and pursue heritage designation of the Old Yale Barn.
CARRIED

2. Heritage Advisory Committee Recommended Motion
File 0540-20

Item P.2 was combined with item P.1.

3. Heritage Advisory Committee Recommended Motion
File 0540-20

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council approve the updated Heritage Advisory Committee Terms of Reference, presented as Attachment A.
CARRIED

4. Heritage Advisory Committee Recommended Motion
File 0540-20

Moved by Mayor Woodward,
Seconded by Councillor Baillie,
That Council approve the Heritage Advisory Committee 2026 Work Plan, presented as Attachment B.
CARRIED

Q. OTHER BUSINESS

1. Acting Mayor Rotation

Item Q.1 was removed from the agenda.

2. Yorkson and Walnut Grove Community Park Improvements

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
Whereas potential improvements for Yorkson Community Park and Walnut Grove Community Park were outlined in Reports to Council 25-122 and 25-99, respectfully;

Q. OTHER BUSINESS

That Council hereby pre-approves within the 2026 Capital Budget and 2026-2030 Five-Year Financial Plan:

1. Yorkson Community Park South Improvements of $6.7M funded with $5.137M from Parks Development Cost Charges and $1.563M from the Land Capital Reserve.
2. Diamond Sports Improvements and General Site Improvements at Walnut Grove Community Park of $2.55M funded with $1.85M from the Land Capital Reserve and $700K from the Capital Projects Reserve.

CARRIED

3. Road Closures Requirements and Approval for Community Events

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council directs staff to Report to Council on potential process and service improvements for traffic control management plans and Highway Use Permits for community events to provide for more timely approvals, assistance with increasing road closure complexities and potentially providing the necessary plans to applicants as it may be appropriate and helpful to consider.
CARRIED

4. Arterial and Local Road Capital Project Cost Recoveries

Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council directs staff to Report to Council with a draft Council Policy (or another appropriate mechanism that it may be appropriate for Council to consider) to potentially recover land acquisition or dedications costs that would have otherwise been included with development for arterial and local road completion capital projects not included within Development Cost Charges or other recovery mechanisms.
CARRIED

5. Service Level Improvements with Replacement Fire Hall No. 5

Moved by Mayor Woodward,
Seconded by Councillor Baillie,
That Council directs staff to Report to Council on the positive impacts and predicted changes due to the upcoming completion of new Fire Hall No 5:

1. Response performance improvements in Fire Hall No 5's zone and overall improved public safety and coverage for the Township of Langley as a whole, including for MESA calls for service;
2. Predicted number of properties that may qualify for a new or greater discount on their resident home insurance based on the

Q. OTHER BUSINESS

Superior Tanker Shuttle Service (STSS) coverage, as recognized by the Fire Underwriters; and

3. With current and future modelled coverage maps to assist Council and positively affected Township of Langley residents and homeowners.

CARRIED

6. Residential Interim Detention Servicing for Williams Neighbourhood Plan

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
Whereas:

1. The Subdivision and Development Servicing Bylaw restricts the use of interim on-site stormwater detention unless land for a permanent detention facility has been secured;

2. For the northern catchment of the Williams Neighbourhood Plan area, the Township has identified the required land for the permanent detention facility and has executed both a DCC Front-Ending Agreement (DCCFA) and a Development Works Agreement (DWA); and

3. Construction of the permanent stormwater detention facility has not yet commenced for many years with undue delays expected to continue with a replacement process and agreements now required; and

4. These multi-year delays have imposed the postponement of residential development that would otherwise be ready to proceed at infill locations within an established, otherwise completed residential neighbourhood;

Therefore be it resolved that Council directs staff to Report to Council to establish a limited pilot program for interim on-site stormwater detention within the Williams Neighbourhood Plan north of 80 Avenue, including regulatory considerations, technical requirements and applicable parameters appropriate for Council to consider; and

That the Report to Council include an update regarding the potential construction of a permanent detention facility, not to unduly delay the commencement of a limited pilot program;

Further, that Council hereby directs staff to process any duly accredited proposals for interim on-site detention for infill residential development within the Williams Neighbourhood Plan north of 80 Avenue within that area's established, otherwise completed residential neighbourhood.
CARRIED

Q. OTHER BUSINESS

7. Water Resilience and Emergency Preparedness

Item Q.7 was forwarded to the January 26, 2026 Regular Council Meeting.

8. Oversize and Overweight Vehicle Highway Use Permits

Moved by Councillor Baillie,
Seconded by Councillor Pratt,
That Council directs staff to Report to Council on current processes for Highway Use Permits for Oversize and Overweight Vehicles with potential improvements for Council to consider.
CARRIED

Councillor Rindt opposed

9. 2026-2030 Financial Plan

Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That Council directs staff to undertake on-line public consultation for the 2026 - 2030 Financial Plan. This consultation should include email, telephone and drop off options. This consultation to be completed and the results report to Council at the January 26 Council meeting.
CARRIED

R. MOTION TO RESOLVE INTO CLOSED MEETING

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

Item A.1 - Section 90(1) (n) Consideration
Item C.1 - Section 90(1) (g) Legal
Item F.1 - Section 90(2) (b) Intergovernmental Relations
Item F.2 - Section 90(1) (e) Property
Item F.3 - Section 90(1) (e) Property
Item F.4 - Section 90(1) (e) Property
Item F.5 - Section 90(1) (e) Property
Item G.1 - Section 90(2) (b) Intergovernmental Relations
Item I.1 - Section 90(1) (k) Negotiations
Item I.2 - Section 90(1) (k) Negotiations
Item I.3 - Section 90(1) (e) Properties
Item I.4 - Section 90(1) (g) Legal
Item J.1 - Section 90(1) (g) Legal
CARRIED

S. TERMINATE

Moved by Councillor Rindt,
Seconded by Councillor Baillie,
That the meeting terminate at 4:12pm.
CARRIED

CERTIFIED CORRECT:

_____
Mayor

_____
Township Clerk

From: do_not_reply@notifications.tol.ca
To: legservicesinfo
Subject: Delegation Requests by Cheryl Wiens
Date: Friday, December 12, 2025 9:22:27 AM

Please note the following response to Delegation Requests has been submitted at Friday December 12th 2025 9:20 AM.

- **I / we would like to appear as a delegation at the Council meeting on (at the 1:30pm Regular Meeting)**
  01/26/2026

- **Name of delegate or organization wishing to appear**
  Cheryl Wiens

- **Topic**
  My presentation will explore the risks associated with relying exclusively on surface-fed water sources for much of the Township's water supply, drawing lessons from the challenges recently faced by Sunshine Valley. It will highlight how municipalities like Delta are proactively diversifying their water sources to ensure reliable emergency and backup supply, mitigating the vulnerabilities of relying solely on purchased Metro Vancouver water. The presentation will then build the case for Councillor Margaret Kunst's motion, advocating for the drilling of new wells in North and South Langley as a critical step toward improving water security, fire suppression, and seismic resilience. This approach is essential to safeguarding Langley's long-term water resilience and ensuring a sustainable, diversified water system for the future.

- **Purpose of presentation**
  Information only

- **Desired resolution**
  That Mayor and Council vote in favor of Councillor Kunst's motion calling for the Township to:

  1. Report back on the costs and timelines associated with drilling and commissioning new wells in Fort Langley and Brookswood to restore emergency and supplementary water capacity to the northwest and southwest water systems;

  2. Report back with a public communication and engagement plan

detailing key risks, system benefits, and decision options associated with future municipal water system configurations as it relates to item 1; and

3. Publish an updated Water Emergency Response Plan (WERP) to ensure transparency, community safety, and public confidence in the Township's readiness level.

- **Full name**
  Cheryl Wiens

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

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

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

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

From: do_not_reply@notifications.tol.ca
To: legservicesinfo
Subject: Delegation Requests by Resha Sabti
Date: Tuesday, January 20, 2026 8:47:47 PM
Attachments: Water Safety Training for Elementary Students-2.pdf

Please note the following response to Delegation Requests has been submitted at Tuesday January 20th 2026 8:46 PM.

- **I / we would like to appear as a delegation at the Council meeting on (at the 1:30pm Regular Meeting)**
  1/26/2026
- **Name of delegate or organization wishing to appear**
  Resha Sabti
- **Topic**
  Water Safety Program - I have a presentation if possible to present?
- **Purpose of presentation**
  Other
- **for other, describe here:**
  Support Staff Memo
- **Full name**
  Resha Sabti
- **Email address**
  FOIPPA s.22(1)
- **Address**
  FOIPPA s.22(1)
- **Primary Phone**
- **I would like to attach a presentation or additional information for Council**
  Yes

- **File upload**
  1. Water Safety Training for Elementary Students-2.pdf [1.5 MB]

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

Township of Langley
Est. 1873

REPORT TO
MAYOR AND COUNCIL

PRESENTED:	JANNUARY 26, 2026 - REGULAR MEETING	**REPORT:**	26-08
FROM:	ENGINEERING DIVISION	**FILE:**	5260-26-025
SUBJECT:	TOWNSHIP-WIDE PARKING STUDY AND BYLAW REVIEW		

RECOMMENDATIONS:

That Council endorse, in principle, the Township-wide Parking Study and Bylaw Review to guide the Township's future modernization of off-street parking regulations and on-street parking management approach.

That Council direct staff to bring forward separate reports, as appropriate, on the implementation of specific recommendations, including associated bylaw amendments, on-street parking initiatives, and financial and resourcing implications, for Council consideration.

EXECUTIVE SUMMARY:

In fall 2024, the Township retained Urban Systems Ltd. (USL), a qualified transportation engineering consulting firm, to undertake a Township-wide Parking Study and Bylaw Review (the Study). The Study provides a comprehensive review of the Township's parking bylaws, on-street parking management practices, and cash-in-lieu policy, and includes recommendations to address evolving parking needs resulting from population growth, changing development and built forms, provincial housing legislation, emerging mobility trends, and major regional transit expansion.

The Study provides an integrated assessment of existing parking regulations, curbside management practices, and community parking needs, identifying policy directions and recommendations to modernize parking management across the Township. The Study was guided by overarching themes that shape both off-street parking requirements and on-street parking management, including the Township's Official Community Plan framework, provincial legislation and the Township's ongoing Transportation and Mobility Strategy (TMS).

The Study's recommendations were informed by a review of best practices from peer municipalities, relevant regional parking studies, an ICBC vehicle ownership survey, technical analysis, and extensive public engagement. The Study recommendations support a shift toward a more flexible, context-sensitive approach that maintains an adequate parking supply while improving parking efficiency, accessibility, and long-term adaptability. Recommendations address off-street parking, Transportation Demand Management (TDM), shared parking, accessible parking, bicycle and electric vehicle (EV) parking, curbside management tools, and cash-in-lieu options. Implementation of the work will require significant resources in both staff time and/or consultant hours/fees.

PURPOSE:

The purpose of this report is to seek Council endorsement in principle of the Study, and to seek Council direction regarding implementation of the Study's recommendations.

BACKGROUND/HISTORY:

Over the past three years, there have been multiple Council resolutions related to on-street and off-street parking. The following summarizes those resolutions.

At the November 20, 2023, Regular Meeting, Council considered the following resolution:

> *That Council directs staff to include as part of the Transportation and Mobility Strategy a review of street parking management best practices, including but not limited to:*
>
> *1. Potential household parking permits on residential-only streets,*
> *2. Potential visitor or non-resident parking areas on residential-only streets,*
> *3. Potential demand management solutions for street parking within commercial and mixed-use areas.*

At the November 20, 2023, Regular Meeting, Council passed the following referral:

> *That the motion be referred to staff for a report on whether the Transportation and Mobility Strategy is the best option for this review, and further that staff provide all previous reviews to Council.*

At the April 29, 2024, Regular Meeting, Council received staff report 24-92 “Addressing the Township’s Street Parking Challenges”. The report summarized historical parking concerns, previous reviews, and past amendments to parking regulations and bylaws in the Township. Staff identified that the level of detail required for the parking review was not well-suited to be completed through the TMS and recommended a separate parking study to evaluate on-street parking management best practices and cash-in-lieu parking policy.

At the April 29, 2024, Regular Meeting, Council considered the following motion:

> *That Council direct staff to engage the services of a qualified consultant to undertake a parking study to review on-street parking management best practices and development of a cash-in-lieu parking policy at an estimated cost of $75,000 with $37,500 to be funded from the Capital Projects Reserve and the remaining $37,500 from existing and available Transportation operating funding.*

At the April 29, 2024, Regular Meeting, Council deferred the matter to the May 13, 2024, Regular Council Meeting. At the May 13, 2024, Regular Meeting, Council deferred the item to the May 27, 2024, Regular Meeting.

At the May 27, 2024, Regular Meeting, Council withdrew the original motion of April 29, 2024, with a motion for division of the recommendations. Council passed Motion 1 below, as amended:

> *Motion #1*
>
> *That Council direct staff to undertake a parking study to review on-street parking best practices at an estimated cost of $75,000 with $37,500 funded from the Capital Projects Reserve and $37,500 funded from Transportation Operating funding;*
>
> *That Council explore the concept of resident-only parking in the Langley Memorial Hospital area and public parking on arterial roadways during nonpeak hours and direct staff to include the feasibility and implications for both in the parking study; and*

That Council direct staff to develop a new cash-in-lieu parking provision program for the Aldergrove Downtown Core in anticipation of the new parkade facility.

At the May 27, 2024, Regular Meeting, Council passed Motion 2 below:

Motion #2

That Council direct staff to review the existing cash-in-lieu parking provision program prescribed in Fort Langley Off-Street Parking Bylaw 1995 No. 3472.

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

That Council direct staff to Report to Council on the ongoing parking issues at Latimer Village and its surrounding areas, its potential causes, and potential policy solutions for that area, and future mixed-use areas.

At the January 27, 2025, Regular Meeting, Council passed the following resolution:

Be it resolved that Council directs staff to report to Council with a preliminary review of options for Council to consider, informed by Metro Vancouver's 2025 Regional Parking Strategy:

1. potentially reducing mandatory minimum parking requirements for apartment housing forms within close proximity to Bus Rapid Transit service as outlined within Transport 2050; and

2. the implementation of a modest cash-in-lieu provision for the reduction of mandatory minimum parking requirements to further support the recently established Cycling Infrastructure Improvements Fund.

Considering the above Council resolutions and recognizing that off-street and on-street parking are closely interconnected, a comprehensive review of the Township's parking bylaws, on-street parking management practices, and cash-in-lieu policy was required. Pursuant to the Township's procurement policy, a Request for Proposal (RFP) for a "Township Wide Parking Study and Bylaw Review" was issued in 2024. On November 27, 2024, the Township awarded the work to Urban Systems Ltd. (USL), a qualified transportation engineering consulting firm, to complete the Study.

DISCUSSION/ANALYSIS:

The Study, included as Attachment A, is intended to ensure the Township is well positioned to respond to evolving parking needs driven by population growth, changing development and built forms, provincial housing legislation (Small-Scale Multi-Unit Housing (SSMUH) and Transit-Oriented Areas (TOAs)), emerging mobility trends, and major regional transit expansion such as the Surrey-Langley SkyTrain extension and planned Bus Rapid Transit (BRT) corridors along 200 Street.

An "Existing Conditions and Best Practices Review Report", included as Attachment B, was undertaken to help inform the Study. Public consultation, summarized in a "Public and Stakeholder Engagement Report", summarized in Attachment C, was also undertaken. The Study was undertaken as a comprehensive process to develop an integrated parking strategy and framework that addresses both off-street parking regulations and on-street parking management, with four key outcomes: an off-street parking and curbside management strategy;

a resident-only parking strategy to address spillover; a new cash-in-lieu parking provision program for Aldergrove; and amendments to the existing Fort Langley cash-in-lieu program.

Review of the Council resolution of July 15, 2024, regarding the ongoing parking issues at Latimer Village and surrounding areas was not specifically included in the Study. Staff contacted the resident and addressed their concerns with additional parking restrictions at driveways and lanes. Additionally, time-restricted parking has been implemented on some roads near the Carvolth Transit Exchange and fronting mixed-use buildings. The Study includes recommendations for addressing parking in mixed-use developments moving forward.

Study Approach:

The Study was completed in five key steps:

1. Existing conditions review: Reviewed the Township's current parking provisions, including the Zoning Bylaw, on-street parking management practices, and findings from the ICBC vehicle ownership survey, to confirm existing conditions, gaps and opportunities for improvement.
2. Best practices and peer scan: Assessed leading and emerging practices to support a practical, defensible approach tailored to the Township.
3. Establishing context through overarching themes: Aligned the work and recommendations with key policy drivers, including the Official Community Plan, SSMUH, TOAs, and the ongoing Transportation & Mobility Strategy.
4. Public and stakeholder engagement: Gathered input through public and stakeholder engagement, including feedback from 1,474 survey respondents and 16 key interest groups, to collect broad input around on and off-street challenges, and opportunities. A summary of engagement activities and findings is provided in Attachment B.
5. Development of recommendations: Integrated technical analysis and engagement findings into an implementation-oriented set of policy directions and recommendations to guide future bylaw updates and parking management approach.

Study Recommendations and Potential Implementation:

The Study identified the following categories of recommendations related to parking:

- off-street parking
- loading
- accessible parking
- bicycle parking
- off-street EV charging
- Transportation Demand Management (TDM)
- shared parking in mixed-use developments
- parking along arterial roads
- parking along collector and local streets
- pay parking
- resident permit parking
- accessible parking
- on-street EV charging
- curbside commercial and passenger loading
- enforcement and monitoring
- cash-in-lieu

Implementing the Study's recommendations is expected to be carried out through a combination of regulatory updates, new or enhanced parking initiatives, and capital investment. Given the scale of the work, it is not feasible to implement all recommendations at once. It is proposed that the recommendations be advanced and implemented in phases, prioritized based on immediate needs, Council priorities, cost-effectiveness, and ease of implementation.

Table1 lists the study recommendations for each category of parking changes. Staff have also included a potential time frame for implementation, a high-level estimate of hours/staff resources for the task, and whether the task can be done through existing staffing levels, requires additional staff, or through a consultant. The time frame referenced in the table is defined as:

- short term: within five years
- medium term: five to ten years
- long term: ten plus years

Estimated hours/staff resources may be impacting various departments such as Community Development, Transportation Engineering and Bylaw. Items noted as "External" differentiate work that may require engaging a qualified consultant to undertake the works. In addition, the level of effort for both the implementation and the ongoing work for the Study recommendations was estimated. Table 1 below also notes recommendations that staff anticipate being able to complete utilizing existing resources.

Table 1. Summary of Township-wide Parking Study and Bylaw Review Recommendations:

Recommendations	Time Frame (Short, medium, long term)	Estimated Hours/ Resources for Set up	Estimate of Ongoing Hours	Existing/ Additional/ External
Off-Street Vehicular Parking				
Retain the existing regulatory framework for parking minimum requirements, while incorporating flexibility to allow adjustments as transit and active transportation infrastructure become fully developed (Zoning Bylaw Section 107.3).	Short	100	Nil	Additional
Develop a tiered approach to establishing parking reductions in areas with high mobility options.	Medium	50	Nil	Additional
Introduce vehicle parking requirements for additional land uses (Zoning Bylaw Section 107.3).	Short	50	Nil	Existing
Loading				
Introduce new loading space types under loading requirements (Zoning Bylaw Section 107.8).	Short	50	Nil	External
Update and expand loading space design requirements (Zoning Bylaw Section 107.7).	Short	50	Nil	External

Recommendations	Time Frame (Short, medium, long term)	Estimated Hours/ Resources for Set up	Estimate of Ongoing Hours	Existing/ Additional/ External
Update loading requirements based on land use and sizes (Zoning Bylaw Section 107.8).	Short	50	Nil	External
Accessible Parking				
Update accessible parking supply rates (Zoning Bylaw Section 107.11).	Short	25	Nil	Existing
Require a higher number of accessible parking spaces at locations with typically higher demand, such as hospitals and seniors' housing (Zoning Bylaw Section 107.11).	Short	25	Nil	Existing
Update design requirement for accessible parking spaces (Zoning Bylaw Section 107.11).	Short	50	Nil	External
Integrate supply and design requirements for van-accessible parking spaces (Zoning Bylaw Section 107.11).	Short	50	Nil	External
Introduce requirements for visitor accessible parking (Zoning Bylaw Section 107.11).	Short	25	Nil	Existing
Bicycle Parking				
Review existing bicycle parking supply rates against best practices and consider further land use differentiation to ensure that bicycle parking supply rates reflect potential demand (Zoning Bylaw Section 107.12).	Medium	50	Nil	External
Provide greater clarity on expectations relative to the required dimensions, configuration, and location of bicycle parking (Zoning Bylaw Section 107.12).	Medium	50	Nil	External
Include requirements to non-standard bicycle parking and mobility scooters (Zoning Bylaw Section 107.12).	Medium	25	Nil	External
Establish minimum design guidelines for end-of-trip facilities (Zoning Bylaw Section 107.12).	Medium	50	Nil	External

Recommendations	Time Frame (Short, medium, long term)	Estimated Hours/ Resources for Set up	Estimate of Ongoing Hours	Existing/ Additional/ External
Off-Street EV Charging				
Require electric vehicle charging infrastructure in non-residential uses, including both energized electrical outlets and charging stations (Zoning Bylaw Section 107.3).	Short	25	Nil	Additional
Require that all accessible and shared vehicle parking spaces be provided with an energized outlet capable of Level 2 charging (Zoning Bylaw Section 107.3).	Short	25	Nil	Additional
Require that a proportion of visitor parking spaces in residential uses include an energized outlet capable of Level 2 charging (Zoning Bylaw Section 107.3).	Short	25	Nil	Additional
Transportation Demand Management				
Implement a baseline TDM program in designated Urban Centre's and Transit-Oriented Areas.	Medium	200	Nil	External/ Additional
Allow for vehicle parking supply reductions through the provision of TDM strategies.	Medium	100	150	External/ Additional
Shared Parking in Mixed-Use				
Implement provision to provide shared parking in mixed-use development meeting overall parking needs through the provision of fewer parking spaces in uses with complementary parking demand trends (Section 107.4).	Short	100	100	External/ Additional
Consider implementing shared parking include the geographic applicability of these regulations, such as potentially restricting this practice to only high-density mixed-use centres and TOAs.	Short	200	100	External/ Additional
Parking along Arterial Streets				
Prohibit on-street parking for new arterial road construction.	Short	Nil	50	Additional
Develop and adopt a comprehensive curbside management strategy to support decision-making around curb use.	Medium	400	Nil	External

Recommendations	Time Frame (Short, medium, long term)	Estimated Hours/ Resources for Set up	Estimate of Ongoing Hours	Existing/ Additional/ External
Monitor trends and consider repurposing parking with higher curbside functions along arterial roads during redevelopment projects.	Medium	Nil	500	Additional
Parking along Collector and Local Streets				
Develop and adopt a comprehensive curbside management strategy to support decision-making around curb use.	Medium	200	Nil	External
Create, reallocate, or optimize existing curb space to better meet diverse demands beyond parking.	Medium	400	200	Additional
Implement informal and lighter-touch on-street parking management methods before introducing more formalized tools like pay parking or resident permit parking.	Medium	400	200	External/ Additional
Pay Parking				
Follow a data-driven approach supported by community engagement to identify the need for a pay parking system before implementation.	Long	500	500	External/ Additional
Resident Permit Parking Program				
Utilize a data-driven approach combined with community engagement to assess the necessity and feasibility of implementing the Resident Permit Parking program.	Medium	1,000	3,000	External/ Additional
Accessible Parking				
Adopt standardized on-street space design (signage, curb painting, access ramp adjacency), which aligns with a broader Accessibility Strategy under BC's Accessibility Act.	Short	75	Nil	External
Establish a formal application procedure and policy for residents or businesses to request on-street accessible parking spaces.	Short	100	100	Additional
On-Street EV Charging				
Continue to provide electric vehicle charging infrastructure exclusively in off-street public and private lots while introducing on-street charging facilities in limited areas.	Medium	200	200	External/ Additional

Recommendations	Time Frame (Short, medium, long term)	Estimated Hours/ Resources for Set up	Estimate of Ongoing Hours	Existing/ Additional/ External
Curbside Commercial and Passenger Loading				
Establish a curbside loading policy framework that outlines when and where on-street loading zones can be designated.	Medium	200	200	Additional
Introduce Time-Limited and Time-of-Day Loading Zones to balance competing curbside uses in commercial areas.	Medium	200	200	Additional
Explore the implementation of a smart parking reservation system to allow trucks, passenger vehicles, on-demand delivery, or ride hailing vehicles to find and reserve available on-street parking spaces.	Long	1,000	500	External/ Additional
Enforcement and Monitoring				
Expand Automated License Plate Recognition (ALPR) capabilities and available resources for monitoring parking occupancy in addition to enforcement.	Short	100	1,800	Additional
Develop a Parking Data Management System.	Medium	1,000	1,000	External/ Additional
Introduce targeted enforcement scheduling**.**	Medium	200	500	Additional
Cash-in-Lieu				
Implement a modest cash-in-lieu of parking provision for TOA's such as Willowbrook and the 200 Street corridor, allowing developers to reduce parking minimums in support of alternative transportation infrastructure.	Medium	250	200	External/ Additional
Revisit the cash-in-lieu of bicycle parking provision.	Medium	100	100	External/ Additional
Implement a new cash-in-lieu bylaw for the Aldergrove Core Area and establish policies that ensure sufficient funds are collected for the new parking structure.	Short	100	Nil	Existing
Consider alternative approaches to expanding public parking supply in Fort Langley, in addition to the cash-in-lieu payment option.	Short	150	Nil	External

Recommendations	Time Frame (Short, medium, long term)	Estimated Hours/ Resources for Set up	Estimate of Ongoing Hours	Existing/ Additional/ External
Amend the Fort Langley cash-in-lieu bylaw (Bylaw 1995 No. 3472) to increase the per-space fee, introduce an eligibility limit, and broaden the reserve fund's uses.	Short	100	Nil	Existing
Total Estimated Hours		**8,050**	**9,600**	

Notes:

Existing – Task to be completed with existing staffing levels
Additional – Task requires additional staffing resources
External – Task requires external resources such as consulting services

Table 2 below summarizes the required internal and external resources to undertake and implement the short, medium, and long-term recommendations of the study.

Table 2. Summary of Required Resources:

Timeframe	Internal/External	Initial Setup Hours	Annual Ongoing Hours
Short	Existing	325	
	Additional	375	2150
	External	775	
Medium	Existing		
	Additional	1,050	6,450
	External	4,025	
Long	Existing		
	Additional		1,000
	External	1,500	
	Total	**8,050**	**9,600**

RECOMMENDATIONS:

As noted in Table 2 above, the recommendations of the parking study can be implemented in phases, based upon priorities and Council direction. However, implementation of the work will require significant resources in both staff time and/or consultant hours/fees. Given the current internal capacity, most of the proposed works will require additional staff resources for implementation. Additionally, funding will be required for consultants to undertake some recommendations of the study.

Staff recommends that Council endorse, in principle, the Study's recommendations to guide the Township's future modernization of off-street parking regulations and on-street parking management approach.

Staff also recommends that Council direct staff to bring forward separate reports, as appropriate, on the implementation of specific recommendations, including associated bylaw amendments, on-street parking initiatives, and financial and resourcing implications, for Council consideration.

Financial Implications:

Budget implications for implementing the recommendations outlined in the Study have not been determined at this time. As noted in Tables 1 and 2, it is anticipated that the successful implementation of many recommendations will require additional staff resources and/or capital funding. These requirements, including estimated costs and potential funding approaches, will be identified and presented as part of subsequent implementation reports to Council for consideration.

Respectfully submitted,

Paul Cordeiro
MANAGER, TRANSPORTATION ENGINEERING
for
ENGINEERING DIVISION

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

CONCURRENCES	
Division / Department	**Name**
COMMUNITY DEVELOPMENT DIVISION	S. Richardson
BYLAW ENFORCEMENT DIVISION	M. Natt

ATTACHMENT A Township-wide Parking Study and Bylaw Review

ATTACHMENT B Existing Conditions and Best Practices Review Report

ATTACHMENT C Public and Stakeholder Engagement Report



Township-wide Parking Study and Bylaw Review

Final Report

Township of Langley

January 2026

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1 Introduction

As one of the fastest growing municipalities in Metro Vancouver and one of the largest municipalities in British Columbia with an area of 316 square kilometres, the Township of Langley (Township) is reviewing how it supplies, manages and regulates parking. Parking has a broad impact on the community in terms of development feasibility, building form, travel behaviour, personal well-being and environmental sustainability.

The Township undertook this parking study to review on-street parking best practices, review and update the zoning and parking bylaws to develop an integrated parking strategy and framework which will provide the Township with the policy tools and recommendations necessary to address growing on-street and off-street parking concerns. In anticipation of significant growth and development potential in the Township, future rapid transit expansion, Small-Scale Multi-Unit Housing (SSMUH) housing density, and continued public parking challenges in Fort Langley and Aldergrove, this parking study and bylaw review comes at a critical time for the Township.

The project is undergoing a comprehensive process that will result in four key outcomes:

- Off-Street Parking and Curbside Management Strategy
- Resident-Only Parking Strategy to address parking spillover issues
- A new Cash-in-Lieu Parking Provision Program for Aldergrove
- Amendment to the Existing Cash-in-Lieu Parking Provision Program in Fort Langley

The study began by reviewing existing parking conditions in the Township using available data, as well as relevant plans and policies that influence parking supply and management. Next, best practices from other Lower Mainland municipalities were examined to identify innovative approaches and lessons applicable to the Township. Based on these analyses, recommendations were developed to address identified gaps and modernize parking policies in anticipation of future growth. Each recommendation includes a short illustrative example to guide staff on potential implementation. This review is intended as a light-touch assessment, and some recommendations will require further evaluation or discussion with staff before being implemented.

Township's Zoning Bylaw (Zoning Bylaw No. 2500) was reviewed to assess current off-street parking requirements. This evaluation included a comparison with best practices, identification of opportunities to update existing parking bylaws, and the development of recommendations for cash-in-lieu parking provision programs for Fort Langley and Aldergrove. A background document was prepared to summarize the current state of on-street and off-street parking management in the Township as well as relevant best and emerging practices in peer communities. Selected excerpts from the background document have been incorporated into this document to support the rationale and recommendations. The complete background document is provided in **Appendix A – Existing Conditions and Best Practices Report**.

This report includes specific recommendations for off-street parking and curbside management strategy responding to the understanding of existing practices and future needs. Revised parking strategies, policies, regulations, and management approaches will align with the Township's goals and objectives, leading to a more structured process that increases consistency for staff, residents, developers, and Council.

Feedback from public and stakeholder online surveys informed the recommendations in this report for future regulatory changes and supporting actions. A summary of the engagement is presented in the Engagement chapter of this report, with a detailed report available in **Appendix B – Public and Stakeholder Engagement Report**.

2 Overarching Themes

This section introduces the key overarching themes that shape both off-street parking policy and curbside management, including Community Structure, SSMUH, Transit-Oriented Areas (TOAs), and the Township's Transportation and Mobility Strategy (TMS). While the report organizes recommendations into separate sections for off-street parking and curbside management, these themes cut across both and influence how parking supply, demand, and curb use should be managed holistically. Establishing this context up front ensures that subsequent recommendations are interpreted and applied in a coordinated and policy-aligned manner, rather than in isolation.

2.1 Community Structure

The Township of Langley's Official Community Plan (OCP) establishes a comprehensive land use and community structure framework that defines how growth and development are organized across the municipality. These designations, described in **Table 1**, ranging from Regional Centres to rural agricultural lands, set out the intended role, scale, and character of each area. Understanding this framework is critical for shaping parking regulations, as parking needs vary greatly between dense mixed-use centres, neighbourhood-scale nodes, employment areas, and rural/agricultural lands. By aligning parking strategies with the OCP's land use structure, the Township can ensure that regulations are tailored to both current and future demands while also supporting broader community objectives such as walkability, transit viability, agricultural protection, and sustainable development forms.

Table 1: Township of Langley Community Structure and Parking Implications

Land Use / Community Structure	Characteristics	Parking Implications	Examples
Regional Centre	Largest, mixed-use hub; includes regional-scale retail, office, entertainment, higher-density housing, transit hub.	High demand for structured parking; potential for paid/managed parking; opportunities for reduced parking near transit; supports park-and-ride.	Willowbrook Regional Centre (part of Langley Regional City Centre)
Town Centres	Municipal-level hubs; commercial, institutional, entertainment; higher-density housing to serve local communities.	Mix of surface and structured parking; shared parking between uses; shift to more walkable, transit-supportive designs.	Willoughby Town Centre, Aldergrove Town Centre
Community Centres	Smaller focal points for each community; provide retail, services, civic amenities; some tourist functions.	On-street and small-lot parking; balance between local access and preserving community character; potential parking	Fort Langley, Murrayville, Walnut Grove, Brookswood-Fernridge

		conflicts between residents and visitors.	
Neighbourhood Centres	Local-serving nodes; small shops and services; lower-density multi-family housing.	Primarily surface and on-street parking; modest demand; neighbourhood-serving scale means walkability reduces need.	Planned within neighbourhood plans (e.g., parts of Willoughby, Brookswood)
Frequent Transit Development Areas (FTDAs)	Growth focused along frequent bus corridors; higher-density residential, mixed-use, commercial.	Parking requirements can be reduced near transit; emphasis on walking, cycling, transit; demand for bike parking and limited vehicle spaces.	Carvolth Frequent Transit Development Area (FTDA) near Hwy 1 and future 200 St
Urban Designation	Residential neighbourhoods, mixed-use, commercial, institutional, recreational.	Mix of surface lots, underground parking in higher-density areas; policies encourage walkable, transit-oriented designs	Willoughby, Walnut Grove, Murrayville, Walnut Grove, Fort Langley, Gloucester, Willowbrook, Brookswood/Fernridge, Aldergrove
Industrial & Mixed Employment	Industrial, commercial, employment lands; provide local jobs.	Large surface lots for employees and trucks; loading and staging areas dominate.	Gloucester, Northwest Langley, Willowbrook, Williams, Aldergrove
Agriculture / Rural Designations	ALR priority lands; non-ALR rural residential areas; low density.	Minimal formal parking; farm vehicle storage; limited public parking; agri-tourism may create seasonal parking pressures	ALR areas throughout Township; rural residential in South Langley, Milner (historic rural community), rural centres (per Rural Plan), Salmon River Uplands, Glen Valley, Aldergrove
Conservation & Recreation	Regional parks, open space, natural conservation lands.	Public parking lots at trailheads, parks; seasonal/peak demand management required	Derby Reach Regional Park, Campbell Valley Regional Park, Aldergrove Regional Park, South Langley Regional Park, Brae Island Regional Park, Glen Valley Regional Park, Two-Bit Bar, West Creek Wetlands

2.2 Small-Scale Multi-Unit Housing (SSMUH)

Bill 44, formally known as the Housing Statutes (Residential Development) Amendment Act, 2023, is provincial legislation in British Columbia designed to expedite housing supply and broaden available options within traditionally single-family residential zones. This legislation mandates that municipalities revise their zoning bylaws to allow for small-scale multi-unit housing such as secondary suites, detached accessory units, triplexes, and fourplexes with provisions permitting up to six units in areas well served by transit. By removing the requirement for protracted rezoning processes for these housing types and establishing definitive timelines for municipal compliance, Bill 44 seeks to ensure more consistent and efficient approval processes. Although its primary focus is land use, the legislation also carries implications for servicing, infrastructure, and parking; increased unit density may elevate demand for off-street and curbside parking, compelling municipalities to reassess parking standards. This is particularly pertinent in areas with limited transit access, while reduced parking requirements may be suitable for locations near frequent transit routes. The Township has enacted bylaw amendments in accordance with the legislation; however, concerns have been raised regarding possible impacts on existing infrastructure, including parking. Bill 25 (the Housing and Municipal Affairs Statutes Amendment Act, 2025) limits local discretion to impose off-street parking or loading requirements for SSMUH located in FTDA. The Province may establish upper limits on parking requirements, including reductions for developments located near frequent transit. The Township Official Community Plan was updated on December 1, 2025 by Amendment Bylaw (2025 OCP Update) No. 6200. and aligns with the new requirements.

2.3 Transit Oriented Areas (TOAs)

Bill 47, the Housing Statutes (Transit-Oriented Areas) Amendment Act, 2023, is a provincial law in British Columbia that mandates municipalities to create TOAs around rapid transit stations and major bus exchanges. Within these TOAs, the Province sets minimum standards for building heights and densities to encourage compact, mixed-use, and higher-density development near transit. A key component of Bill 47's impact on parking is the removal of minimum parking requirements for residential developments within these designated TOAs, allowing developers to determine parking supply based on projected demand rather than zoning requirements. This is intended to reduce barriers to housing construction, lower costs with reduced structured parking supply, and support a shift toward sustainable transportation.

Within the Township, the Willowbrook area with the future Willowbrook Skytrain station and Transit Exchange as part of the Surrey-Langley Expo Line Skytrain Extension (SLS), which will be located at the northeast corner of Willowbrook Drive and Fraser Highway, is designated as TOA. Moreover, TransLink’s 200 Street Bus Rapid Transit (Langley-Haney Place BRT) route from Willowbrook Skytrain Station to Haney Place in Maple Ridge is also planned to offer a high-frequency service along 200 Street. While the Province has not designated future BRT stations as Transit-Oriented Development Areas at this time, the Township has undertaken a corridor planning process for 200 Street to define a future vision for the transit-oriented development in the Willoughby Plan Area.

2.4 Transportation Mobility Strategy

The Township of Langley is also currently developing a new *Transportation & Mobility Strategy (TMS)* to update its *2009 Master Transportation Plan* (MTP) and respond to rapid growth, changing travel patterns, and new regional investments like the Surrey-Langley SkyTrain (SLS) extension and planned Langley to Haney Place BRT. The TMS is being designed around principles of safety, sustainability, equity, and multimodal choice, with a strong emphasis on Vision Zero, climate action, and creating connected communities where walking, cycling, and transit are realistic alternatives to driving.

The TMS reviews all current transportation options and sets a strategic direction for community growth and network development through 2050. This long-term plan offers guidance for multi-modal transportation, recommends policies and projects, and outlines implementation steps to support informed, equitable, and sustainable decisions. While parking is not directly addressed in the TMS, many of its findings such as travel patterns, land use changes, mode shift strategies, and network planning implications inform the recommendations presented in this study.

The TMS presents significant implications for off-street parking regulations. Through the identification of locations where increased density and enhanced transit services may decrease car dependency, the strategy supports more adaptable and context-driven parking standards. This may involve lowering minimum parking requirements, promoting cash-in-lieu options, or facilitating shared and unbundled parking arrangements. Furthermore, it encourages the integration of EV charging infrastructure and the alignment of parking regulations with broader TDM initiatives. As ride-hailing and micromobility continue to expand, and transit priority measures are implemented, there may be a need to reconsider the allocation of some curbside parking. Collectively, updates to off-street parking policies and a comprehensive curbside management approach will support the objectives of TMS, ensuring that both parking and road space contribute effectively to overarching community goals, such as improved livability, economic resilience, and sustainable urban development.

3 Engagement Summary

This study included robust engagement with 1,474 public survey respondents and 16 key interest groups. While a detailed summary can be found in Appendix B, the following section presents detailed findings, supported by quantitative data, that were used to inform recommendations.

Community Mobility and Parking Demand

- Car Dependency:
  - 79% of respondents drive or carpool every day (1,165 out of 1,474).
  - Only 2% use transit daily (34 respondents), and 3% bike daily (49 respondents).
  - 64% never use transit, and 59% never bike or scooter.
- Vehicle Ownership:
  - 46% of households own two vehicles (679 respondents).
  - 32% own three or more vehicles (476 respondents).
  - Less than 1% (7 respondents) do not own a car.
- Electric Vehicles:
  - 83% of vehicle owners do not own an EV (1,218 respondents).
  - Only 13% own one EV, and less than 3% own two or more.

Residential Parking Patterns

- Parking Location:
  - 70% park in private garages/driveways (1,040 respondents).
  - 15% use on-street parking (214 respondents).
  - 9% have a dedicated space in a multi-unit building.
- Work-Related Vehicles:
  - 78% do not park work vehicles at home (1,147 respondents).

Common Parking Issues

- Top Challenges:
  - 60% report not enough on-street parking (885 respondents).
  - 43% report insufficient parking at destinations (638 respondents).
  - 29% report not enough parking at their residence (429 respondents).
- Additional Concerns:
  - 20 respondents cited non-residents using residential parking (e.g., hospital staff, large work vehicles).
  - 15 cited overcrowded street parking.
  - 8 cited lack of visitor and disabled parking.
  - 4 cited insufficient bike storage/parking.

Accessibility and Special Populations

- Accessible Parking:
  - 73% rate accessible parking as important or very important (889 out of 1,216).
  - 50% support creating more accessible parking spaces (636 out of 1,271).

- 55% want more/improved accessible parking in residential areas (699 out of 1,271); 41% in commercial areas (529 respondents).

Attitudes Toward Parking Solutions

- Supportive Measures:
  - Creating more accessible parking spaces: 50% supportive or very supportive.
  - Time-restricted on-street parking: 42% supportive or very supportive.
  - Creating more loading spaces: 41% supportive or very supportive.
- Least Supported Measures:
  - Removing on-street parking for bike/micromobility infrastructure: 75% unsupportive or very unsupportive.
  - Introducing pay parking in commercial areas: 69% unsupportive or very unsupportive.

Alternative Transportation and Mode Shift

- Factors to Encourage Mode Shift (Score of 1 meant least likely and 10 meant most likely):
  - The top factor to encourage switching from personal vehicles was closer access to daily needs (score: 6.41/10).
  - The second factor with a score of 6.33/10 was nothing would get them to switch modes.
  - Improved transit schedules/routes was the third factor and received a score of 5.93/10.

Locations with Parking Challenges

- Hotspots Identified:
  - Willoughby and Willowbrook (110 mentions)
  - 208A Street (28 mentions)
  - 216 Street (26 mentions)
  - Near Langley Memorial Hospital (23 mentions)
  - 88B Street (20 mentions)

Electric Vehicle Charging

- On-Street EV Charging:
  - 61% do not want more on-street EV charging (776 out of 1,271).
  - 26% want more in commercial areas (325 respondents).
  - Only 15% want more in residential areas (190 respondents).

Parking Requirements and Policy

- Community Sentiment:
  - 59% oppose reducing parking requirements (717 out of 1,216).
  - 29% support reductions near frequent transit (358 respondents).
  - 27% support reductions in urban centers (329 respondents).
- Key Interest Groups:
  - 4 out of 9 rely on Township Zoning Bylaw for parking requirements.
  - 7 out of 12 support a combination of factors for reduced minimum parking requirements.

Business and Delivery Needs

- Business Feedback:
    - 90% of key interest group respondents report adequate onsite parking for their business.
    - Highest support for resident parking with permit near commercial/public facilities (54%) and reallocating on-street space for micromobility (75%).

Recommendations

Based on these findings, the following strategic directions are recommended:

- **Maintain and optimize on-street parking** in high-demand residential and commercial areas, especially in identified hotspots.
- **Expand accessible parking and loading zones**, with attention to seniors and those with mobility challenges.
- **Support gradual mode shift** by improving transit and active transportation infrastructure, and by focusing land use planning on bringing daily needs closer to residents.
- **Prioritize off-street EV charging** in multi-family and commercial areas, with limited on-street charging in high-density centers.
- **Maintain or cautiously reduce parking minimums** only where justified and consider cash-in-lieu policies to fund alternative transportation.
- **Ensure parking policies do not create barriers** for vulnerable groups and address business needs for deliveries and customer access.

4 Off-Street Parking

Off-street parking regulations are used to ensure that an appropriate and desirable supply and design of off-street parking facilities are provided alongside new developments. These regulations include vehicle parking for residents and visitors, encompassing accessible parking and loading, but may also address parking for bicycles and mobility scooters, transportation demand management (TDM), and EV charging. In this section, recommended updates to numerous aspects of off-street vehicle parking are addressed including the following:

1. Vehicular Parking
2. Loading
3. Accessible Parking
4. Bicycle Parking
5. EV Charging
6. Transportation Demand Management (TDM)
7. Shared Parking in Mixed-Use

4.1 Vehicular Parking

Existing Practice in Township

Minimum vehicle parking requirements are defined in the Zoning Bylaw under Section 107. Required off-street parking rates are defined by land use type, which include residential, industrial, commercial, institutional, and mixed-use areas. Vehicle parking requirements are calculated based on floor area, number of dwelling units, or anticipated number of users. EV charging requirements are also specified for residential uses and community care facilities. Generally, current vehicle parking requirements for residential uses are consistent with peer communities such as Delta, Coquitlam and Surrey.

For single family residential uses, the Township maintains a traditional parking standard, requiring 1 space per unit with a minimum of 2 spaces per lot, even for triplexes and fourplexes. However, in practice most front-loaded lots provide 4 parking spaces (2 in the garage and 2 in the driveway) and most rear-loaded lots provide 3 parking spaces (2 in the garage and 1 on a parking pad). Also, the Township does allow tandem parking in single family and townhouse units. Because there are currently no Frequent Transit Network (FTN) stops within Township's SSMUH-eligible areas, the Township is not subject to the provincial requirement to waive parking near transit.

Best and Emerging Practices

Parking Supply Requirements

Communities employ three primary methods to establish off-street parking requirements: parking minimums, parking maximums, and market-driven approaches. The best practices for defining off-street parking requirements in the Lower Mainland are transitioning from rigid minimums to flexible and context-sensitive strategies because it aligns parking requirement with observed travel behaviour, evolving land-use patterns, and regional transportation and housing objectives rather than using one-size-fits-all standards. Influenced by climate action, housing affordability, and sustainable transportation objectives, municipalities increasingly eliminate or substantially reduce residential parking minimums, particularly in TOAs as mandated by provincial legislation. Additionally, they are implementing parking maximums to mitigate oversupply and promote alternative transportation options.

Parking requirements for SSMUH in municipalities across Lower Mainland vary but show a clear trend toward flexibility and reduction, especially near transit and in walkable areas. Across the Lower Mainland, municipalities cannot require parking minimums for SSMUH in areas served by frequent transit (within 400 metres) or rapid transit (within 800 metres). Cities now require zero parking within transit-oriented areas (TOA's), and several jurisdictions such as Vancouver, Surrey, and Coquitlam have introduced lower base rates, size-based requirements, or parking caps to limit oversupply. Many municipalities also emphasize EV-readiness, lane access, and site design measures to reduce the footprint of parking and support more affordable, compact infill housing.

Township's parking requirements for non-SSMUH single-family homes align closely with the standard suburban pattern across the Lower Mainland. The Township generally requires a minimum of 2 off-street spaces per detached dwelling and one additional space when a secondary suite is included, mirroring the norms in Surrey, Delta, Coquitlam, Richmond, and most Fraser Valley municipalities. In practice, 3 to 4 off-street parking spaces are provided in newer detached homes. In this respect, Township's requirements are consistent with regional expectations and do not represent an outlier in either direction.

Across the region, almost all suburban municipalities maintain similar minimums for detached housing, typically anchored around 2 spaces per lot plus 1 for a suite. Variations exist as some cities allow tandem configurations, others require enclosed spaces in certain zones, but the baseline remains largely uniform. Even municipalities with more progressive parking policies in their multifamily or infill areas generally retain conventional single-family minimum requirements outside transit-oriented precincts. Outside TOAs, the current standards will continue to apply and will remain broadly aligned with the region's prevailing single-family residential parking approach.

The Township's multifamily parking requirements sit firmly within the regional mid-range, with resident rates of roughly 1.0–1.5 stalls per unit comparable to many Lower Mainland municipalities. Its visitor requirement of 10% of total parking, typically 0.10–0.15 stalls per unit, is lower than the 0.2 stalls per unit used by several peers, which positions Township slightly below the regional average for visitor parking. Compared with municipalities that retain more auto-oriented standards (such as Delta, Richmond, and the District of North Vancouver), Township remains on the more moderate side.

Compared to municipalities with strong transit-oriented or rental-focused parking policies including Vancouver, Surrey, Burnaby, Coquitlam, and New Westminster, Township appears more traditional. These municipalities increasingly provide dedicated rental-housing reductions, TOA or FTN-based minimums below 1.0 stall per unit, or in some cases no minimums at all. Township currently applies a uniform rate to both strata and rental housing and provides fewer incentives that directly lower parking supply for affordable or transit-proximate rental projects.

Metro Vancouver's 2018 Apartment Parking Study analyzed parking supply, utilization, street-parking conditions, and resident travel behaviour at 73 apartment sites across the region. Using overnight parking counts, neighbourhood street surveys, and resident questionnaires, the study compared how much parking was built versus how much was actually used in both strata and rental buildings, in both transit-rich and auto-oriented areas. The study found the following:

- Strata buildings had substantial oversupply, with approximately 42% of parking stalls remaining unused during peak overnight periods, indicating that developers were consistently building far more parking than residents required.

- Purpose-built rental buildings also demonstrated oversupply, though at a slightly lower level, with about 35% of stalls sitting empty, showing that rental parking demand was similarly overestimated across many sites.
- Buildings located near SkyTrain or the Frequent Transit Network exhibited significantly lower parking demand, often averaging less than 0.9 vehicles per unit, demonstrating the strong influence of transit accessibility on vehicle ownership and parking use.
- On-street parking occupancy remained below 85% in most neighbourhoods, even adjacent to buildings with lower on-site supply, confirming that reduced on-site parking did not produce widespread or persistent spillover parking issues.
- Visitor parking was consistently underutilized across the region, suggesting that municipalities may be requiring more visitor stalls than are needed in most contexts.
- About one-third of bicycle-owning residents did not use their building's bike rooms, largely due to concerns about security, overcrowding, or poor design, indicating that improving bike parking quality could better support cycling and reduce reliance on car storage.

Metro Vancouver's 2025 Regional Parking Study update expanded the research to more than 200 apartment buildings, added 16 additional affordable housing sites, refined utilization metrics (accounting for vacant units), and introduced economic analysis to quantify how parking supply affects development feasibility and housing affordability. The update also examined parking performance in the context of new BC provincial legislation removing parking minimums near transit.

- Overall apartment parking utilization remained low, with average use across the surveyed buildings falling between 57% and 75%, meaning that one-fourth or more of all parking stalls continued to be unused. Across the region, visitor parking occupancy averages 36%.
- Strata condominium buildings exhibited comparable rates of unused parking, with approximately 35% of stalls remaining vacant. This trend underscores an increasing disparity between parking supply and actual household vehicle ownership.
- Purpose-built rental buildings were slightly more closely aligned with actual demand, achieving approximately 67% utilization even with much lower supply rate of 0.77 stalls per unit.
- Transit proximity continued to play a major role in lowering demand, as buildings near rapid transit provided an average of 1.09 stalls per unit with only 64% occupancy, compared with 1.47 stalls per unit and 68% occupancy in areas without frequent transit, reinforcing the rationale for reduced parking requirements near transit. Although utilization is somewhat lower, surplus remains high (44 – 50%), indicating supply often outpaces demand even in transit-served areas.
- Non-market affordable housing displayed even lower parking demand, with an average utilization of about 65%, which supports adopting significantly lower parking minimums for these developments.
- Visitor parking remained lightly used across most buildings, with less than half of visitor stalls occupied at peak times, demonstrating continued over-provision in this category.
- The estimated full cost of constructing an underground parking stall ranged from $117,000 to $137,000, and this cost burden can require homebuyers to earn $31,000 to $36,000 in additional annual income to afford a unit with a bundled parking space, illustrating parking's substantial impact on housing affordability.

The ICBC vehicle ownership data for the Township, collected as part of this study, indicated that the average vehicle ownership rates for both condo (20 sampled) and townhouse (8 sampled) buildings are lower than the bylaw parking requirements (1 vehicle per unit for condo compared to 1 – 1.25 space per unit requirement, 1.58 vehicle per unit for townhouses compared to 2 space per unit requirements). By comparison, findings from the Metro Vancouver Apartment Parking study found the parking demand in condo buildings to be an average of 0.85 parking spaces per unit. Market rentals were shown to generate even lower parking demand, with approximately 0.52 parking spaces required per unit.

Location-based Reductions and Flexibility

A review of parking requirements indicates that the Township's current rates align with those of peer municipalities. However, the City of Coquitlam and City of Richmond have modernized bylaws to reflect contemporary practices, incorporating provisions for shared parking and reductions associated with transit-oriented development. Coquitlam prioritizes flexibility near transit stations, offering options such as cash-in-lieu payments and engineering-based adjustments to allow flexible parking supply. Richmond expands upon these measures by breaking down the City Centre into three parking zones with each having distinct parking requirements. Moreover, they require baseline TDM measures in all new developments in TOAs.

Key strategies to implement flexible parking standards include a tiered approach with lower requirements in transit-rich areas, mandatory TDM plans integrating car-share, bicycle facilities, and transit pass incentives, and unbundling parking costs from residential units to discourage car ownership. Shared parking agreements are also encouraged to maximize existing supply, while evolving cash-in-lieu programs are being used to fund TDM or public parking infrastructure.

Communities are also employing several strategies to reduce non-residential parking requirements in TOAs to support transit use and compact urban development. These approaches include distance-based reductions near transit hubs (Vancouver, New Westminster), tiered parking zones with lower requirements closer to stations (Burnaby, Coquitlam), and the introduction of parking maximums to prevent oversupply (Port Moody). Many cities also offer parking reductions through TDM measures such as bike facilities, car-share, or transit passes. Shared parking between land uses with offset peak periods is encouraged, and further relaxations are granted for heritage buildings or sustainable developments.

Relative to the baseline parking demand for residential buildings located more than 400 metres from FTN (approximately one space per dwelling unit), the Metro Vancouver Regional Parking Study found the following for residential buildings situated within 400 metres of FTN and within 800 metres of Rapid Transit. These metrics offer a solid basis for determining appropriate parking reduction thresholds within the Township once transit service becomes available.

- Within 400 metres of FTN (15% less demand than baseline, 0.85 space per unit)
- Within 800 metres of Rapid Transit (30% less demand than baseline, 0.70 space per unit)

Parking Design and Dimensional Standards

Across the region, standard space sizes are consistent, with most municipalities converging on widths in the 2.5-2.75 m range and lengths of 5.5-5.8 m. Township sits toward the upper end on length with a standard 5.8 m space and common width of 2.75 m at 90°, very similar to Coquitlam (2.90 m × 5.8 m) and Nanaimo (2.75 m × 5.8 m). By contrast, Surrey, Burnaby and Delta typically use 5.5 m length standards and slightly narrower regular widths (2.5–2.6 m), while Vancouver's Parking By-law also defaults to 2.5 m × 5.5 m for most spaces. Township's standard space dimensions are somewhat longer than those in most other locations, yet their overall dimensions are comparable to those found in cities with more generous space sizes. The Township's policy regarding small-car space dimensions is also consistent with typical practices, allowing up to 20% of

parking spaces in commercial, industrial, or public lots to be sized at 2.44 m × 4.88 m. This aligns within the upper end of the standard range (2.3–2.4 m × 4.8–5.0 m) commonly adopted by other municipalities.

Recommendations

The Township of Langley's current residential parking requirement rates generally reflect its existing suburban context, where many areas continue to experience limited transit service, incomplete active transportation networks, and a high reliance on private vehicles for daily travel. In this context, the Township's base parking rates remain appropriate to avoid spillover impacts, support commercial viability, and ensure adequate parking supply for residents, employees, and visitors. However, comparative review of regional and provincial best practices demonstrates that municipalities are increasingly shifting from static, one-size-fits-all parking standards toward more flexible, context-sensitive regulatory frameworks that evolve alongside transportation investments, land-use change, and travel behaviour.

Failing to adopt forward-looking parking standards can result in long-term over-supply of parking that does not align with evolving transportation patterns, land-use objectives, or climate commitments. As transit service, active transportation infrastructure, and shared mobility options expand over time, rigid parking minimums risk locking in excess parking that is costly to build, underutilized, and difficult to repurpose. This can undermine the Township's ability to respond to future growth efficiently and adapt to changing travel behaviour.

Therefore, the following recommendations are provided for this theme.

- **Retain the existing regulatory framework for parking minimum requirements, while incorporating flexibility to allow adjustments as transit and active transportation infrastructure become fully developed (Section 107.3).** Reductions to vehicle parking supply can be supported where TDM strategies are provided, or a development is located near frequent transit. Similarly, differentiated parking supply rates for different areas of the Township could also be considered, particularly as it relates to the non-residential uses in TOAs. This could mean maintaining parking minimums, but at a reduced rate compared to other areas of the Township, such as allowing for less parking in TOAs or other core areas. This would allow for greater flexibility for development to provide the amount of parking they need, while still ensuring that some off-street parking is included.

  Implementation:

  The Township could achieve greater flexibility in prescribing parking requirements while maintaining the parking minimum framework by establishing geographic area categories within the Township according to levels of mobility and transportation options, with minimum parking requirements reduced based on available transit service and active transportation infrastructure. As areas in the Township develop increased transit and alternative transportation options, they can be reclassified into suitable categories without requiring frequent updates to parking regulations.

- **Develop a tiered approach to establishing parking reductions in areas with high mobility options.** It is recommended that the Township consider updating its parking regulatory structure to introduce tiered and forward-looking parking standards that respond to varying levels of transit access, density, and land-use intensity over time. This may include establishing reduced parking requirements in defined transit-supportive areas as service levels improve, incorporating parking reductions tied to proximity to frequent transit or future rapid transit corridors. Such an approach would allow the Township to maintain appropriate parking supply today while proactively planning for long-term mode shift and more efficient land use as transit and active transportation infrastructure expands. The Township should consider implementing parking reductions based on the proximity to future rapid transit stations such as the BRT corridor and

Willowbrook TOA, with the areas closest to the stations receiving the most significant reductions. However, commitment to baseline TDM strategies should be required from all developments (discussed in Section 4.6).

Implementation:

The Township may consider implementing tiered parking reductions, with the proposed reduction rates being based on results from the Metro Vancouver Apartment Parking Study. It should be noted that the reductions to recommended minimum parking supply should not apply to accessible or visitor parking supply to ensure that new development continues to support an accessible urban environment and avoid entirely shifting site parking demand to nearby on-street parking.

Use	Parking Reduction		
	Within 400 metres of FTN	Within 800 metres of BRT	Within TOA
Residential	15% reduction	15% reduction	Market Driven
SSMUH	Market Driven	Market Driven	Market Driven
Commercial uses	10% reduction	10% reduction	30% reduction
Institutional uses	10% reduction	10% reduction	30% reduction
Industrial Uses	No reduction	No reduction	No reduction

- **Introduce vehicle parking requirements for additional land uses (Section 107.3).** The Township should consider adding additional vehicle supply requirements for land uses that are currently not defined in the Zoning Bylaw upon conducting a gap review based on active development applications. An example includes distinguishing between income-restricted affordable units and secured market rental tenure ensuring that public benefits are aligned with policy objectives, legally secured through housing agreements, and enforceable over time. This approach reflects established Lower Mainland practice (e.g., Vancouver, Burnaby, Coquitlam, Surrey, Richmond), where municipalities explicitly define both housing types to support affordability goals while protecting and expanding long-term rental supply.

Implementation:

As additional market housing and rentals are added in the Township, the Township can amend its Zoning Bylaw to include vehicle parking rates for these additional land uses.

DEFINITIONS

"Affordable and Special Needs Housing Units" means dwelling units that meet the definitions of either Affordable Housing Units or Special Needs Housing Units, as secured under a housing agreement registered on title and subject to terms specifying affordability levels, eligibility criteria, form of tenure, and minimum duration of affordability.

"Market Rental Housing" means self-contained dwelling units that are secured as rental tenure through a housing agreement or covenant and are rented at market rates, are not income-tested, and are not subject to affordability restrictions, but are intended to remain as rental housing and not strata-titled or sold as individual ownership units.

Parking Requirements

Land Use	Proposed Requirement
Affordable and Special Needs Housing Units	0.50 spaces per dwelling unit + additional 0.10 visitor spaces per dwelling unit
Market Rental Housing	Townhouses – 1.0 spaces per dwelling unit + additional 0.10 visitor spaces per dwelling unit Apartments - 0.60 spaces per dwelling unit + additional 0.10 visitor spaces per dwelling unit

4.2 Loading

Existing Practice in Township

Loading space supply is required for commercial and industrial uses, capped at 1 loading space for every building with a gross floor area of 500 m^2 or greater. Off-street loading spaces are not considered as off-street parking spaces for the purposes of calculating the parking spaces required under the Zoning bylaw.

Best and Emerging Practices

Across comparative municipalities, loading requirements are notably more consistent than vehicle parking requirements. Virtually every jurisdiction requires at least one on-site loading space for new commercial or office development once a modest floor-area threshold is exceeded, with additional spaces triggered at larger building sizes. Even municipalities that have eliminated minimum vehicle parking most notably Vancouver and Downtown Nanaimo continue to require loading spaces. This underscores a shared view across BC that loading is essential functional infrastructure tied to goods movement, servicing, and building operations, and should not be treated in the same way as vehicle parking.

The Township's loading space requirements align squarely with the regional mainstream. Its threshold-based approach, requiring one loading space for standard-sized commercial or office buildings and scaling upward with floor area, is consistent with Surrey, Richmond, Coquitlam, Burnaby, Delta, Langley City, Pitt Meadows, Abbotsford, and Maple Ridge. The Township is neither unusually strict nor permissive when compared with its peers. Where it differs slightly is in structure: some municipalities (Coquitlam, Richmond, Vancouver) use more formalized, class-based systems with explicit dimensions embedded directly in the bylaw, while the Township relies more on a conventional schedule supplemented by engineering and design standards.

Defining the minimum dimensions of an off-street loading space can ensure that this infrastructure is designed to meet the needs of anticipated vehicle types and their users. As such, communities define different types of loading space requirements, largely based on land use, as follows:

- **Class A** – Loading spaces intended for the use of smaller vehicles, such as deliveries and passenger pick-up/drop-off. Minimum dimensions are closer to those of a standard parking space.
- **Class B** – Loading spaces tailored to the delivery of commercial goods as well as waste collection, and therefore suitable for larger trucks or other commercial or agricultural vehicles. Minimum dimensions are larger than standard vehicle parking spaces.
- **Class C** – Loading spaces intended for loading or unloading large vehicles, particularly semi-trailers and other vehicles 17 meters or longer.

Other communities in BC and elsewhere in Canada, such as Vancouver, Coquitlam, and Richmond are responding to the evolving need for loading space in different land uses by apply the approaches noted below:

- **Vancouver** – specifies three classes of loading spaces to support different loading needs (Class A, B, and C) and allocates space requirements into twelve land use categories including dwelling, institutional, office, retail, and manufacturing, among others. The number of required loading spaces increases with development size.
- **Coquitlam** – Generalizes supply requirements into residential, retail, office and industrial uses. Class A loading spaces are only required for office and retail uses. Class C spaces are only required for industrial uses and large restaurants.

- **Richmond** – Prescribes both medium-size and large-size loading spaces requirements for residential uses. The number of spaces is dependent both on the number of dwelling units and whether developments front a public road where on-street parking is typically allowed or prohibited.

Loading space dimensions in the Township compared to other peer communities are highlighted in **Table 2** below.

Table 2: Comparison of Loading Space Dimensions

	Township of Langley	City of Coquitlam	City of Richmond	City of Vancouver
Class A	3m width 9.25m length 4.25m height	3.5m width 7.5m length 3.5m height	2.7m width 5.5m length 3.8m height	2.7m width 5.5m length 2.3m height
Class B		3.5m width 12.5m length 4.5m height	3.0m width 9.1m length 3.8m height	3.4m width 10.2m length 3.8m height
Class C		4.5m width 25m length 4.5m height	3.5m width 18.4m length 4.3m height	3.6m width 23.1m length 4.3m height

Recommendations

The Township's current loading requirements are largely sound and defensible and aligned with what other municipalities continue to require even as they relax or remove parking minimums. However, efforts toward modernization should be undertaken to refine and clarify responses to future developments and evolving needs including requirements for residential and commercial uses. This would improve consistency between developments, reduce staff time spent negotiating site-specific solutions, and provide clearer directions to applicants early in the design process. In growth areas and emerging centres, updated loading regulations would support compact, mixed-use development by encouraging internalized and shared loading, reducing conflicts with active transportation, and protecting residential livability.

Therefore, the following recommendations are provided for this theme.

- **Introduce new loading space types under loading requirements (Section 107.8).** The Township should consider requiring designated loading spaces that match conventional parking sizes but are dedicated to passenger loading, minor goods delivery, and other short-term uses. This would accommodate various delivery and service vehicles while optimizing available parking space and reducing design constraints for larger vehicles. It is recommended that the Township consider defining three types of off-street loading spaces with specific design requirements:
    - Class A - Conventional vehicle parking space-sized loading spaces for small vehicles used for pick-up/drop-off, servicing, repair or delivery activities of overall length equal to or less than 7 m
    - Class B - Off-street loading spaces that can accommodate single-unit trucks and medium-sized vehicles
    - Class C - Loading spaces that can accommodate semi-trailers or other vehicles of overall length equal to or greater than 17 m used for delivery activities

- **Update and expand loading space design requirements (Section 107.7).** To align with the proposed directions, design requirements for off-street loading spaces would also need to be included in the Zoning Bylaw. Existing off-street loading space dimensions found in regulation are generally consistent with common practice for Class B loading spaces and can therefore be brought forward for this type of loading. Additions to regulations will focus on ensuring that Class A loading spaces are defined. As previously described, this will generally align with requirements for conventional vehicle parking spaces in the Township. For Class A loading spaces, design requirements should be tied to conventional parking space requirements under Section 107.5 of the Zoning Bylaw (currently), with specific provisions for signage and pavement markings required to reserve these spaces for loading use.

  Other general design requirements for loading uses that are currently lacking in the Zoning Bylaw that should be embedded in regulation include consideration for access and egress to off-street loading spaces.

  Implementation:

  Township could establish the loading requirements in Section 107.7 of the Zoning bylaw as follows.

  1) Class A, B, and C loading spaces shall abide by the following dimension requirements

	Minimum Loading Space Length	Minimum Loading Space Width	Minimum Vertical Clearance
Class A	7m	2.7m	3.0m
Class B	9.3m	3.5m	4.3m
Class C	23m	3.5m	4.3m

  2) Each off-street loading space must be provided with sufficient maneuvering space.

  3) All loading spaces shall be graded and designed as to not interfere with adjacent vehicle parking, driveway aisles or pedestrian walkways, or back onto a public road.

  4) All loading spaces shall be of adequate size and access to accommodate the types of vehicles loading and unloading.

  5) All loading spaces shall be demarcated with signage and pavement markings.

  6) Waste collection shall be conducted from a designated Class B loading space or a purpose-built service bay identified on the approved site plan. The site plan must demonstrate that a waste collection vehicle can safely maneuver into and out of the designated space and that adequate vertical clearance is provided. All waste storage and staging must occur entirely on-site, ensuring that motor vehicles do not encroach upon or disrupt public streets, lanes, or other public spaces.

- **Update loading requirements based on land use and sizes (Section 107.8).** In alignment with peer communities, the Township may consider increasing loading space provisions for floor areas over 500 m^2 and over 1,000 m^2. Township should also consider separate loading space requirements for residential buildings as well as hospitals, long-term care facilities, or other personal care facilities which are not currently included. These facilities generate frequent and specialized loading activity related to medical supplies, food, linens, waste, and equipment, as well as regular patient pick-up and drop-off by paratransit and service vehicles.

Implementation:

Township could establish the loading requirements in the Zoning bylaw as follows. It is recommended that Township review the proposed thresholds and evaluate if these potential outcomes align with broader goals for managing the curb, supporting economic activity, and encouraging efficient site design. Some additional land uses such as hotel, daycare, and school should have higher Class A requirements.

Use	Building Size	Required Off-Street Loading Spaces		
		Class A	Class B	Class C
All Multiple Dwelling Use	50 to 299 dwelling units	1	1	-
	Each additional 300 dwelling units	+1	+1	-
Commercial and Industrial Uses	500 m^2 to 1,999 m^2	-	1	-
	Each additional 2,500 m^2	-	+1	1
Office and all Institutional uses	0 m^2 to 999 m^2	-	-	-
	1000 m^2 to 5000 m^2	1	1	1
	Each additional 5,000 m^2	+1	+1	+1

4.3 Accessible Parking

Existing Practice in Township

The requirements for accessible parking supply are defined within the Zoning Bylaw as “parking spaces for persons with disabilities.” Additionally, the OCP mandates one parking space for each adaptable residential use. The accessible spaces are determined by the number of off-street parking spaces required for a development. For buildings where 10 to 50 parking spaces are mandated, at least one accessible space must be provided. For buildings requiring more than 50 spaces, a ratio of one accessible space per 50 spaces must be maintained.

The dimensions of accessible parking spaces, generally consistent with those in peer communities, are set at 3.70 meters in width and 5.80 meters in length. These spaces must be positioned close to an accessibility ramp, clearly marked, and feature a firm, slip-resistant surface.
Although the requirement for accessible parking spaces is typically based on the number of conventional parking spaces, it is important to consider accessible parking rates if the Township decides to lower or eliminate minimum parking supply rates for conventional vehicle parking spaces. Any reduction would consequently decrease the number of accessible parking spaces required.

Best and Emerging Practices

Accessible parking requirements in Lower Mainland municipalities focus on inclusivity, clarity, and adaptability to the urban environment. Municipalities such as Vancouver, Surrey, Burnaby, and Richmond generally adhere to the BC Building Code (BCBC) as a minimum standard but frequently implement more comprehensive, locally specific policies. Most require accessible parking spaces in both residential and non-residential developments, with ratios that increase based on the total number of parking spaces or units. For instance, Vancouver’s Parking Bylaw mandates one accessible space for every 100 parking spaces for non-residential uses and specific requirements for adaptable housing, consistent with its inclusive housing goals.

Design standards in these municipalities focus on universal accessibility. Features include wider space dimensions, adjacent access aisles, van-accessible space requirements, and clear signage. Some jurisdictions, such as the City of North Vancouver and Richmond, exceed provincial minimums by requiring additional accessible spaces or incorporating features like tactile paving or heated surfaces in snow-prone areas. Municipalities also mandate that accessible spaces be located near building entrances, with a barrier-free path of travel to ensure usability.

As communities encourage compact, transit-oriented, and mixed-use developments, many are updating accessible parking standards. This includes assessing shared spaces in mixed-use areas, adding accessible EV charging stations, and evaluating needs in high-density housing. The focus is on integrating accessibility into broader mobility and equity strategies, accommodating aging populations and increasing use of mobility devices.

Recommendations

Updating accessible parking provisions represents a low-risk, high-benefit modernization opportunity for the Township. Without increasing the number of accessible spaces required, the Township could improve clarity and consistency by introducing a concise accessible-parking table that explicitly sets out space widths, access aisle requirements, van-accessible space criteria, and location rules. This would reduce ambiguity, improve design outcomes, and align the Township with best practices already established across the region.

Importantly, such an update would strengthen accessibility and equity objectives while remaining fully consistent with provincial codes and without increasing overall parking supply requirements.

Therefore, the following recommendations are provided for this theme.

- **Update accessible parking supply rates (Section 107.11).** Accessible parking supply rates in the Township could be updated to accommodate several changes including adjusting the overall structure of rates to meet demand alongside interconnected regulations and integrating van accessible parking spaces. Current accessible parking supply rates in Township are generally low compared to best practice, while other communities are also shifting away from accessible parking supply rates being tied to the number of parking spaces to allow for consistent supply as minimum parking rates are removed or reduced. Based on the best practices, the Township should adopt a graduated, percentage-based rate structure tied to total parking supply, with a guaranteed minimum and a defined share of van-accessible stalls. This approach ensures equitable access across small and large developments and avoids under-supply on high-parking sites.

  Implementation:

  Update the Zoning Bylaw to the following:

  107.11 1) General Residential and Commercial Uses

Total Vehicle Parking Stalls	Minimum Accessible Stalls	Van-Accessible Requirement
1–25	1	Included in total
26–50	2	Included in total
51–100	3–4 (~3–4%)	Included in total
101–200	4–6 (~3%)	Included in total
201–500	6–10 (~2–3%)	Included in total
Over 500	2% of total stalls	Included in total
All developments	—	Minimum 1 van-accessible stall and at least 1 per 6 accessible stalls (~20%)

- **Require a higher number of accessible parking spaces at locations with typically higher demand, such as hospitals and seniors' housing (Section 107.11).** Senior housing and hospitals typically require higher accessible parking ratios than the generic baseline because they serve populations with above-average mobility needs (eg. residents/visitors with limited mobility, regular clinical visits). For example, some municipal bylaws (City of Vancouver) recommend that for seniors care facilities and housing the first two provided spaces be disability/accessible, with one additional accessible space for every ~15 parking spaces after the first 15, which results in a higher proportion than usual thresholds for other uses.

  Implementation:

  Update the Zoning Bylaw to the following:

  107.11 1) Senior' Housing/Hospital/Medical Uses (Similar to City of Burnaby)

Total Vehicle Parking Stalls	Minimum Accessible Stalls	Van-Accessible Requirement
1–15	1	Included in total
16–30	2	Included in total
31–60	3	Included in total
61–90	4	Included in total
91–150	5	Included in total
Over 150	+1 per 100 stalls	Included in total
All developments	—	Minimum 1 van-accessible stall and at least 1 per 3 accessible stalls

- **Update design requirement for accessible parking spaces (Section 107.11).** Current design practices for accessible parking spaces in the Township are somewhat inconsistent with best practices and regulations in peer communities. Potential updates are highlighted below to ensure that accessible parking spaces are designed to best meet the needs of users:
    - Reduce the minimum width of accessible parking spaces from 3.7 m to 2.6 m and introduce a required access aisle beside all accessible parking spaces between 1.5 to 2.0 m. As such the overall module width of an accessible parking space will slightly increase on average, and the access aisle can be shared by two adjacent spaces.
    - Introduce regulation specifying the required location of accessible parking spaces, such as adjacent to a primary building entrance that is accessible to people with disabilities.
    - Require that the access aisle connect to an accessible curb ramp, where necessary, and be painted with white cross hatching to communicate that this area is not to be used for parking other vehicles.
    - Require that all accessible parking spaces use a blue pavement marking showing the Dynamic Symbol of Access and be marked with vertical signage and blue paint along the wheel stop or adjacent curb space.

  These amendments will also apply to the van accessible parking spaces discussed below, in addition to other considerations for these types of accessible parking spaces.

  Implementation:

  Update the Zoning Bylaw to the following:

  107.11

  1) A parking space for persons with disabilities shall:

  a) be at least 2.6 m wide

  b) have an access aisle between all spaces between 1.5 - 2.0 m wide, which connects to an accessible curb ramp and be painted with hatching

- **Introduce supply and design requirements for van accessible parking spaces (Section 107.11).** Van accessible parking spaces allow for larger vehicles that may include wheelchair lifts, ramps, or other mobility aids to park and load/unload users easily and safely. Typically, van-accessible parking is required as a proportion of the total number of required accessible parking spaces. Generally, this means that the

first accessible parking space would be required to be van accessible, with and where more than six accessible parking spaces are required, an additional van accessible parking space must be provided at each multiple of six accessible parking spaces. This requirement is included as part of the total number of required accessible parking spaces, not in addition to the baseline supply rates previously identified.

Design requirements are generally consistent with those for conventional accessible parking spaces, as outlined above, with similar length, access aisle, and marking requirements. Where van accessible parking spaces differ is in the minimum width requirement, with additional space required to facilitate movement to and from the vehicle. As such, the Township should consider designated a minimum width of van accessible parking spaces of 3.4 m, in line with best practices from other communities.

Implementation:

Update the Zoning Bylaw to the following:

107.11 2) Per every 6 accessible parking spaces provided, one (1) van accessible parking space shall also be provided.

Each van accessible parking space shall

a) Have a minimum width of 3.4m and length of 5.8 m

b) Have an access aisle of between 1.5-2.0 m wide

- **Introduce supply and design requirements for visitor accessible parking spaces (Section 107.11).** Ensuring that some visitor parking can support accessibility needs is important to meet broader needs in the community. Similar to van-accessible parking, visitor accessible parking could be required in new development as a proportion of the total number of visitor parking spaces in a residential development. For example, the City of Victoria requires one visitor accessible parking space for residential developments where 6 or more visitor spaces are required, with an additional space for every 25 visitor parking spaces. Like with other accessible parking spaces, the first accessible visitor parking space should be van accessible, with every sixth accessible visitor space after also required to be van accessible.

Implementation:

Update the Zoning Bylaw to the following:

107.11 3) One (1) visitor accessible parking space shall be provided in residential developments where 6 or more visitor spaces are required, with an additional space for every 25 visitor parking spaces.

4.4 Bicycle Parking

Existing Practice in Township

Short and long-term bicycle supply rates (defined as visitor and required spaces within the Township's Zoning Bylaw) designate the number, size and location of bicycle parking spaces for various uses. Visitor bicycle parking spaces refer to short-term spaces and required bicycle parking spaces refer to long-term. As with vehicle parking, bicycle parking requirements are based on units of measurement such as dwelling units, beds, classrooms, and gross floor area. Land uses for required bicycle parking spaces include residential, commercial, institutional and industrial.

Bicycle parking dimensions are not provided in the Zoning Bylaw. Design requirements point to bicycle parking spaces being separated from parking spaces by 2.0m, within 30m of the main entrance, sufficiently illuminated, within a shared secure bicycle parking area and with convenient access to the outside. For non-dwelling uses, end-of-trip facility requirements are also prescribed in the Zoning Bylaw.

Best and Emerging Practices

Several detailed bicycle parking design guidelines exist, including Chapter H.2 of the B.C. Active Transportation Design Guide (BCATDG). These guidelines cover bicycle parking principles, the trade-offs of various rack designs, different types of short- and long-term bicycle parking, and various other elements. These guidelines can be applied to the public and private supply of bicycle parking and amenities for active travel.

Although the design and layout of bicycle parking facilities may be defined in a bylaw, most bylaws in comparative communities contain only the minimum standards that will ensure a functional and accessible bicycle parking facility. Providing too much detail may be inflexible and cumbersome for developers. The requirements generally include bicycle parking supply, design, and configuration. In addition, non-standard bicycle parking supply, mobility scooter parking supply, and electric bicycle charging requirements are also specified.

The BCAT Guide recommends that for both short- and long-term bicycle parking facilities, a minimum of 10% of all bicycle parking spaces should be able to accommodate larger, non-standard bicycles such as cargo bicycles and bicycles with trailers. Mobility scooters are appearing in parking regulation as a method to ensure people using mobility aids are considered for parking and charging needs. Mobility scooter requirements are typically being integrated with bicycle parking requirements as they have similar charging and maneuvering needs as oversized and/or electric bicycles. The City of Burnaby and North Vancouver specify these requirements in their Zoning Bylaw. Many communities are starting to introduce or increase the number of off-street bicycle parking spaces, particularly long-term spaces, that are required to have access to electrical outlets. Vancouver requires that 50% of long-term spaces be electrified to match the recommendations from BCAT Guide. Delta and North Vancouver separately require in their bylaws that resident bicycle storage areas shall include a minimum of one electrical outlet for every four required bicycle spaces.

Recommendations

Updating bicycle parking rates, parking area design standards, and end-of-trip facilities will help ensure the Township's Zoning Bylaw reflects current travel patterns, evolving bicycle types (including e-bikes and cargo bikes), and regional best practices. Modernizing these provisions will better align the Zoning Bylaw with the Township's transportation demand management objectives, greenhouse-gas reduction goals, and investments

in cycling and transit infrastructure, while also providing clearer direction to applicants and improving consistency in development review.

Therefore, the following recommendations are provided for this theme.

- **Review existing bicycle parking supply rates against best practices and consider further land use differentiation to ensure that bicycle parking supply rates reflect potential demand (Section 107.12).** Long-term bicycle parking should be required for all types of development, irrespective of size, to support bicycle commuting. The existing bylaw requirement rates are largely consistent with those in comparable communities; however, few modifications are recommended as outlined below.

  Implementation:

  Update Zoning Bylaw with the following required bicycle space supply rates:

  107.12 2) Required Bicycle Spaces

Use	Required Long-term Bicycle Spaces	Required Short-term Bicycle Spaces	Changes to Existing Bylaw Requirement
Apartments	1.25 spaces per unit	Greater of 6 spaces for each building or 0.1 spaces per dwelling unit	Increased long-term supply requirement (+0.25 spaces per unit)
Senior's Housing	0.05 spaces per unit	6 spaces for each building	Lowered long-term supply requirement (-0.05 spaces per unit)
Educational uses: Kindergartens, elementary schools, middle schools and group children's day care	1 space per 10 students	4 spaces per classroom	Increased long-term supply requirement (+0.6 space per 10 students)
Educational uses: Secondary schools and other higher education	3 spaces per 10 students	8 spaces per classroom	Increased long-term supply requirement (+2.4 spaces per 10 students)
Recreational uses/Hospital/Government Institutional buildings	1 space per 500 m^2 GFA	6 spaces at each public entrance	Increased long-term supply requirement (+0.7 space per 500 m^2)

- **Provide greater clarity on expectations relative to the required dimensions, configuration, and location of bicycle parking (Section 107.12).** The Township can explore either directly integrating bicycle parking design requirements into their zoning or similar bylaw or developing bicycle parking design guidelines that specify similar requirements, while living outside of regulation. These would include but not be limited to minimum dimensions, parking configuration such as number of ground-anchored spaces and wall-mounted or stacked parking spaces.

Implementation:

Update Zoning Bylaw to include the following design requirements for long-term bicycle parking:

107.12 Secure Bicycle Area Requirements

b) iii. All bicycle spaces shall be separated from garbage storage, recycling and other storage areas

c) Secure bicycle parking area dimensions shall be as follows:

	Minimum Dimensions		
	Width	Depth	Overhead Clearance
Ground Anchored Rack (standard)	0.6m	1.8m	2.1m
Ground Anchored Rack (oversized)	0.9m	3.0m	
Wall Mounted Vertical Rack	0.6m	1.2m	
Access Aisle	1.5m		
Access Door	1.0m		

d) A minimum of 20% of all short-term bicycle parking spaces and 50% of all long-term bicycle parking spaces shall have access to an electrified 110V outlet

- **Include requirements to non-standard bicycle parking and mobility scooters (Section 107.12).** Following the BCAT Design Guide, the Township should require 10% of long-term bicycle parking spaces to accommodate non-standard bikes like cargo or recumbent types with additional dimensions and electrified outlet requirements. A 10% requirement strikes an appropriate balance for the Township of Langley's predominantly suburban and emerging urban contexts. It is also recommended that the Township consider mobility scooter parking supply requirements independent of bicycle parking requirements to ensure appropriate scooter parking, rather than leave the provision at the discretion of the applicant. Supply requirements for mobility scooters should vary by land use, where uses that typically have a higher need are reflected in minimum mobility scooter parking supply requirement.

Implementation:

Non-Standard Bicycle Parking

Update the Zoning Bylaw to the following:

107.12 d) 10% of long-term bicycle parking spaces shall be designed to accommodate non-standard bicycles. 50% of these spaces shall have an electrified outlet for electric bicycles or electric scooters.

Mobility Scooter Parking

Update the Zoning Bylaw to the following:

Requirement

A minimum of one (1) mobility scooter parking space per building shall be provided.

Higher-Need Uses

Hospitals, long-term care facilities, seniors' housing, and similar care or institutional uses shall provide a minimum of two (2) mobility scooter parking spaces per building.

Location

Mobility scooter parking spaces shall be located adjacent to a primary building entrance or other accessible entrance approved by the Township and shall not obstruct pedestrian circulation, accessible routes, or building exits.

Design

Each mobility scooter parking space shall:

a) Have minimum dimensions of 1.0 m in width and 1.5 m in length;
b) Be located on a hard, stable, and slip-resistant surface; and
c) Be clearly identified by signage and/or pavement markings indicating the space is reserved for mobility scooters.
d) a secure docking post or anchor point compatible with scooter locks

General

Mobility scooter parking spaces shall be provided in addition to all other required parking and loading spaces and shall not be used to satisfy vehicle, bicycle, or accessible parking requirements.

- **Establish minimum design guidelines for end-of-trip facilities (Section 107.12).** Alongside bicycle end-of-trip facility supply requirements, the Township should regulate or guide minimum design requirements for the various end-of-trip facilities that the Township wishes to see incorporated into new development. This could include provisions related to where the amenities are located relative to long-term bicycle parking areas ensuring that facilities are sensitively designed and able to meet their intended purpose, ensures that end-of-trip facilities can contribute to promoting accessible and comfortable active travel. Alongside the existing end-of-trip facility requirements, it is recommended that a bicycle repair and wash station be incorporated as an additional requirement.

Implementation:

Depending on the level of prescriptiveness sought by the Township, the proposed design requirements may be incorporated within the Zoning Bylaw or established as distinct design guidelines. Where additional characteristics of end-of-trip facilities are desired by the Township, it is recommended that staff consider developing clear design guidelines to outline expectations for water closets, showers, sinks, lockers, and other required amenities.

- Bicycle maintenance facilities must have following minimum dimensions - width of 0.9 m, length of 2.4 m, and access aisle width of 1.2 m.
- Bicycle maintenance facilities must include a ground or wall anchored bicycle repair stand, common bicycle maintenance tools, a bicycle pump, and a water faucet with functioning drainage.
- Bicycle maintenance facilities must be located in the same secure area as all long-term bicycle parking spaces.
- Include new diagrams showing bicycle maintenance facility integration in long-term bicycle parking areas.
- All water closets and supporting facilities must be either unassigned or equally divided by gender.
- All required water closets are wheelchair accessible.
- All end-of-trip facilities must be located within 50 m of long-term bicycle parking areas.

4.5 EV Charging

Existing Practice in Township

Township's Zoning Bylaw contains EV charging supply requirements as a portion of required off-street parking space supply, for residential uses and community care facilities but do not currently have non-residential EV charging requirements.

The bylaw currently requires that EV charging spaces must feature an energized outlet capable of providing Level 2 Charging or higher, installed adjacent to the parking space, intended solely to be used by Electric Vehicle Supply Equipment (EVSE) and labelled accordingly.

While most Langley single-family homeowners can readily implement EV charging in their garage or driveway, residents that live in multi-family housing (built before the EV requirements were added to the Zoning Bylaw) or who park on the road can face significant challenges to accessing "at-home" charging.

Best and Emerging Practices

Providing EV charging in non-residential uses is an emerging best practice. Recent legislative updates have expanded the ability of local governments to require charging stations, which are generally more applicable to non-residential uses compared to residential developments, given potential challenges around ensuring fair access to these amenities.

A table of the Township's electric vehicle charging requirements compared to peer communities is shown below.

	Township of Langley	City of Delta	City of Coquitlam	City of Richmond
Single family	1 space per dwelling unit	1 space per dwelling unit	1 space per dwelling unit	100% of spaces
Apartment	1 space per dwelling unit	100% of spaces	100% of spaces	100% of spaces
Seniors' housing	1 space per 4 dwelling units	-	-	-
Industrial	-	5%	-	35% of spaces
Commercial	-	20%	-	35% of spaces

Other communities in Lower Mainland have also adopted similar regulations. The City of Surrey requires that 50% of visitor parking spaces and 20% of commercial parking spaces in new buildings require pre-wiring to a Level 2 standard. North Vancouver requires 35% of parking spaces for all non-residential uses to feature energized outlets capable of Level 2 charging and a further 10% must provide an energized outlet capable of short-duration charging.

Leading jurisdictions such as Vancouver, Richmond, Surrey, Burnaby, Kelowna, and Nanaimo now require a high proportion (often 25–100%) of parking spaces in commercial, institutional, and multi-unit residential developments to be EV-ready, meaning electrical capacity, conduit, and panel space are installed at the time of construction even if chargers are not immediately energized. This approach reflects best practice by reducing future retrofit costs, ensuring long-term adaptability as EV adoption increases, and aligning land-use regulations with provincial and federal vehicle electrification targets. Municipal bylaws increasingly differentiate

requirements by land use, with higher EV-ready percentages for long-term parking (e.g., residential, employee, institutional) and lower but still meaningful requirements for short-term or visitor parking, while also incorporating accessible EV stall provisions to ensure equitable access. Together, these practices demonstrate a clear trend toward EV-ready as the baseline standard, with energized chargers phased in over time through parking management, market demand, or future bylaw updates.

Recommendations

In order to align with the current regional best practices and policy direction from the Township's Climate Action Strategy, the Township should update EV charging requirements to include clear, use-specific standards for commercial and industrial parking, mandatory energized EV charging in accessible parking spaces, and defined provisions for visitor parking. These updates would future-proof new development, reduce long-term infrastructure costs, promote equitable access to EV charging, and support the Township's broader transportation demand management and climate objectives.

Therefore, the following recommendations are provided for this theme.

- **Require electric vehicle charging infrastructure in non-residential uses, including both energized electrical outlets and charging stations (Section 107.3).** Technical requirements of this infrastructure should be further refined depending on desired outcomes. Consider the use of electric vehicle management systems (EVEMS) to allow for load sharing across multiple vehicles.

  Implementation:

  Update the Zoning Bylaw to the following:

  DEFINITIONS

  EV-Ready Stall: Parking stall with raceway, conduit, panel capacity, and electrical rough-ins capable of supporting future Level 2 charging.

  EV Charging Stall: Fully energized Level 2 charging stall (minimum 208/240V, 40A circuit unless otherwise specified).

Land Use	EV-Ready Stalls (minimum)	EV Charging Stalls (minimum)	Reference
Commercial – Office / Retail / Service	100% of parking stalls	20% of total stalls (minimum 2)	Vancouver, Richmond, Burnaby, Coquitlam, Kelowna commonly require 100% EV-ready and 10–20% energized. Scalable with future electrification targets.
Commercial – Large Format Retail / Shopping Centres	100% of stalls	25% of stalls	Reflects Richmond, Surrey City Centre, and Metro Vancouver mall standards emphasizing customer dwell time.
Industrial – General / Business Park	50% of employee parking stalls	5% of employee stalls	Best practice recognizes lower daily charging demand but long employee dwell times (Burnaby, Coquitlam, Kelowna).

Industrial – Warehouse / Logistics / Manufacturing	50% of employee stalls	5% of employee stalls (minimum 1)	Aligns with Abbotsford, Surrey, Kelowna—focus on employee parking rather than truck areas.
Institutional (Schools, Hospitals, Civic)	100% of stalls	20% of stalls	Many municipalities treat institutional uses like high-public-access commercial uses with higher EV demand.

Where an Electric Vehicle Energy Management System ("EVEMS") is provided, all communications equipment, control systems, and other devices required to operate the EVEMS shall be installed

- **Require that all accessible and shared vehicle parking spaces are provided with an energized outlet capable of Level 2 charging (Section 107.3).** Ensuring that different user groups in off-street parking areas have access to EV charging is critical recognizing that direction might be required to ensure fair access. This includes accessible parking and shared vehicles (i.e., carshare), the latter which commonly feature hybrid or electric vehicles among their fleets. Leading bylaws require at least one accessible EV stall wherever EV charging is mandated. This avoids retrofits and ensures EV infrastructure serves the public not only employees or tenants.

Implementation:

Update Zoning Bylaw to the following:

107.3) At least one (1) Level 2 electric vehicle charger or dedicated energized outlet shall be provided where accessible parking or shared parking is required.

- **Require that a proportion of visitor parking spaces in residential use include an energized outlet capable of Level 2 charging (Section 107.3).** Visitors to residential uses should also be able to access electric vehicle charging. Generally, these changes help support zero-emissions vehicle uptake and ensure that charging infrastructure is not limited only to conventional spaces.

Implementation:

Update Zoning Bylaw to the following:

Land Use	EV-Ready Stalls (minimum)	EV Charging Stalls (minimum)	Reference
Public / Visitor Parking Facilities	100% of stalls	20% of stalls	Reflects lower range of Vancouver, New Westminster, and Metro Vancouver requirements

4.6 Transportation Demand Management (TDM)

Existing Practice in Township

The Township is currently engaged in an extensive planning process to update its Transportation and Mobility Strategy (TMS). Within this strategy, curbside management and transportation demand management (TDM) have been identified as significant priorities. TDM means a set of strategies, policies, and programs to reduce reliance on single-occupant vehicle travel, shift trips to more sustainable modes such as walking, cycling, transit, carpooling, and shared mobility, and manage the timing, frequency, and location of travel demand, in order to make more efficient use of transportation infrastructure and support community mobility, safety, and environmental objectives.

As part of the Township's Climate Action Strategy, several Transportation and Mobility Action items are included, such as the creation of a Township-wide TDM program. Additional actions involve facilitating the expansion of car-sharing companies into Langley, implementing micromobility-share pilot programs, and incentivizing the installation of electric vehicle charging stations for businesses and residents.

Currently, there are very limited areas within the Township served by the frequent transit network. However, plans are underway for enhanced services, including the SLS and the Langley-Haney BRT project along 200 Street. As developments progress, it will be necessary to implement TDM strategies to encourage a shift toward active transportation modes, especially in areas with reduced parking supply requirements such as TOAs.

Best and Emerging Practices

Across the Lower Mainland, best practice Transportation Demand Management (TDM) systems are implemented as baseline, standardized programs tied to development approvals, particularly in Urban Centres, Frequent Transit Network (FTN) corridors, and TOAs. Municipalities such as Vancouver, Burnaby, Surrey, Richmond, and Coquitlam commonly require a core package of measures (e.g., transit pass programs, secure bicycle parking, car-share spaces, and travel information) secured through legal agreements, with the option for graduated vehicle parking reductions where stronger or bundled TDM strategies are provided. TDM requirements are typically predictable, scalable by land use and size, and designed to complement parking policy by managing demand rather than over-supplying parking, while remaining flexible enough to respond to site context and evolving mobility options.

TDM practices in municipalities like Surrey, Coquitlam, and Delta focus on incorporating multimodal options, parking management, and active transportation incentives into development approvals. These municipalities usually require TDM plans for large-scale developments, especially near transit corridors or in urban centres, to decrease reliance on single-occupancy vehicles and promote sustainable growth. For instance, Surrey includes TDM requirements within its parking bylaw for developments in frequent transit areas, mandating measures such as unbundled parking, transit pass subsidies, and end-of-trip facilities for cyclists.

Coquitlam uses a tiered system based on land use and transit proximity. Developments in Transit-Oriented Development (TOD) areas might get reduced parking requirements if they include TDM measures like bike storage, carshare spaces, or better pedestrian paths. The city works with TransLink to improve transit and encourage modal shifts. TDM strategies are secured through legal agreements or permit conditions, with monitoring to ensure effectiveness.

Delta, while more suburban in character, is gradually adopting TDM policies to manage growth and emerging mobility demands. Its strategies are often applied through the development review process, encouraging features such as bicycle infrastructure, pedestrian connectivity, and flexible parking arrangements. Across all

three municipalities, TDM is increasingly viewed not as a stand-alone measure but as part of a broader policy package that aligns land use planning with climate goals, equity considerations, and transportation system efficiency. These best practices reflect a shift toward integrated mobility planning that prioritizes mode shift and travel behavior change.

Recommendations

Implementing a baseline TDM program will help ensure that new development supports mode shift, efficient use of land, and the Township's long-term transportation and climate objectives, especially in Urban Centres and TOAs. As these areas are planned for higher density and improved transit access, a consistent TDM framework provides a practical way to reduce reliance on single-occupant vehicles, manage parking demand, and maximize the effectiveness of existing and planned transit, walking, and cycling investments. Establishing baseline TDM expectations also creates clarity and consistency for applicants, while allowing flexibility to respond to site-specific conditions.

Therefore, the following recommendations are provided for this theme.

- **Implement a baseline TDM program in designated Urban Centres and Transit-Oriented Areas.** Baseline TDM programs require new developments of a defined type and/or size to provide TDM-supportive programs and/or infrastructure. This approach aligns well with dense, mixed-use urban areas where a variety of mobility options will allow for residents, employees, and visitors to travel easily without a private vehicle. Therefore, it is recommended that a baseline TDM approach be adopted for the Township's Urban Centres and designated TOAs.

  The specific strategies to be required of developments should generally be consistent with those in other communities, including transit incentives and infrastructure, enhanced bicycle parking, shared mobility options, unbundled parking, mobility-related information sharing, and/or other opportunities that are appropriate for the Township. Similarly, further refinement will be required in defining the types and scale of development where these strategies are required, and how many strategies will be sufficient under the regulations.

  The Township will also want to consider the enforceability of these programs, as many will take place over the lifetime of a development (i.e., carshare memberships and transit pass subsidies). Other communities, such as the City of Burnaby, have required that Section 219 covenants be required so that the responsible party will inform residents of the TDM programs along with financial securities on amenities like shared vehicle or EV charging infrastructure.

  Implementation:

  Section 527.1 of the LGA allows the Township to adopt baseline TDM requirements for new developments, ensuring robust preliminary strategies for establishing alternative transportation infrastructure. The following requirements are provided for consideration:

  - Transit – Bus stop improvements shall be required where any bus stop within 100m of the site does not meet TransLink Bus Infrastructure Design Guidelines, Transit Passenger Facilities Design Guidelines, or other applicable document.
  - Car Share – Dedicated vehicle(s) for a two-way car share service (where vehicles are picked up and returned to the same designated parking location for shared, short-term use by multiple users) shall be secured for the multiple dwelling residential building. A publicly available vehicle(s) for a two-way car share service shall be secured for the office and retail use. The rates and threshold to provide the car share should be explored further.

- Bicycle Parking – One bicycle repair station and wash station shall be provided per multiple-dwelling residential building. Bicycle repair station and wash station shall be located within the secure long-term bicycle parking area. For non-residential use, where six (6) or more long-term bicycle parking spaces are required, shower, locker and changeroom facilities should be available at an escalating rate reflecting total required long-term bicycle parking.

Like the City of Vancouver, the Township could propose multiple TDM packages as requirements for Urban Centres. In TOAs, requirements will be more stringent. These requirements are anticipated to be mandatory and will not result in any reductions to parking. Developments that provide higher parking supply are required to implement stronger TDM measures, which means it must contribute additional TDM amenities to discourage excessive car use. Linking TDM requirements to parking supply ensures that developers consider the real costs of over-providing parking and helps maintain the attractiveness of alternative modes, effectively reducing the incentive to "over supply" parking. If transit or car share services are unavailable, an alternative should be offered that allows for a cash-in-lieu payment instead of supplying the minimum TDM packages.

TOA

Residential Parking Spaces Per Dwelling	Transit Pass Value	Car Share Value	Extended Bicycle Infrastructure
0 to 0.3	$500	$500 value	10% additional bike spaces
0.3 to 0.6	$1,000	1 year membership	20% additional bike spaces
More than 0.6	$1,500	1 year membership	30% additional bike spaces

Urban Centres

For non-TOA Urban Centres, one or a mix of multiple TDM Packages can be selected by developers, depending on their specific needs and context.

Package A - Transit	Package B – Active Transportation	Package C - Shared Mobility
Monthly transit passes for 2 years	30% additional bike spaces	Bike-share pass for 3 years
	20% bike parking spaces to be oversized	Monthly transit pass for 1 year
	-	2 designated car share parking spaces per building

- **Allow for vehicle parking supply reductions through the provision of TDM strategies.** The baseline TDM approach will likely only be warranted in some areas of the Township, but other opportunities exist to support sustainable mobility uptake and reduce parking demand. As such, it is recommended that vehicle parking supply reductions be permitted when specific TDM measures, such as car sharing and bicycle sharing programs, are included in a development outside of Urban Centre and TOAs. These regulations could leverage the TDM infrastructure and programs defined in the baseline TDM approach, while assigning allowable reductions to the minimum parking supply. For example, the City of Delta allows for 5%

of all required parking to be dedicated to car sharing and each of these spaces counts for 1.5 conventional vehicle parking spaces against the required minimum. The City of Richmond allows for up to 20% reductions in vehicle parking supply where TDM measures are provided and substantiated by a parking study.

This approach will allow for developments across the Township to support different forms of mobility while still ensuring that off-street parking is provided. The exact structure of these reductions should be analyzed further in subsequent phases of this project to ensure that the various supported strategies and allowable reductions are appropriate to the Township context.

Implementation:

Update Zoning Bylaw to include the following:

Parking Reductions Outside Urban Centres and Transit-Oriented Areas Through TDM

1. Despite any other provision of this Bylaw, where a development is located outside of an Urban Centre or Transit-Oriented Area, the minimum required number of off-street vehicle parking spaces may be reduced by up to twenty percent (20%) where:

a) Transportation Demand Management measures are provided and secured to the satisfaction of the Township; and

b) A parking demand study, prepared by a registered professional engineer, demonstrates that the reduced parking supply will meet the anticipated parking demand.

2. The proposed TDM measures shall be appropriate to the use and scale of the development and may include, but are not limited to, transit pass programs, car share provision, bicycle parking and end-of-trip facilities, and travel information programs.
3. Accessible parking, visitor parking, and parking required for persons with disabilities shall not be reduced under this section.

4.7 Shared Parking in Mixed-Use

Existing Practice in Township

Shared parking is considered as part of a variance applied for at the time of development if the development does not meet the parking requirements on the lot. The variance is to be supported by a traffic and parking study. While there is currently nothing specifically dictating how shared parking is accommodated, there may be applications across the Township where this could be seen. Going forward, visitor parking and long-term parking could be looked at for consideration of shared parking in certain land uses.

Section 107.4 of the Zoning Bylaw states that when a building includes multiple land-use classifications, the required parking supply must be calculated as the combined total for each use; however, reductions or modifications to this requirement may be considered through the review and approval of a site-specific parking study.

Best and Emerging Practices

Shared parking refers to a scenario where two or more adjacent land uses shared parking facilities to reduce the overall parking supply for the site or area. The concept is successful where parking demand for different uses exhibits complementary demand patterns with peak demand experienced at different times of day. Municipalities such as Burnaby, Coquitlam, and Richmond permit shared parking arrangements when peak parking demands for different land uses occur at different times of day. For example, office and residential or retail and entertainment uses often complement each other. These municipalities allow shared parking through development permit conditions, with some requiring a parking demand study or management plan to justify the arrangement and ensure operational viability.

Shared parking is often implemented in areas near transit or within designated urban centres to manage vehicle storage and encourage sustainable travel modes. Coquitlam's zoning bylaw permits shared parking supported by a professional study, with secured access, signage, and usage agreements. Richmond’s City Centre Area Plan also supports shared parking in mixed-use developments to enhance walkability and reduce parking infrastructure. Legal agreements are commonly required by municipalities to formalize access and ensure long-term management, especially when multiple property owners are involved.

In practice, shared parking is most successful when accompanied by complementary TDM strategies, such as unbundled parking, real-time availability signage, and mode shift incentives. Municipalities also emphasize the importance of clear wayfinding, efficient layout design, and safe pedestrian connections to facilitate shared use. Shared parking is increasingly becoming essential to balance flexibility, land use efficiency, and climate goals as transit investment and mobility options grow.

A key issue with shared parking involving residential uses is that peak residential parking demand typically occurs during evenings, overnight hours, and on weekends, which often overlaps with peak demand for other land uses such as restaurants, entertainment, places of worship, and some community facilities. As a result, residential parking supply is frequently fully utilized during the same periods when other uses are seeking shared access, limiting the practical ability to share parking without creating competition or spillover impacts.

Additionally, residential parking demand is less flexible and less time-limited than other uses, as residents require reliable, long-duration parking close to their homes. This makes residential parking less suitable for sharing during evenings and weekends without strong management measures (e.g., permits, pricing, access controls). In mixed-use contexts, attempting to share residential parking during these peak periods can

undermine resident access and lead to conflicts, enforcement challenges, and reduced effectiveness of shared parking arrangements.

Recommendations

Shared parking in mixed-use developments allows the Township to manage parking more efficiently by aligning supply with actual demand rather than requiring separate, peak-based parking for each use. In higher-density mixed-use centres and TOAs, different land uses can have complementary demand patterns, supported by transit access and active transportation options, making shared parking more viable. When applied selectively and supported by site-specific parking studies, shared parking can reduce over-supply, lower development costs, support compact and walkable centres, and protect surrounding neighbourhoods from spillover impacts, while maintaining adequate access for residents, visitors, and businesses.

Therefore, the following recommendation is provided for this theme.

- **Implement provision to provide shared parking in mixed use development meeting overall parking needs through the provision of fewer parking spaces in uses with complementary parking demand trends (Section 107.4).** It is recommended that shared parking be permitted in mixed-use developments only where supported by a site-specific parking study, prepared by a qualified professional and to the satisfaction of the Township. The parking study should demonstrate that peak parking demands for the proposed uses do not substantially overlap, or that appropriate management measures (such as time-based controls, access restrictions, or shared-use agreements) are in place to mitigate conflicts, particularly during evenings and weekends when residential demand is highest. This approach allows flexibility where sharing is feasible, while ensuring resident parking needs are protected and spillover impacts on surrounding streets are avoided. This would essentially formalize current practice with greater clarity for development by defining the conditions under which shared parking will be supported. Examples of this approach include the cities of Burnaby, Surrey, New Westminster, and District of North Vancouver.

  Implementation:

  The Township could create shared parking guidelines, as provided below, for applicants to follow in their studies and requests.

  Permission

  Shared parking may be permitted between two or more uses on the same site where approved by the Township.

  Conditions

  Shared parking shall be permitted only where:

  a) The peak parking demand for each use occurs at different times of the day or week; and

  b) No more than 25% of the required parking spaces for any individual use are shared; and

  c) The total number of parking spaces provided is equal to or greater than the full parking requirement of the use with the highest individual requirement.

  Parking Study

  A parking demand study, prepared by a registered professional engineer, shall be submitted to demonstrate peak demand periods and shall be to the satisfaction of the Township.

Visitor and Accessible Parking

a) Required visitor parking spaces shall not be reduced or shared unless specifically supported by the parking demand study and approved by the Township; and

b) Required accessible parking spaces shall not be shared or reduced and shall be provided in accordance with this Bylaw.

General

The Township may require shared parking arrangements to be secured through conditions of approval or legal agreements, where necessary. Any proposed change in land use, intensity, or occupancy shall trigger a reassessment of parking requirements to ensure compliance with current Township requirements. Where the reassessment indicates a surplus or shortfall of parking, the property owner must adjust, reallocate, or repurpose spaces, or implement TDM measures approved by the Township to offset additional demand. Shared parking arrangements may continue if peak-period demand remains balanced and access, circulation, and operational safety are maintained. No new occupancy under the changed use shall commence until the reassessment and any required adjustments are approved by the Township.

- **Consider implementing shared parking to include the geographic applicability of these regulations, such as potentially restricting this practice to only high-density mixed-used centres and TOAs.** Shared parking can be an effective tool to reduce over-supply and improve land-use efficiency, but its feasibility is highly context-dependent, particularly where residential uses are involved and evening and weekend demand is highest. In lower-density or predominantly residential areas, shared parking can lead to competition and spillover impacts, whereas high-density mixed-use centres and TOAs are more likely to support complementary demand patterns, active management, and alternative travel options. It is recommended that the Township limit shared parking permissions to clearly defined geographic areas, such as high-density mixed-use centres and TOAs, and require a site-specific parking study to demonstrate that peak demands do not significantly overlap or can be effectively managed.

5 Curbside Management

This section includes key curbside management considerations and introduces a range of topics and recommendations related to how curbside space is used and managed. While curbside spaces have traditionally been dedicated primarily to on-street parking, increasing competition from diverse activities such as short-term loading (including waste collection), passenger pick-up and drop-off, deliveries, accessibility needs, micromobility, and active transportation has significantly altered how the curb functions. As a result, there is a growing need to consider both short and long-term parking within the broader context of competing curbside demands. The topics explored in this section include:

1. Parking On Arterial Roads
2. Parking On Collector and Local Roads
3. Pay Parking
4. Resident Permit Parking
5. Accessible Parking
6. EV Charging
7. Commercial and Passenger Loading
8. Enforcement and Monitoring

5.1 Parking along Arterial Streets

Existing Practice in Township

The Township's Subdivision and Development servicing bylaw specify road cross-section standards that do not include provisions for parking along arterial roads. However, some arterial roads currently permit on-street parking with some time restrictions or regulations such as “future travel lane-temporary parking” sign, which include Fraser Highway in Aldergrove, 216 Street, 208 Street north of 88 Ave, and Glover Road in Fort Langley.

Best and Emerging Practices

Arterial roads refer to roadways carrying high-volume traffic that prioritizes mobility and limit access points and primarily facilitates movement of public transit and emergency vehicles. Municipalities often restrict or prohibit parking on arterial roads in the context of high-speed or high-volumes roads, transit priority corridors, areas with high collision history or sightline issues, and narrow right-of-way where parking would interfere with emergency vehicle access or turning movements. Parking may be permitted if specific conditions are met such as lower traffic volumes or speed, peak hour restrictions, commercial frontages to support business access and deliveries (often with time limits), and where right-of-way allows for a dedicated parking lane without compromising travel lane or bike/transit lanes. Vehicles entering or exiting parallel parking spaces frequently interrupt the flow of traffic, leading to sudden braking, delays, and driver frustration. Parallel parking also increases the risk of sideswipe and rear-end collisions. Pedestrians exiting parked vehicles having to cross bike lanes or cycle tracks to reach the sidewalk create frequent and unpredictable conflict points, which is particularly problematic on higher-speed arterial corridors. Where cycling facilities include raised medians or physical separation, these designs can further create barriers for persons with disabilities or mobility aids, making it difficult to safely access the pedestrian realm.

Although majority of the municipalities within Lower Mainland currently do not support parking along arterial roads, some arterial roads in Vancouver, Surrey, Burnaby, Richmond, and North Vancouver currently allow parking with restrictions. Most of these parking provisions were permitted under old regulations and are

allowed to continue operating despite new regulations not supporting this practice. Part-time on-street parking on arterial roads in these communities exist not because it reflects current best practice, but because it is the product of legacy design standards, corridor-specific decision making policy, political compromise, deferred infrastructure investment, and administrative convenience. As municipalities adopt curbside management strategies and prioritize transit and active transportation, these legacy arrangements are increasingly being revisited and, in many cases, removed. Communities where this parking practice is common often face challenges in balancing mobility and access in addition to enforcement issues, such as having to manually patrol the roads, limited tow truck availability during peak periods, and towing operations affecting safety of operators and further negatively affecting peak hour traffic.

In addition to the impact on capacity caused by providing parking along arterial roads, vehicle movements in the travel lane attempting to park, as well as the potential for collisions from vehicles parked adjacent to the travel lane also cause mobility and safety issues. Some of the potential benefits of removing and/or not permitting parking on arterial roads include:

- The elimination of the need to navigate around parked vehicles improves traffic flow, especially for buses, freight, and cyclists.
- Reducing the likelihood of rear-end collisions, sideswipes, or impacts with parked vehicles contributes to a safer environment.
- Reducing conflict and dooring between bicycle lanes and parking lanes.
- Enhanced accessibility to the arterial road network from local roads, combined with safer pedestrian crossings due to improved sight distances, will result in more compact traffic platoons potentially creating gaps in traffic flow.

The following recommendations are for arterial roads with historical on-street parking.

Recommendations

It is recommended that the Township defer decisions to allow on-street parking on arterial roads until a comprehensive curbside management strategy is prepared and adopted. Best practice across BC and other Canadian municipalities demonstrates that incremental or ad-hoc curbside parking decisions on arterials often conflict with long-term transportation objectives and limit future flexibility. Arterial roads are increasingly expected to support higher-priority functions such as transit reliability, goods movement, emergency access, and active transportation infrastructure. Permitting parking, particularly on a part-time basis, can preclude these uses and directly contradict the Township's transportation demand management objectives to encourage walking, cycling, and transit use.

While lower overnight traffic volumes may appear to present opportunities for additional on-street parking, such arrangements are inherently limited and can create unintended consequences. Parking would not be available during afternoon and evening peak periods when residents return home, nor during most daytime hours on weekends, leading to inconsistent access and potential reliance on parking that is unavailable when most needed. This can displace parking demand on local and collector roads, exacerbating neighbourhood impacts. Part-time parking on arterial roads also introduces ongoing enforcement challenges, public confusion, and resistance to future reallocation of curb space to higher-value uses such as time-limited bus lanes, loading zones, or accessible parking.

Therefore, the following recommendation is provided for this theme.

- **Continue to prohibit on-street parking for new arterial road construction.** Travel demands are projected to rise substantially within the Township. The Township has a limited amount of road space, which needs to be used efficiently. Prohibiting on-street parking on newly constructed arterial roads ensures that these corridors function as intended to safely and efficiently support higher traffic volumes, transit, emergency access, and goods movement. This also supports long-term goals for sustainable transportation, improves accessibility for all users, and reduces the need for costly future retrofits. It also simplifies maintenance and enforcement, making the corridor more efficient and resilient over time.
- **Develop and adopt a comprehensive curbside management strategy to support decision-making around curb use.** Establishing a curbside management strategy first provides the necessary framework to prioritize uses, manage trade-offs, and ensure that curbside decisions support the Township's long-term mobility, safety, and sustainability objectives. As such, the curbside management strategy should establish curb use prioritization and allocation that assigns curb functions based on land use context, demand patterns, and mobility goals. In case of arterial roads, mobility functions often take precedence in a given context and time with limited cases justifying on-street parking. This would enable the Township to allocate curb space based on surrounding land use, transportation network, and mobility demand.

  Implementation:

  The Township would undertake a phased approach to develop and adopt a comprehensive curbside management strategy that establishes clear priorities for the use of curb space across not only arterial but also collector and local roads. Initial work would focus on confirming policy objectives and developing a curbside hierarchy that prioritizes safety, transit operations, goods movement, accessibility, and active transportation before vehicle parking. This phase would include a review of existing bylaws, engineering standards, and transportation policies, supported by a high-level inventory of current curbside uses and known conflict areas.

  Many communities are defining various curb functions/typologies to differentiate where, when and how these functions can be used in different land use contexts. For example, the following curb functions are utilized by *Coquitlam* and *North Vancouver*, and can be applicable in the Township (as shown in Table).

  - **Mobility** – transit priority lanes/BRT lanes, vehicle travel lanes, bike lanes, multi-use pathways
  - **Passenger Access** – passenger loading spaces, ride-hail areas, transit shelters
  - **Commercial Delivery/Loading** – short term commercial loading zones, food delivery zones
  - **Public Realm** – parklets, road furniture, road trees, event space, food trucks, vendor space
  - **Storage** – Bike racks, car parking, micromobility parking

Table 3: Curb Function and Examples of Township Use Cases

Curb Function	Street Types Best Fit	Examples of Township Use Cases
Mobility/goods movement – transit priority lanes/BRT lanes, vehicle travel lanes, protected bike lanes	Arterials and Collectors	200 Street, Fraser Highway, 202 Street, 208 Street, 88 Avenue, 80 Avenue, 72 Avenue and 64 Avenue
Passenger Access – passenger loading spaces, ride-hail areas, transit shelters	Collectors and Locals	Street adjacent or in close proximity to commercial centres, transit stations like Carvolth Transit Exchange and future

		BRT stations, community and recreational facilities
Commercial Delivery/Loading – short term commercial loading zones, food delivery zones	Collectors	Commercial roads in Willoughby, Aldergrove, Murrayville
Public Realm – parklets, road furniture, road trees, event space, food trucks, vendor space	Collectors and Local	Mavis Avenue in Fort Langley

The strategy would then be informed by targeted technical analysis and engagement. This would include corridor-level review of arterial and key collector roads, identification of future needs such as transit priority measures and loading demand, and consultation with internal departments (Engineering, Planning, Bylaws, Fire, RCMP) and external partners such as TransLink . Engagement with residents, businesses, and accessibility stakeholders would focus on communicating trade-offs and setting expectations for how curb space is managed over time.

Following analysis and engagement, staff would prepare a draft curbside management strategy outlining guiding principles, a curbside use hierarchy, implementation tools (e.g., time-limited zones, permit types, enforcement approaches), and criteria for when and where parking may be considered. The final phase would include Council review and adoption, followed by incremental implementation through pilot projects, bylaw updates, and integration with future corridors and capital projects. Ongoing monitoring and periodic updates would allow the strategy to evolve as travel patterns, land use, and transportation priorities change. This process could involve evaluating curbside space demand along arterial roads where parking is presently permitted; in such areas, existing parking may be reallocated to support higher-priority curbside functions. Parking removal in these areas is generally implemented in locations with high traffic volumes, frequent transit services, or insufficient pedestrian and cycling infrastructure.

5.2 Parking along Local and Collector Streets

Existing Practice in Township

On-street parking in the Township on local and collector roads is generally free and time-restricted, if regulated at all. Demand for on-street parking and loading has been on the rise, particularly around key destinations and urban residential areas. On-street parking demand is likely to increase, especially in Willowbrook TOA and future TOAs.

While off-street parking is usually managed by requirements and policy in the Zoning Bylaw, on-street parking regulations can sometimes be reactive and may not always align with community challenges.

The Township's OCP identifies the following on-street parking policies:

- 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.
- 3.8.16. Regulate the movement and parking of heavy trucks and trailers on municipal roads to minimize negative impacts.

The Regional Growth Strategy also supports on-street parking management strategies:

- 5.1.6 b) Identify policies and actions that support the development and implementation of municipal and regional transportation system and demand management strategies, such as parking pricing and supply measures, transit priority measures, ridesharing, and car-sharing programs.

Best and Emerging Practices

Municipalities are transitioning curbside management from solely vehicle parking to multi-use curb zones, supporting passenger pick-up/drop-off, short-term commercial loading, micromobility parking, carshare and EV charging. On-street parking is increasingly regulated by time-of-day and function, allowing spaces to change roles (e.g., loading in morning, paid parking mid-day, rideshare in evening). City of New Westminster introduced dynamic curbside zones that allow alternating uses throughout the day, supported by signage and enforcement.

The threshold for on-street parking occupancy of 85 - 90% is widely cited: beyond 85% occupancy a curb block is effectively full, and drivers will have to circle, whereas well below 60–70% occupancy indicates underuse. Hence many cities like North Vancouver, where on-street parking demand is high, use 85% as the upper threshold for action, while sustained occupancy under 60-70% suggests surplus capacity and an opportunity to relax regulations.

Dedicated on-street spaces for carshare improve accessibility and reduce the need for private car ownership. City of Richmond provides reserved on-street spaces for carshare vehicles in key areas and is expanding EV-only curbside parking with charging stations. Municipalities are designating micromobility parking corrals (for e-scooters, e-bikes, cargo bikes) to reduce sidewalk clutter and integrate with transit stations or commercial nodes. City of Surrey piloted micromobility parking zones near transit and civic centres to manage e-scooter parking as part of its shared mobility programs.

Communities are adopting curbside management strategies to help guide priorities for curbside use as new development, infrastructure, and technologies change primarily in urban areas. Typically, a curbside

management strategy would identify generalized prioritization of key uses (e.g., access for people, on-street parking, loading and delivery etc.) as it relates to surrounding land use and/or road use. City of North Vancouver and City of Coquitlam have recently developed these strategies aiming to balance curb space use to meet community needs, with goals to improve parking reliability, introduce more equitable parking policies, and support businesses.

Recommendations

Best practice across Canadian municipalities recognizes that curbside space is a finite and valuable public asset, not solely an extension of on-site parking supply. While collector and local roads often accommodate on-street parking, these streets also serve multiple critical functions, including pedestrian access, cycling, goods delivery, waste collection, emergency response, utilities, passenger pick-up and drop-off, and increasingly, space for accessibility needs, micromobility, and curbside amenities. Treating curbside space primarily as vehicle storage can reduce safety, limit flexibility, and create conflicts between competing users, particularly as travel behaviour, land use patterns, and service demands evolve.

Without a comprehensive curbside management strategy, decisions related to parking, loading, and other curbside uses tend to be made incrementally and reactively, often in response to localized pressure rather than broader network objectives. This can lead to inefficient allocation of space, inconsistent regulations, enforcement challenges, and difficulty reallocating curbside space when priorities change. Best practice emphasizes the need for a clear curbside hierarchy that prioritizes safety, accessibility, and the movement of people and goods before long-term vehicle parking, ensuring that curbside decisions on collector and local roads align with transportation demand management objectives and long-term mobility goals.

Therefore, the following recommendations are provided for this theme.

- **Develop and adopt a comprehensive curbside management strategy to support decision-making around curb use.** It is recommended that the Township develop and adopt a comprehensive curbside management strategy to guide the allocation and use of curbside space on local and collector roads. The strategy should establish clear priorities for curbside use, define where and when on-street parking is appropriate, and identify opportunities to dedicate curb space to higher-value functions such as loading, pick-up and drop-off, shared mobility parking, traffic calming, place making and patio extension, and active transportation support. By managing curbside space intentionally on local and collector roads, the Township can improve safety and accessibility, reduce conflicts between users, and positively influence travel behaviour by making walking, cycling, transit use, and short local trips more convenient and attractive choices.

  Without a comprehensive curbside management strategy, on-street parking in front of mixed-use buildings on local and collector roads is often used to compensate for reduced off-street parking rather than being intentionally designed to support short-term turnover and multiple curbside functions. This can lead to inefficient use of curb space, inconsistent regulations, enforcement challenges, and pressure to accommodate parking at the expense of loading or active transportation. A comprehensive curbside management strategy offers practical tools to support parking management, including time-limited parking to encourage turnover, location-specific regulations in front of mixed-use or commercial buildings, shared or flexible parking zones that change by time of day, and integration with permit programs where spillover occurs.

Implementation:

Similar to the approach described in the previous section for arterials roads, the Township would undertake a phased approach to develop and adopt a curbside management strategy focused on improving how curbside space is allocated and managed on local and collector roads. The initial phase would confirm policy objectives and guiding principles, recognizing these roads as multi-purpose community spaces that balance access, safety, and neighbourhood livability. This phase would include a review of existing parking bylaws, loading regulations, and design standards, alongside a high-level inventory of current curbside conditions on representative local and collector streets, including areas with mixed-use development, schools, parks, and neighbourhood commercial nodes.

The second phase would involve targeted technical analysis and engagement to understand how curbside space is currently used and where conflicts occur. This would include assessing parking duration and turnover, loading and servicing needs, accessibility requirements, waste collection operations, and pedestrian and cycling activity. Engagement would focus on internal departments (Engineering, Planning, Bylaws, Fire, Solid Waste) as well as residents, businesses, accessibility groups, and service providers to identify priorities, trade-offs, and acceptable management approaches. The emphasis would be on practical, context-sensitive solutions rather than uniform rules across all streets.

Based on the analysis and engagement, staff would prepare a draft curbside management strategy that establishes a clear hierarchy of curbside uses for local and collector roads, defines the role of on-street parking, and outlines a toolbox of management measures such as time-limited parking, loading zones, accessible parking, pick-up/drop-off areas, and traffic calming treatments. The strategy would include criteria for when parking is appropriate, when it should be limited, and when curbside space should be reallocated to other uses, particularly in front of mixed-use buildings and near activity generators.

The final phase would include Council review and adoption of the curbside management strategy, followed by incremental implementation. This may involve pilot projects on select local or collector roads, updates to bylaws and signage, and coordination with future neighbourhood traffic calming or capital improvement projects. Ongoing monitoring and periodic updates would allow the Township to refine parking and curbside regulations over time, respond to changing travel behaviour, and ensure curbside space on local and collector roads is used efficiently, safely, and in alignment with long-term mobility objectives.

- **Create, reallocate, or optimize existing curb space to better meet diverse demands beyond long-term parking.** In many locations within the Township, existing curb space is underutilized or allocated in a way that does not reflect current needs. Best practices support taking targeted, location-specific actions to create, reallocate, or optimize curb space to reduce conflicts, improve safety, and better serve diverse users, even in the absence of a comprehensive curbside management strategy. This recommendation allows the Township to make incremental, low-cost improvements such as converting select parking spaces to loading zones, introducing short-term or time-limited parking, adding accessible parking in commercial areas, or adjusting curb regulations near mixed-use buildings and community destinations. These actions can be implemented through signage and minor bylaw updates, provide immediate operational benefits, and generate practical experience and data to inform future, more comprehensive curbside planning efforts.

Implementation:

- Identify curbside demands through data collection, site observations, and early engagement with residents, businesses, and key stakeholders to understand existing issues and needs.

- Assess land use context and community input to determine the most compatible curbside functions in relation to adjacent residential, commercial, mixed-use, or community uses.
- Establish the preferred allocation of the curbside by reviewing potential curb uses that are warranted and/or appropriate, informed by technical analysis and stakeholder feedback.
- Implement curbside changes by reallocating space, installing signage and any required supporting infrastructure, and coordinating enforcement and communications to ensure the intended operation is clearly understood and followed.
- Monitor, engage, and refine curbside allocations by reviewing performance, seeking ongoing feedback from users and stakeholders, updating regulations or policies as needed, and maintaining infrastructure to respond to evolving conditions and desired demand patterns.

- **Implement informal and lighter-touch on-street parking management methods before introducing more formalized tools like pay parking or resident permit parking.** Township should develop a progression plan for on-street parking management to address parking spillover issues before considering more formalized tools like pay parking or resident permit parking. Early phase can involve monitoring and understanding the demand to identify pressure areas. These approaches allow the Township to address localized parking issues in a flexible, low-cost manner, reduce unintended impacts, and better understand actual parking demand and behaviour. It is recommended that the Township prioritize these lighter-touch measures as an initial step, using them to test solutions, gather data, and build public understanding, while reserving more formal parking programs for locations where simpler measures have proven ineffective or where sustained, area-wide management is clearly warranted. Shared-use and flex-zone strategies can be employed as next step to increase efficiency of curb use. It should be noted that these strategies are effective mainly in moderate-demand or transitional areas.

  Implementation:

  - Implement targeted time-limited parking (eg. 2 hours, 9am – 9pm) in front of mixed-use buildings, neighbourhood commercial areas, schools, and community facilities to improve parking turnover for visitors and customers while still allowing overnight residential parking and short-duration local trips.
  - Avoid applying time-limited parking on purely residential streets unless there is clear evidence of non-resident spillover, as time limits alone can unintentionally displace residents, reduce neighbourhood acceptance, and shift parking pressure to adjacent streets.
  - Apply overnight or early-morning parking restrictions selectively, and only where long-term vehicle storage, abandoned vehicles, or commuter parking persists beyond what is addressed by the Township's existing 72-hour parking restriction, ensuring these controls remain targeted and proportionate.
  - Introduce daytime parking restrictions near transit stops during weekday commute hours to discourage commuter spillover into residential neighbourhoods while maintaining parking availability during off-peak periods and supporting transit reliability objectives.
  - Improve signage clarity and focus enforcement in priority areas to ensure time-limited and restricted parking zones operate as intended, recognizing that consistent enforcement is critical to the success and credibility of lighter-touch parking measures.
  - Engage residents through informal monitoring or reporting mechanisms to identify recurring problem locations, build local awareness, and support data-driven adjustments before escalating to more formal parking programs.

- Promote and formalize use of underutilized off-street parking (e.g., schools, places of worship, private lots) through shared-use agreements, wayfinding, and time-based access to reduce pressure on on-street parking supply and improve overall parking efficiency.

5.3 Pay Parking

Existing Practice in Township

Township does not operate any pay parking, however, some private lots, the TransLink-operated Park and Ride facility in Carvolth Exchange, limited locations in Fort Langley and Willoughby, and private properties adjacent to the Langley Memorial Hospital include pay parking with varying rates. There are additional commercial properties that are considering the implementation of off-street pay parking on private property.

Best and Emerging Practices

Municipalities implement pay parking in areas where high turnover is needed such as commercial centres with shops, restaurants, transit hubs such as SkyTrain stations, and services where space availability is crucial for customer access. These areas are generally dominated by visitors, commuters, or short-term users especially during business hours or evenings, often throughout the week. The goal is not just revenue - but improved turnover, reduced congestion, and better access for short-term users. For example, pay parking is used in City of New Westminster's Downtown and Uptown to maintain a 1-hour to 2-hour turnover and support small business needs. Rates may vary by time of day, location, or day of week to match demand.

To maintain target occupancy, cities adjust curb regulations based on demand data. In high-demand areas (often >85% occupied), they typically increase meter rates or enforce shorter stays. For example, Vancouver's recent policies specify that when a block's average occupancy exceeds 85%, staff should raise the meter rate (e.g. by $1 per hour). North Vancouver's recent Curb Access & Parking Plan similarly notes that if "observed occupancy tends to be near 100%," it will use demand-based pricing so that "each block hits a targeted occupancy around 85% with a few spaces available".

These rules should form a feedback loop: regular occupancy surveys or sensor data trigger fee adjustments, and rates are revised (often annually) by staff without needing new legislation. In practice most Canadian cities use $0.50 – $1 increments and adjust time restrictions gradually, rather than abrupt "surge pricing." Implementing pay parking requires significant capital and operational investment, including parking payment equipment, software and data systems, signage, and enhanced enforcement tools, as well as ongoing maintenance and licensing costs. It also requires regulatory changes and the creation of a dedicated administrative and enforcement function with sufficient staffing to manage operations, compliance, and customer service. While parking rates can be set to achieve a revenue-neutral outcome, the program should be viewed as a complex service requiring substantial resources and long-term management rather than a simple pricing change.

Recommendations

While the Township does not currently face the level of parking demand or public support needed to introduce on-street pay parking, it may become an important future parking management tool in higher-demand areas as growth and densification continue. Pay parking can help manage demand, improve turnover, and prioritize access in commercial or mixed-use centres, but it also carries significant capital, administrative, and enforcement costs that must be carefully evaluated. As such, pay parking should be considered a long-term option to be introduced selectively when demand conditions, policy objectives, and community readiness justify investment and operational complexity.

Therefore, the following recommendations are provided for this theme.

- **Follow a data-driven approach supported by community engagement to identify the need for pay parking system before implementation.** It is recommended that the Township follow a data-driven

approach supported by community engagement to identify when and where pay parking is warranted. Using evidence on parking demand, turnover, and compliance, alongside meaningful engagement with residents and businesses, ensures pay parking is introduced only where it will improve curb efficiency and access, build public understanding, and reduce the risk of implementing a costly system before conditions and community support justify it. A decision-making framework is provided below based on best practices for consideration.

- Phase 1: Identify hotspots for consideration including areas near commercial centres, mixed-use, rapid transit stops, and high-turnover public areas by conducting parking occupancy studies. Analyze the key causes of parking issues and origin of non-resident vehicles in the identified hotspots. Engage with residents and stakeholders to understand specific issues and level of support.
- Phase 2: Define clear objectives and policy rationale to establish pay parking. Establish why pay parking is being introduced and include principles such as occupancy target, equity considerations, net revenue reinvestment plan. Revenue should be used for operation and enforcement efforts and excess should be used for public realm, alternative transportation infrastructure, or safety upgrades.
- Phase 3: Develop a pricing and enforcement strategy. Determine hourly rates, maximum stay duration, paid hours, and days. Ensure alignment with technology and payment systems, enforcement capabilities, and adjust staffing levels accordingly.
- Phae 4: Update bylaws and regulations to authorize pay parking, rate-setting, and enforcement protocols. Staff should be granted ability to adjust rates based on set thresholds without requiring new council approval each time.
- Phase 5: Monitor, evaluate, and adjust the rates based on occupancy data if occupancy is too high (often >85–90%), raise prices or impose stricter limits. If occupancy is too low (<60–70%), reduce fees or relax restrictions. Performance data and rate changes should be published regularly.

Implementation:

Results of public engagement highlighted that introducing pay parking in commercial areas to encourage shorter stays currently doesn't have high level of support. Township is encouraged to continue monitoring the parking utilization in these areas to consider the timing of pay parking as parking management measure. Should future conditions indicate a clear need, staff would be required to undertake additional due diligence prior to implementation, including detailed parking occupancy and duration studies, financial feasibility and cost-recovery analysis, evaluation of technology and enforcement requirements, coordination across departments, and assessment of public acceptance and business impacts. This phased approach allows the Township to align the timing of paid parking with demonstrated need, available resources, and community readiness, thereby improving the likelihood that paid parking would function as an effective and defensible parking management tool. The following list includes resources needed to successfully implement a pay parking program.

Bylaw Amendments

- Update existing parking bylaws to authorize paid parking, set fine amounts, and define enforcement processes
- Establish provisions for special exemptions (e.g., accessibility, service vehicles)

Parking Infrastructure

- Pay stations, meters, or signage
- Ensure accessibility (multi-language support, cashless options, accessible design)
- Curb markings, wayfinding signage, and pavement stencils

- Mobile payment app integration
- Data management platform for occupancy and revenue tracking

Administration and Program Management

- Administrative staff for customer service and appeals
- Secure platforms for payment collection, reconciliation, and auditing
- Processes for revenue reinvestment in local improvements
- Clear branding of the pay parking program to build trust

Enforcement

- Training and resourcing of parking enforcement officers
- Provision of Automated License Plate Reader (ALPR) vehicles, handheld ticketing devices, and uniforms
- Clear escalation procedure (initial warning, issuance of a ticket, and eventual towing for those who violate the rules repeatedly)
- Transparency in fine amounts and dispute resolution process

5.4 Resident Permit Parking (RPP)

Existing Practice in Township

There is no general permit parking program within Township. On-street parking in residential areas is available on a first-come, first-served basis and parking spillover and high parking occupancy are addressed adequately with time-limited parking regulations. However, the Township has received requests for Resident Only Parking from residents of single-family or townhouses due to concerns with residents of denser housing forms parking on the street.

Best and Emerging Practices

RPP programs are typically implemented to manage parking spillovers from nearby areas, such as transit stations, commercial centres, schools, or institutions that attract non-resident parkers. They help to prioritize residents and their visitors, improve parking availability and turnover, and reduce neighbourhood conflicts without requiring costly infrastructure expansion. When designed using data on demand and implemented with clear eligibility rules, defined permit caps, and regular monitoring, RPP programs provide a flexible, equitable, and scalable parking management tool that can be adjusted over time as conditions change.

The RPP program provides residents with exclusive parking privileges and imposes restrictions or limitations on visitor parking, except where permit-based allowances are specified. However, permit systems that are not priced appropriately or without strong policy have proven ineffective in ensuring that scarce on-street parking space is allocated to those who value it most highly. There are also concerns regarding equity, administrative and enforcement costs, and revenue limitations. More importantly, this type of program has been found to address the symptoms (parking spillovers), but not the cause (vehicle dependence). It could also create a sense of entitlement to view curb space, which is public, as private property. Once implemented, RPP program becomes difficult to reverse, even if it's no longer justified.

As such, majority of the municipalities in the Lower Mainland currently do not support RPP program in their communities. However, few cities like Vancouver, Burnaby, New Westminster, North Vancouver, and Richmond have established residential permit programs based on demonstrated parking pressure from non-residents or proximity to high-demand areas (e.g., near hospitals, transit hubs). In these communities, RPP programs have been effective at protecting on-street parking for residents in areas affected by spillovers from commuters, commercial uses, or institutions. Key advantages include clearer prioritization of residents, reduced long-stay parking, and improved enforcement efficiency, especially when supported by permit databases or license-plate–based systems.

These municipalities have also reported notable challenges: ongoing administrative and enforcement costs, staff time for applications and complaints, and potential oversubscription if too many permits are issued relative to curb capacity. Programs can also raise equity and expectation issues, as permits do not guarantee a space and may be controversial where fees or boundaries are introduced. Overall, Lower Mainland experience suggests RPP programs are most successful when applied selectively in high-pressure areas, supported by cost-recovery fees, clear policies, and complementary measures such as time limits and off-street parking strategies. Municipalities typically define conditions under which residential parking permit zones may be introduced, such as:

- Documented parking spillover from adjacent land uses (SkyTrain station, Hospitals, Schools)
- High parking occupancy (usually >85%) observed through surveys
- Resident complaints or petitions

If in the event implementing RPP results in curb space consistently showing less than 60% utilization alongside a high number of public complaints, it may be deemed suitable for removal.

Other key features of the RPP program include the following:

- Annual or biannual fee, sometimes tiered based on number of permits per household
- Daily/monthly visitor permit (sometimes free)
- Special permits for caregivers or shared vehicles
- Time-limited exception (1-2 hours) for non-permit holders
- Routine monitoring by bylaw officers or LPR-equipped vehicles
- Policies to address misuse or fraud (eg. resale of guest permits)

Recommendations

It is recommended that the Township consider implementing a RPP program only if daytime time-restricted parking measures intended to discourage employee and commuter parking in residential areas are demonstrated, through parking utilization and turnover counts, to be ineffective. Time-limited parking should continue to be the primary tool to encourage visitor turnover and manage spillover, with an RPP program reserved as a more advanced measure for locations where demand pressures persist despite these controls.

If consideration of an RPP program proceeds, the Township would need to explore and secure dedicated funding to cover the capital and ongoing costs associated with program implementation, administration, enforcement, and customer service. This would include permit systems, staffing resources, signage, and enforcement capacity. In parallel, bylaw amendments would be required to establish the authority, eligibility rules, permit limits, fees, and enforcement provisions necessary to enable a permit parking system.

Therefore, the following recommendations are provided for this theme.

- **Utilize a data-driven approach combined with community engagement to assess the necessity and feasibility of implementing the Resident Permit Parking program.** A data-driven, community-supported approach is appropriate in the Township because RPP program represents significant regulatory and operational commitment. Implementing such a system requires ongoing staff resources and costs related to program administration, permit issuance, database management, signage, enforcement, and customer service. Confirming a clear need and sufficient community support in advance helps ensure these resources are deployed efficiently and only where benefits outweigh costs. This approach aligns with the Township's existing parking practices, reduces the risk of introducing a costly program with limited uptake, and supports a targeted, fiscally responsible rollout rather than a premature Township-wide commitment. A decision-making framework is provided below based on best practices for consideration.
    - Phase 1: Identify hotspots for consideration including areas near commercial centres, transit hubs, and institutions (school, hospitals, recreation centres) by conducting parking occupancy studies. Analyze the key causes of parking issues and origin of non-resident vehicles in the identified hotspots. Engage with residents and stakeholders to understand specific issues and level of support.
    - Phase 2: Develop a policy framework outlining how permits will be managed. These include eligibility criteria, permit types, permit fees, time/zone restrictions, and alignment with Township priorities. Review existing bylaws and regulations and make amendments as needed. Consider opting for digital systems to issue, manage, and enforce the permits.
    - Phase 3: Pilot the system in a smaller area with strong resident support (such as near Langley Hospital) before broader rollout. Implement signage, permit distribution, and financial resources

necessary for administration and enforcement protocols. Monitor parking occupancy rates, permit sales, compliance, and resident satisfaction as measure of success.

- Phase 4: Assess the effectiveness of the pilot program and refine components as necessary including eligibility criteria, fee adjustment, hours of operation, zone boundaries.

Implementation:

If time restricted parking proves to be ineffective and existing parking issues persist, the following steps are suggested for piloting an RPP program near the Langley Memorial Hospital, an area with noted parking spillover issues. Staff will need further resources to implement and manage this program including permit applications, issuance, record management, and resident inquiries, as well as bylaw enforcement capacity for compliance monitoring and complaint response, supported by signage installation and maintenance.

Based on the review of similar programs in other jurisdictions, guidelines for a draft policy are provided below.

- **Purpose:** Reduce spillover parking by hospital staff and visitors into residential streets and prioritize on-street parking access for neighbourhood residents and their visitors.
- **Geographic Restrictions:** To ensure that permits are being used in the area in which they were applied for, the Township should consider establishing boundaries in which a permit is valid. This could vary from the neighbourhood level (bounded by 50 Avenue to the south, 52 Avenue to the north, 221A Street to the west, and 224 Street to the east) to a number of select designated blocks (223 Street, 50 Avenue).
- **Fees:** Communities that employ RPP fees use the revenue to support administration, enforcement activities, and provide opportunities for reinvestment in the community through parking benefit districts. Some also differentiate fee levels based on the number of vehicles registered to the household, the availability of off-street parking, and/or geographic area.
- **Permit Type:** Traditionally, most RPPs have been administered using physical decals attached to a vehicle's windshield. To support simple enforcement, the Township should consider using virtual permits which are attached to a license plate registered to the property eligible for a permit.
- **Maximum permitted vehicles per household:** The Township should apply a maximum number of RPPs that are permitted per household to maintain equitable access to permits, support sustainable mobility objectives, and allow for parking availability in RPP zone. The Township may consider limiting access to permits under certain conditions to achieve broader mobility and land use objectives and limiting adverse impacts to surrounding neighbourhoods.
- **Supporting Permit Types:** Permits for visitors or guests could also be considered to ensure that on-street parking is available for short-term needs but is still appropriately priced. This could take the form of short-term permits acquired from the Township for a weekly fee or a year-round permit for an annual fee.
- **Enforcement:** Establish enforcement practices to ensure compliance. Determine when the permit restrictions will be enforced. Options include the following:
    - **Full-time enforcement:** 24 hours a day, 7 days a week – only vehicles with valid permits can park within the designated zone.
    - **Hybrid approach:** Allow non-resident vehicles to park for limited time (e.g., two hours) during the day, while residents with permits have unrestricted access.

These guidelines were used to create a draft policy for launching a pilot program close to Langley Memorial Hospital, which is detailed below. It should be noted that both guidelines and draft policy have been developed at a high level to serve as a guiding framework for staff consideration. Prior to advancing any

amendments, staff should undertake an internal review with affected departments to confirm operational feasibility, resource requirements, and alignment with existing Township policies and practices. The costs associated with the implementation including additional administrative and bylaw enforcement resources are likely not covered by the permit fees.

Residential Parking Permit Program (Pilot)

1. Purpose

1.1 To establish the criteria, approach and methodology for the implementation of a Residential Parking Permit Program (Pilot) in the Township.

2. Background

2.1 The Township receives requests for measures to manage on-street parking near high parking generators, including Langley Memorial Hospital in Murrayville. Residents have expressed concerns that all-day parking by visitors and employees limits their access to street parking.

2.2 A review of municipal practices indicates that residential permit programs are commonly used to manage spill-over parking from hospitals and transit facilities. These programs typically require community support, proof of residency and clear enforcement guidelines.

3. Related Policy

3.1 Township of Langley Highway and Traffic Bylaw 2010 No. 4758 and amendments thereto.

3.2 Township of Langley Subdivision and Development Servicing Bylaw 2011 No. 4861 and amendments thereto.

3.3 Motor Vehicle Act (1996 c. 318) of the B.C. Motor Vehicle Traffic Legislation Manual and amendments thereto.

4. Policy

4.1 Suitable Locations

4.1.1 A Residential Parking Permit Program (RPPP) will only be considered on roads where on-street parking is legally permitted under the Township's Highway and Traffic Bylaw and the B.C. Motor Vehicle Act.

4.1.2 An RPPP will only be considered where there is a demonstrated need based upon:

documented evidence of high on-street parking occupancy (generally 80 % or greater) and a significant proportion of non-resident vehicles; and

records of historical complaints or petitions indicating support from residents adjacent to the proposed area.

4.1.3 An RPPP is intended for residential areas adjacent to facilities where on-site parking is insufficient, such as hospitals, schools or transit exchanges, or where mixed-use areas experience spill-over parking.

4.2 Initiation Process

4.2.1 When a request for an RPPP is received, the Township will provide the requestor with a copy of this Policy.

4.2.2 To initiate the formal process for implementation, a resident or property owner must submit a petition in a form approved by the Director of Engineering or their designate. The petition shall describe the

proposed permit area and confirm that the residents directly fronting the proposed area support the program.

4.2.3 RPPPs will only be considered on a block-by-block basis.

4.2.4 The petition must identify the location and proposed hours during which permit restrictions would apply.

4.2.5 The petitioner must own property directly fronting the proposed area.

4.2.6 Upon receipt of the petition, the Township will determine if there is sufficient support to proceed. Only one signature per residential owner will be counted. A sufficient level of support is defined as at least two-thirds of the properties directly fronting the affected area in support of implementing an RPPP.

4.3 Review Process

4.3.1 Upon receipt of a completed petition, the request for an RPPP will be formalized and documented through a Service Request.

4.3.2 The Township will conduct occupancy surveys and assess whether the proposed restrictions are feasible based on the following factors:

- Safety and traffic flow;
- Access for emergency vehicles; and
- the availability of off-street parking for residents and adjacent institutions.

4.3.3 If occupancy surveys confirm that peak on-street parking exceeds 80% and that at least 50% of vehicles belong to non-residents, staff will proceed to a ballot process.

4.4 Ballot Process

4.4.1 The Township will mail ballots to all owners/occupants of properties fronting roads within the proposed permit area.

4.4.2 To be counted, ballots must be received by the Township by the indicated date and time.

4.4.3 The level of support will be determined based on the number of ballots sent out. Any ballots not submitted will be considered to be not in favour. Only one ballot per property will be considered. If responses are received from both an owner and an occupant, only the owner’s response will be considered. For multi-unit strata properties, only the strata council’s response will be considered; subject to strata council support, all units in the strata will be counted in either support or opposition.

4.4.4 If at least two-thirds (2/3) of the ballots are in favour, staff will move forward with implementation.

4.4.5 If less than two-thirds (2/3) are in favour, staff will not move forward with implementation.

4.4.6 The original petitioner will be advised of the ballot results.

4.5 Implementation

4.5.1 Upon completion of a successful ballot, the Township will implement the RPPP by installing signage on the requested roads and issuing permits to eligible residents. The following criteria will apply:

4.5.1.1 Permit restrictions: Only vehicles registered with a valid residential or visitor permit may park on roads within the permit area during the designated hours.

4.5.1.2 Hours of restriction: Vehicles without a valid permit may park within the permit area for a maximum duration of two (2) hours, after which the vehicle must be removed from the area. This restriction shall apply 24 hours per day, seven days per week, unless otherwise specified by posted signage.

4.5.1.3 Duration: Permits are valid for one year and must be renewed annually.

4.5.1.4 Permit limits: Each dwelling may receive up to two resident permits plus one transferable visitor permit. Households with a legal secondary suite may request one additional resident permit.

4.5.1.5 Fees: An annual fee per resident permit will be established by Council to recover administrative and enforcement costs.

4.5.1.6 Permit medium: Permits will be digital and linked to licence plates. Residents without digital access may apply in person.

4.5.1.7 Signage: Signs will indicate “No Parking Except with Permit” and specify the hours and days of enforcement.

4.5.1.8 Enforcement: Bylaw Enforcement Officers will enforce permit restrictions using licence-plate recognition. Non-permit vehicles parked during restricted hours may be ticketed or towed.

4.5.1.9 The Director of Engineering, or their designate, has the authority to implement an RPPP without a ballot process where there is a demonstrated need based on historical complaints and occupancy surveys.

4.6 Review, Revision or Removal Process

4.6.1 Once an RPPP has been implemented, a period of one (1) year is required before any review of the permit restrictions will be considered by the Township.

4.6.2 After at least one year, a resident may request the removal or modification of permit restrictions by submitting a petition as outlined in Section 4.2. The review process in Section 4.3 and ballot process in Section 4.4 will apply.

4.6.3 The Township will periodically review permit areas. If surveys demonstrate that peak occupancy is consistently below 60 %, or that the program is no longer required, staff may recommend revising or removing the permit area following the petition and ballot process.

5.5 Accessible Parking

Existing Practice in Township

In Township, on-street accessible parking practices are governed by the Highway and Traffic Bylaw No. 4758. The Township provides few, if any, formally designated accessible on-street parking spaces. Most accessible spaces are provided off-street in civic facilities, parks and libraries, and commercial areas (private but regulated through bylaw requirements). The Township does not have a formal process for residents to request designated accessible on-street spaces near their homes.

Best and Emerging Practices

The case studies from Surrey, Maple Ridge, New Westminster, and North Vancouver reveal several best practices for implementing effective on-street accessible parking programs in growing municipalities. A key best practice is the establishment of a formal request process that allows residents with disabilities to apply for accessible on-street parking near their homes. Cities like New Westminster and North Vancouver have clear, transparent application procedures that require documentation and site assessments, ensuring that requests are addressed fairly and based on need. This kind of policy creates a reliable system for addressing individual accessibility challenges without relying on ad hoc decisions.

Another common best practice is the provision of well-designed, visibly marked accessible parking spaces in high-demand public areas, such as town centres, civic facilities, libraries, and transit nodes. Municipalities consistently use standardized signage and curb markings (often blue paint and accessibility symbols) to clearly indicate accessible parking, improving enforcement and usability for people with disabilities.

In addition, municipalities like Maple Ridge and North Vancouver integrate on-street accessible parking with broader accessibility and mobility planning, often consulting local accessibility committees. This ensures that parking decisions are inclusive and coordinated with sidewalk, crosswalk, and curb ramp upgrades, contributing to a more universally accessible public realm.

Lastly, cities emphasize location prioritization - placing accessible spaces near key destinations and avoiding conflict with traffic flow or emergency access routes. Engineering reviews in Surrey and Maple Ridge ensure that parking does not compromise road safety while still addressing accessibility needs.

Recommendations

Designated on-street accessible parking spaces are a critical component of an inclusive and equitable curbside system, providing convenient and predictable access for people with disabilities to nearby destinations where off-street options may be limited or impractical. By minimizing walking distances and improving safety and certainty, these spaces support mobility, accessibility legislation, and age-friendly community goals. Treating accessible parking as a priority curb use ensures that limited on-street space is allocated in a way that supports equitable access and inclusive community design.

Therefore, the following recommendations are provided for this theme.

- **Adopt standardized on-street space design (signage, access ramp adjacency), which aligns with a broader Accessibility Strategy under BC's Accessibility Act.** It is recommended that the Township engage with accessibility advisory committees to guide development of standardized on-street accessible space design including signage, curb painting, and adjacency to access ramps aligned with a broader Accessibility Strategy under BC's Act. Standardization ensures accessible parking is clearly identifiable,

consistently designed, and reliably usable across the Township, reinforcing accessibility as a priority curbside use rather than an exception.

Key considerations include aligning designs with provincial standards and best practices, ensuring proper placement relative to sidewalks and curb ramps, and coordinating implementation across departments and capital programs. Ongoing enforcement, maintenance, and staff training are important to preserve visibility and compliance over time. Integrating these standards into broader accessibility planning also supports defensible, equitable decision-making and improved user confidence in the curbside environment.

Providing standardized on-street accessible parking is challenging due to the Township's parking lane widths being limited to 2.4 metres, as this width does not accommodate the additional side clearance needed for safe deployment of ramps or lifts from accessible vehicles. Accessible spaces often require increased space length, adjacent access aisles, and direct alignment with curb ramps, which can be difficult to achieve without removing nearby parking, reallocating curb space, or adjusting travel lanes. In constrained corridors, these physical limitations require careful, site-specific design and may involve trade-offs, but remain essential to ensure accessible spaces are functional, safe, and compliant rather than nominally designated but unusable.

Implementation:

Two distinct design guidelines are needed to ensure accessible on-street parking can be delivered effectively across different road contexts. Many existing roads in the Township were built with narrow curb lanes, fixed utilities, and constrained rights-of-way that make it impractical to apply standard accessible parking designs without flexibility and trade-offs. In contrast, new roads and reconstruction projects present an opportunity to fully integrate accessibility requirements from the outset through purpose-built geometry and consistent standards. Establishing separate guidelines for retrofitting existing roads and for new roads ensures accessibility objectives are met in a practical, defensible, and context-sensitive manner while supporting long-term consistency and compliance. The design requirements for each context could include the following.

Retrofit Scenario

- **Selection criteria:** Proximity to nearest on-street accessible parking space, including off-street accessible parking being unavailable in close proximity to ensure new spaces are added only where there is a demonstrated access gap. Distance to primary destination should be within 50 metres and within 100 metres in constrained situation. The 50-metre proximity standard reflects best practice for minimizing travel distance for users with mobility limitations, fatigue, or balance challenges, while the 100-metre allowance in constrained situations provides practical flexibility where physical or right-of-way limitations prevent ideal placement. Maximum road cross-slope should be 2% with adjacent sidewalk slope of less than 5% in constrained situation.
- **Stall width & access:** Use a signed accessible space with an adjacent no-parking access zone where 2.4 m curb lanes are insufficient; share space with ramps or boulevards where feasible.
- **Stall length:** Provide longer-than-standard spaces, often by combining spaces or adding buffer zones to allow ramp deployment.
- **Curb ramps:** Ensure direct alignment with a compliant curb ramp; use mid-block ramps where corner ramps are not feasible.
- **Placement:** Prioritize end-of-block or mid-block locations near destinations; avoid steep grades and sightline conflicts.

- **Trade-offs:** Expect removal or reallocation of adjacent parking or curb uses to achieve functional accessibility.
- **Markings & signage:** Apply high-visibility signage, curb paint, and pavement markings to support usability and enforcement.

New Roads or Reconstruction Scenario

- **Curb lane widths:** Design curb lanes to fully accommodate accessible spaces and access aisles without encroaching on travel lanes.
- **Stall length:** Build increased accessible space lengths into the standard block layout.
- **Integrated ramps:** Locate curb ramps directly adjacent to spaces with continuous, compliant sidewalk connections.
- **Location & spacing:** Distribute accessible spaces near key destinations with predictable spacing.
- **Utilities & operations:** Keep access aisles clear of drainage, utilities, and road furniture.

- **Establish a formal application procedure and policy for businesses to request on-street accessible parking spaces.** Establishing a formal application procedure and policy for on-street accessible parking will provide a clear, consistent, and transparent framework for evaluating requests, ensuring that spaces are installed only where a demonstrated need exists and where off-street options are not feasible. A standardized process supports equitable access for people with disabilities while allowing staff to assess roadway safety, curbside impacts, and operational considerations in a consistent manner. Formalizing the process also clarifies that any approved on-street accessible parking space remains public and available for use by any vehicle displaying a valid accessible parking permit and enables ongoing monitoring to confirm continued need and appropriate use over time.

  Implementation:

  The Township can initially proceed with a case-by-case review approach for on-street accessible parking requests, supported by internal evaluation criteria. This approach allows flexibility and responsiveness while the Township gains experience managing requests, with the option to formalize a policy or application process in the future if demand increases or greater consistency is required. Staff can consider site-specific constraints, demonstrated need, roadway safety, and curbside operational impacts when a business with constraints apply to request an on-street accessible parking space. Any on-street accessible parking space approved through this process would remain public and available for use by any vehicle displaying a valid accessible parking permit and may be subject to monitoring and removal, should conditions change.

5.6 EV Charging

Existing Practice in Township

At present, the Township owns 24 public charging stations with user fees (including a DC Fast Charger at the Operations Centre), located at:

- Aldergrove Community Centre;
- Township Civic Facility;
- Langley Events Centre;
- Operations Centre;
- Walnut Grove Community Centre;
- Yorkson Community Park;
- W.C. Blair Recreation Centre; and
- Redwoods Golf Course

Best and Emerging Practices

Placing EV charging stations curbside precludes other uses that enhance or support other priorities. Further, EV charging is predominantly needed by commuters and residents overnight. This means curbside chargers are better placed on quiet side streets in higher-density, commercial, and mixed-use areas and public parkades, rather than major corridors in the commercial cores or other high-demand areas to maximize curb space.

Within the Lower Mainland, the majority of publicly accessible EV chargers are found at municipal facilities, commercial lots/parkades, and dedicated areas for BC Hydro's network of public fast chargers (Level 3 DCFC). Some gas stations have also installed electric vehicle charging stations. While less common than chargers in off-street lots, some municipalities are starting to install Level 2 chargers, particularly in denser urban cores or business districts where off-street parking is scarce and encouraging EV adoption is a priority. City of Vancouver has installed on-street Level 2 chargers in residential and commercial areas to support residents without access to private charging.

The benefits of proving on-street charging stations include increased accessibility and use EV charging for residents and visitors, thereby helping encourage EV adoption, potential increase in economic activity in commercial centres, and less pressure on developers to provide EV parking spaces, and potential revenue generation. However, drawbacks include limited turnover, competing demands with other curbside functions, risk of underutilization, and high capital costs.

Recommendations

Even when EV charging is required in new developments and provided as part of the off-street parking supply, on-street EV charging remains important to serve residents and users without access to private parking, including those in older buildings, secondary suites, visitors, car-share, and on-demand vehicles. Curbside charging improves equity, supports broader EV adoption, and provides flexible, shared infrastructure that can respond to changing demand. When managed with clear time limits, pricing, and enforcement, on-street EV charging complements private charging and functions as a public asset rather than long-term vehicle storage.

Therefore, the following recommendations are provided for this theme.

- **Continue to provide electric vehicle charging infrastructure exclusively in off-street public and private lots while introducing on-street charging facilities in limited areas.** The Township should

continue prioritizing EV charging infrastructure in off-street facilities, while introducing on-street charging in a limited and targeted manner. By focusing most of the charging capacity in areas designed for longer stays and simpler electrical servicing, the Township can more efficiently manage costs, electrical usage, and maintenance duties, all while reducing the effects on curbside activities and road safety. Introducing on-street charging only in limited, strategic locations provides flexibility to address gaps where off-street options are not feasible, enables pilot testing of emerging curbside charging approaches, and allows the Township to assess operational, enforcement, and equity implications before considering broader implementation.

Key considerations include clearly defining criteria for where on-street charging is appropriate such as areas with low off-street access, high residential density, or shared vehicle demand and integrating chargers into broader curbside management policies. On-street chargers should be time-limited, priced to encourage turnover, and supported by enforcement to prevent long-term vehicle storage. Phased implementation, partnerships with utilities or private operators, and ongoing monitoring are also important to manage costs, ensure equity, and adapt the program over time.

Implementation:

On-street EV charging should be introduced through a phased, pilot-based approach that complements existing off-street charging requirements. Initial efforts should focus on establishing clear policy direction, screening criteria, and governance to ensure on-street charging is targeted to areas with limited off-street access or shared demand, such as denser mixed-use centres and older residential areas. Early coordination across departments and with utilities is essential to confirm feasibility, roles, and responsibilities.

Implementation should begin with a small number of pilot locations supported by clear time limits, pricing, signage, and enforcement to maintain curb turnover and prevent long-term vehicle storage. Ongoing monitoring of utilization, compliance, costs, and curb impacts will allow the Township to refine standards and determine whether expansion is warranted. Over time, on-street EV charging can be selectively scaled and integrated into the Township's broader curb management and climate objectives, while remaining flexible to changing demand and technology.

Partnerships with third-party service providers or BC Hydro should be a core component of the Township's on-street EV charging approach. Working with an experienced charging service provider or BC Hydro can reduce upfront capital costs, accelerate implementation, and shift responsibility for equipment procurement, installation, software, billing, and maintenance away from the Township. These partnerships also allow access to proven technology platforms, customer support systems, and usage data, reducing operational risk during the pilot phase. Key considerations include clearly defining roles and responsibilities, including ownership of equipment, revenue sharing, power pricing, data access, and long-term maintenance. The Township should retain policy control over location selection, operating rules, time limits, and curbside management, while partners focus on technical delivery and operations. Early coordination with BC Hydro is particularly important to confirm electrical capacity and upgrade costs, and to align installations with broader grid planning. A pilot-based partnership model will allow the Township to test different delivery approaches before committing to long-term agreements.

5.7 Commercial and Passenger Loading

Existing Practice in Township

The Township of Langley currently manages on-street commercial and passenger loading on a case-by-case basis, without a formal, municipality-wide loading zone policy. In general, designated loading zones are limited and primarily found in commercial or institutional areas, such as town centres (eg. Willoughby, Aldergrove) or near schools and civic buildings. These zones are typically identified through signage only, with time restrictions (e.g., 15–30 minutes) to allow for short-term loading and unloading. Commercial loading needs are largely accommodated off-street, via private development requirements under zoning and building bylaws. There is currently no permit system for commercial vehicles or ride-hailing services to use curbside space, and passenger loading areas (e.g., for schools or seniors' centres) are implemented selectively based on traffic studies or operational needs. Overall, the Township's approach is reactive and localized, with opportunities to develop a more consistent, policy-based framework as urban centres densify.

Best and Emerging Practices

Best practices for on-street commercial and passenger loading in comparable BC municipalities emphasize a structured and flexible approach to curbside management. Municipalities such as Surrey, New Westminster, and North Vancouver implement formal policies with clear criteria for designating loading zones based on adjacent land uses, vehicle types, and safety considerations. Time-limited and time-of-day restrictions are commonly implemented to effectively manage and balance varying curbside requirements, such as commercial loading during morning hours and passenger pick-up or drop-off coinciding with school hours.

Shared or flexible curb zones are an emerging best practice, allowing the same space to serve different purposes throughout the day, maximizing efficiency. The City of Victoria uses flexible curb zones in its downtown to support business deliveries, ride-hailing, and short-term customer stops. Clear signage and curb markings help ensure user compliance and enforcement, while some cities are beginning to use digital tools and data to manage curbside demand more effectively. Lastly, early engagement with local stakeholders such as businesses, schools, and delivery providers ensures loading zones are practical and responsive to real-world needs. Collectively, these practices support safer roads, more efficient goods movement, and better access for passengers in growing urban areas.

Recommendations

As urban centres densify in Township, demand for both commercial deliveries and passenger pick-up and drop-off will increase, making a consistent, policy-based loading framework essential. Clear, standardized policies help prioritize high-turnover loading activities, reduce conflicts with general parking, transit, cycling, and pedestrians, and improve curb efficiency. A consistent framework also provides clarity for businesses, service providers, and enforcement, supports data-driven allocation of curb space, and allows municipalities to adapt loading regulations as travel patterns and land uses continue to intensify.

Therefore, the following recommendations are provided for this theme.

- **Establish a curbside loading policy framework that outlines when and where on-street loading zones can be designated.** It is recommended to establish a curbside loading policy framework that clearly defines when and where on-street loading zones can be designated to support commercial deliveries and passenger pick-up and drop-off. As urban areas densify, a clear framework ensures curb space is allocated to high-priority, high-turnover uses, reducing conflicts with general parking, transit operations, and active transportation while improving overall curb efficiency.

Key considerations include aligning the framework with land use, time-of-day demand, road function, and safety objectives, as well as ensuring consistency with existing parking and traffic bylaws. The policy should be supported by monitoring data, clear signage standards, and enforceable rules, and allow flexibility to adjust locations or hours as demand changes. Transparent criteria and stakeholder communication are also important to improve compliance and maintain public confidence in curbside allocation decisions.

- **Introduce Time-Limited and Time-of-Day Loading Zones to balance competing curbside uses in commercial areas.** It is recommended to introduce time-limited and time-of-day loading zones in commercial areas to balance competing curbside demands. Designating loading space during peak delivery or passenger activity periods while allowing general parking or other uses at off-peak times helps maximize curb productivity without increasing supply, and supports business operations, accessibility, and road safety.

  Key considerations include using demand and occupancy data to determine appropriate locations and time windows, ensuring clear signage and pavement markings, and aligning enforcement schedules with designated operating hours. Flexibility to adjust time limits, active periods, or permitted users is important as conditions change, and clear communication with businesses, delivery operators, and the public is essential to improve understanding and compliance.

- **Explore the implementation of a smart parking reservation system to allow trucks, passenger vehicles, on-demand delivery, or ride hailing vehicles to find and reserve available on-street parking spaces.** It is recommended that the Township, in the long-term, explore the implementation of a smart parking reservation system that allows trucks, passenger vehicles, on-demand delivery, and ride-hailing vehicles to locate and reserve available on-street spaces. Such system can reduce cruising for parking, improve turnover, and ensure that limited curb space is available for high-priority users at the times they are needed, particularly in dense, commercial areas with competing demands.

  Key considerations include technology and operating costs, system integration with existing parking, enforcement, and data platforms, and equity and accessibility for users who may not rely on mobile apps. Clear rules around eligibility, pricing, time limits, and enforcement are essential, as is a phased or pilot-based approach to test demand, manage risk, and evaluate impacts before broader deployment.

5.8 Enforcement and Monitoring

Existing Practice in Township

Parking enforcement in the Township is carried out to ensure the intent of the parking regulatory system is upheld. Throughout the Township, the three locations with the highest infractions are Willoughby, Willowbrook and Walnut Grove.

Between 2020 and 2024, the number of parking violations increased at an average annual rate of 21%. This ongoing rise highlights increasing pressure on parking availability, particularly in high-density commercial and residential areas, as well as the introduction of Township ALPR system. The ALPR systems allow for more efficient enforcement by the Township Bylaws Department but requires additional resources, equipment and staff. Several key factors contribute to the rise in parking violations, including the following.

- Population Growth and Increased Vehicle Use: As urban centers expand, higher population density leads to more vehicles on the road, intensifying parking challenges in both residential neighborhoods and commercial districts. At the same time, growth in commercial activity, deliveries, ride-hailing, and visitor trips places additional pressure on limited curb space, especially in established neighbourhoods where road widths and parking supply are fixed.
- Urban Expansion and New Developments: The construction of residential and mixed-use projects has resulted in increased demand for on-street parking, as the number of residents, employees, and visitors is rising more rapidly than the capacity of off-street parking facilities. The rapid development also requires the provision of adequate transit to reduce the reliance on vehicles. Transit service is typically not provided until the area has developed and the expected ridership supports the service. As such, there may be an increased demand for on-street parking until transit is provided.
- Roadwork and Infrastructure Projects: Ongoing construction and trade vehicle parking along with road improvements reduce available parking, forcing vehicles into unauthorized or restricted areas. Temporary closures and detours further complicate parking accessibility.

Best and Emerging Practices

Municipalities employ advanced technologies including smart meters, license plate recognition, and real-time curb usage data to monitor parking occupancy, enhance enforcement efficiency, and adjust time limits or pricing as needed. The integration of systems such as GPS, cameras, and parking sensors supports the effective implementation of contemporary management practices. Access to comprehensive parking occupancy data enables communities to develop informed policies and rapidly implement new infrastructure or management strategies, thereby optimizing public space utilization.

Real-time analytics enable communities to understand who is using the curb, how it is being used, predict future behaviours, and create period-over-period comparisons. Utilizing a central and integrated management platform is an effective way to ensure the curbside solution is working correctly and effectively, and if adjustments need to be made, the decision-making process will be informed by data.

Recommendations

Focusing on advancing parking enforcement and monitoring technologies is a more effective and sustainable approach than increasing on-street parking supply. Curb space is a limited public asset, and adding more parking often conflicts with pedestrian safety, cycling facilities, transit operations, and public-realm objectives.

In many built-out areas, expanding supply is physically constrained and can simply induce additional demand, quickly eroding any short-term capacity gains.

Modern enforcement and monitoring technologies will enable Township to manage existing curb space more efficiently and align its use with community priorities. Data-driven tools support better compliance, higher turnover, and protection of high-priority curb demands such as short-term parking, loading, and accessible spaces. Improved monitoring also provides reliable evidence on utilization and peak conditions, allowing enforcement resources and parking policies to be targeted where they are most needed and ensuring existing on-street supply is used effectively.

Therefore, the following recommendations are provided for this theme.

- **Expand ALPR capabilities and available resources for monitoring parking occupancy in addition to enforcement.** It is recommended to expand ALPR capabilities and associated resources to support parking occupancy monitoring in addition to enforcement. Using ALPR for monitoring provides reliable, ongoing data on occupancy, turnover, and dwell times, allowing Township to manage curb space more strategically and prioritize high value uses such as short-term parking, loading, and accessible spaces. This data-driven approach improves the efficiency of enforcement and supports evidence-based adjustments to parking regulations and policies.

  Key considerations include the upfront and ongoing costs for technology, data storage, and staff training, as well as the need for clear data governance and privacy protocols. Distinguishing monitoring functions from enforcement in policy and communications is important to maintain public trust. Adequate staff capacity to analyze and apply the data, system integration with existing parking and GIS tools, and a phased or pilot-based rollout should also be considered to manage risk and demonstrate value.

- **Develop a Parking Data Management System**. It is recommended to develop a centralized parking data management system to support coordinated monitoring, enforcement, and policy decision-making. A unified system allows parking, enforcement, and planning data to be consistently collected, stored, and analyzed, improving visibility into occupancy, turnover, compliance, and curb performance. This enables more efficient use of existing parking supply and supports evidence-based adjustments to regulations, enforcement strategies, and curb management priorities.

  Key considerations include the additional staff time and budget required for system setup, data integration, and ongoing management. Clear data governance, privacy protocols, and interoperability with existing enforcement, permit, and GIS systems are essential. Township should also plan for staff capacity to maintain data quality, analyze trends, and translate findings into operational and policy actions, with phased implementation helping to manage costs and risk.

- **Introduce targeted enforcement scheduling.** It is recommended to introduce targeted enforcement scheduling that aligns parking enforcement hours and locations with actual demand patterns and priority curb uses. By focusing enforcement during peak periods and in high-demand areas, Township can improve compliance, increase turnover, and ensure availability for short-term parking, loading, and accessible spaces, without expanding physical parking supply.

  Key considerations include the need for reliable data to identify peak demand times, coordination with staffing and labour agreements, and flexibility to adjust schedules as conditions change. Clear communication with the public and businesses is also important to set expectations and improve compliance. Targeted scheduling may require upfront planning and monitoring effort, but it can significantly improve enforcement effectiveness and efficient use of existing curb space.

6 Cash-In-Lieu of Parking

Existing Practice in Township

The Township of Langley currently applies a cash-in-lieu provision for bicycle parking, which allows developers to satisfy a portion of their required bicycle parking through a financial contribution rather than full on-site construction. Under this provision, cash-in-lieu may be accepted for up to 25% of the required bicycle parking spaces, excluding visitor bicycle spaces, subject to approval by the Director of Development Services or their designate. Where accepted, the on-site bicycle parking requirement is reduced by an equivalent amount, capped at 25%. This mechanism provides flexibility in situations where site constraints, building design, or operational considerations limit the ability to provide all required bicycle spaces on site, while still ensuring investment toward cycling infrastructure consistent with the Township's active transportation objectives.

In addition, the Township has a separate cash-in-lieu bylaw for vehicle parking for select commercial zoning in Fort Langley, reflecting the unique heritage village context, narrow lot patterns, and constrained street network. Under this bylaw, developers may provide a cash contribution in lieu of some or all required on-site vehicle parking, with contributions generally calculated on a per-stall basis. Funds collected are intended to provide off-street parking structure in the commercial area of Fort Langley. However, limited funds have been collected to date partly due to the redevelopments being able to meet the lower parking requirements. The Zoning Bylaw was updated in 2021 to eliminate the 50% reduction in parking supply and baseline parking rates for commercial uses in the Township were also reduced. Another change in the area has been implementation of paid parking at Fort Langley National Historic Site by Parks Canada and at a commercial property adjacent to Glover Road.

Together, these two cash-in-lieu approaches demonstrate the Township's established practice of using targeted, context-specific financial tools to balance development feasibility, physical constraints, and long-term mobility and public-realm goals, rather than relying solely on uniform on-site parking requirements.

The Aldergrove Core Area faces parking supply and development constraints similar to Fort Langley. There are currently a mix of unmetered, time-limited on-street parking along Fraser Highway and nearby streets, as well as several off-street public parking lots near destinations such as the Aldergrove Community Centre and Library for the facility patrons. However, based on a previous study[1], future growth and densification in the core area are projected to generate parking demand of more than 800 additional parking spaces, and many redeveloping sites are expected to face challenges meeting off-street parking requirements due to small, narrow, and shallow lot configurations. In addition, planned widening of Fraser Highway is expected to remove on-street parking during daytime peak periods, further reducing parking supply during peak hours (Monday – Friday between 6-9am and 3-6pm). In this context, the Township is considering a cash-in-lieu parking mechanism for Aldergrove as a targeted, context-sensitive tool consistent with the Fort Langley approach to support redevelopment while enabling a centralized parking solution where full on-site provision is not feasible. As such, some spaces within the parking facility constructed in the Aldergrove core area have been secured by the Township for public use as part of the Aldergrove Town Centre development. The typical capital cost of of constructing a parking stall in a parking structure is approximately $50,000 per stall. A cash-in-lieu provision based upon the typical construction cost of a parking stall in a parkade strcuture offers a way to recover the capital expenses for the parking stalls.

[1] Aldergrove Core Area Engineering Services Plan (Section 6.4.3), Township of Langley, May 25, 2022.

Best and Emerging Practices

Many suburban cities allow cash-in-lieu payment so that developers need not build every required parking space on-site. Typically, this is restricted to designated areas (e.g. downtowns, town centres or transit corridors) where building new parking on private property is impractical. The municipality's bylaw or zoning specifies when cash-in-lieu is allowed, the per-space rate, and how funds are used.

Surrey provides a cash-in-lieu option for commercial uses in Cloverdale Town Centre (created in 1971) due to the expense of underground parking. Within the Town Centre, developers can pay cash-in-lieu (approximately $20,000[2] per space) for up to 10% of required spaces. These payments contribute to a Cloverdale Off-Street Parking Reserve intended for public parking capital. Surrey has utilized these funds to acquire nine surface parking lots (about 220 spaces) around Cloverdale's main retail area. The bylaw outlines eligibility (Cloverdale Town Centre mixed-use projects) specifies a per-space fee, and mandates that all money goes into a reserve exclusively for building or purchasing parking. In the downtown core of Port Coquitlam, owners have the option to pay $40,000 per required space (capped at 10% of the total requirement) instead of providing the space. All proceeds are placed in a statutory reserve for off-street parking exclusively in Downtown.

Best practice includes codifying eligibility and rates in a bylaw and creating a dedicated reserve fund. The bylaw states the per-space amount, maximum proportion of parking buyouts, and eligible area. Funds collected are used solely for public parking facilities like parkades or surface parking lots. Councils may allocate expenditure of these funds through the capital budget; for instance, the City of Surrey buys parking sites as needed.

When a parking structure is deemed too costly, land purchase too expensive or unwarranted due to lack of fit with character of the community, many suburban cities channel the cash-in-lieu funds into sustainable transportation and public realm projects. Section 525 of the Local Government Act states that cash-in-lieu money must go into a reserve for either off-street parking or "transportation infrastructure that supports walking, bicycling, public transit or other alternative forms". In practice, municipalities define specific projects or areas where cash-in-lieu funds are spent on alternatives.

Surrey's 2019 Parking Strategy split new in-lieu payments into two reserves: one for parking, one for "Alternative Transportation Infrastructure". By policy, 50% of each space's fee is allocated to the alternative transportation reserve. These funds can only be spent on walking/cycling/transit improvements within the City Centre. For example, Surrey has earmarked money for sidewalk and bikeway upgrades near SkyTrain stations, sidewalk extensions, protected bike lanes, and intersection safety enhancements in that zone. Decisions on projects are tied to the city's capital planning process and Town Centre plans; staff report that projects are selected annually as part of the capital budget.

In Coquitlam's Evergreen Line Core and Shoulder zones, developers may reduce required spaces by paying cash-in-lieu of parking (typically $20,000 - $35,000/space depending on distance to SkyTrain). These payments are deposited into two statutory reserves (a Parking Cash-in-Lieu Reserve and a Multi-Modal Infrastructure Reserve). Funds have explicitly been used for active transportation and roadscape projects: new bicycle parking, expanded sidewalks, protected bikeways, roadscape beautification and safer pedestrian crossings around Evergreen Line stations. Coquitlam staff note that allocation of these funds follows the regular capital planning process – project priorities are set through city budgeting and reported annually to Council.

[2]

More broadly, many municipalities tie in-lieu funds to sustainability goals. In Metro Vancouver, multiple cities now prohibit downtown parking minimums and accept cash-in-lieu only for urban centres or transit corridors. Funds are used as a flexible transportation and access management tool, rather than a mechanism used solely to build additional parking supply. Many municipalities now prioritize using funds to support shared public parking, demand management, and multimodal access improvements that reduce reliance on private vehicle trips. This includes investments in strategically located public parking facilities, parking technology, and curbside management that improve turnover and efficiency instead of expanding stall counts.

Across peer communities, cash-in-lieu of bicycle spaces is uncommon due to the cheaper cost burden to developers compared to parking spaces and an overall transition towards active transportation uptake and reduced parking supply. Therefore, cash in lieu of bicycle parking within the Township can be counterintuitive to policy and development goals. Rather, cash-in-lieu funds are also commonly directed toward TDM measures and active and sustainable transportation infrastructure. Eligible uses may include transit pass programs, car-share infrastructure, secure bicycle parking, micromobility facilities, pedestrian improvements, and EV charging. Best practice emphasizes clear eligibility criteria, geographic nexus, and transparency, ensuring funds are reinvested within the benefiting area and aligned with broader climate, accessibility, and complete-community objectives.

Recommendations

Cash-in-lieu is a powerful tool for the Township because it enables parking policy to directly support broader transportation, land-use, and climate objectives by shifting the focus from on-site stall provision to shared, flexible investments. By pooling contributions, the Township can fund shared parking, curbside management, TDM measures, and active and sustainable transportation infrastructure that reduce vehicle reliance and improve access. Adjusting cash-in-lieu requirements based on geography and policy intent recognizes that parking demand and travel behaviour vary across town centres, TOAs, and suburban contexts, allowing the Township to reinvest funds where impacts occur and maximize the effectiveness of cash-in-lieu in advancing efficient mobility and complete communities.

Therefore, the following recommendations are provided for this theme.

- **Implement a modest cash-in-lieu of parking provision for TOAs such as the Willowbrook and 200 Street corridors, allowing developers to reduce parking minimums in support of alternative transportation infrastructure.** As parking reductions across the Township become more common, especially in future TOAs, cash-in-lieu of parking will ensure that residents have access to alternative modes of transportation. For cash-in-lieu to be an effective tool, it is essential to maintain parking minimums in some or all areas to leverage contributions. This approach must also be developed alongside robust TDM regulations to ensure that developments with limited or no parking supply have access to mobility options.

  A park-and-ride structure within Willowbrook TOA is a potential consideration. The capital costs ($50,000 per structure space; $150,000 per underground space) and operating costs ($200 - $800 per space[3] annually) may present significant financial challenges if the costs are to be recovered solely through cash-in-lieu. Evaluation of economic feasibility and investigation into alternative funding sources is recommended. It should be noted that most park-and-ride lots in Lower Mainland are currently being replaced in favour of transit-oriented developments.

[3] Operating cost estimates obtained from Frequently Asked Questions, Developing a Park and Ride Policy: https://www.placespeak.com/uploads/assets/Proposed_Park__Ride_Policy_FAQ1.pdf

- **Revisit cash-in-lieu of bicycle parking provision.** Revisiting the cash-in-lieu of bicycle parking provision is timely as the Township continues to advance its transportation demand management and active transportation objectives. The current policy allows cash-in-lieu for up to 25% of required bicycle parking spaces (excluding visitor spaces), providing flexibility where site constraints, building design, or retrofit conditions make full on-site provision challenging. While this approach has supported development feasibility and aligns with the Township's established use of cash-in-lieu tools in other contexts, evolving best practices emphasize the importance of convenient, visible, and on-site bicycle parking to encourage cycling as a regular mode of travel. A review would help ensure the provision continues to balance flexibility with the Township's desire to support behaviour change and growing cycling demand, particularly in mixed-use and higher-density areas.

  It is recommended that the Township review and refine the cash-in-lieu provision to clarify when it is appropriate and how it supports broader cycling outcomes. This could include maintaining the existing 25% cap while introducing clearer criteria tied to site constraints, land use context, and proximity to cycling infrastructure, as well as ensuring that cash-in-lieu funds are directed toward nearby or directly supportive cycling improvements. The primary strength of this approach is that it preserves development flexibility and enables pooled investment in cycling infrastructure with broader network benefits; however, if applied too broadly, it may reduce the availability and visibility of on-site bicycle parking and weaken its role in encouraging cycling. Clear criteria and transparent use of funds are therefore essential to ensure the provision remains a targeted, effective tool rather than a default alternative to on-site bicycle parking.

- **Implement a new cash-in-lieu bylaw for the Aldergrove Core Area and establish policies that ensure sufficient fund is collected for the newly constructed parking structure.** The Aldergrove Core Area is expected to experience significant redevelopment and densification, while facing physical constraints that limit the ability of many sites to provide all required off-street parking on site. At the same time, the Township partially funded a parking structure to provide public parking and support shared parking needs and future growth. It is recommended that the Township implement a new cash-in-lieu parking bylaw for the Aldergrove Core Area, with clear policies to ensure contributions are calibrated to collect sufficient funds to support the delivery, operation, and long-term sustainability of the parking structure, while enabling redevelopment in a constrained urban context. Based on the best practices, the following policies and criteria should be included in the bylaw.

- All cash-in-lieu funds collected must be deposited into a dedicated statutory reserve fund specifically earmarked for the acquisition, design, and construction of public parking structure. Thus, the funds could be used to offset the funds the Township already contributed to acquire the parking spaces in a parking structure constructed in the Aldergrove core.
- Applicants must demonstrate that providing the required off-street parking on-site is genuinely infeasible or would result in significant hardship.
- The development should be within reasonable walking distance from the parking structure (**See Figure 1**).
- The development proposal must demonstrate commitment to TDM measures, even if cash-in-lieu for parking is being sought. Additional reduction in parking requirements through cash-in-lieu contribution can be considered when TDM measures are provided, such as car share or enhanced cycling amenities. When TDMs are proposed, staff can negotiate with the developer to approve a combined cash-in-lieu and TDM package.



Figure 1: 400 metres (5 minutes) walking radius from the newly constructed Aldergrove Parking Facility

- Establish a maximum percentage of the development's required parking that may be fulfilled through cash-in-lieu. Certain commercial properties in Aldergrove may encounter challenges in meeting parking requirements under these provisions, particularly when subject to maximum limits. Therefore, it is advisable to assess whether incentivizing redevelopment of smaller lots by permitting a higher threshold (e.g., 50%) is appropriate, or whether maintaining some on-site parking through a lower limit (e.g., 25%) better serves planning objectives.
- Cash-in-lieu fee per parking space is calculated based on the typical cost of constructing a parking space within a public parking structure (estimated to be approximately $50,000). However, considerations should be given to the impact of implementing this rate on the viability of redevelopment. Lower cash-in-lieu rates could encourage potential redevelopment to be more attractive by lowering the overall development costs while meeting the parking requirements.
- Exemptions should be considered for non-commercial developments where a parking variance request is received.
- While specific criteria should guide decisions, ultimate approval for cash-in-lieu should remain with Council as part of the rezoning or development permit process. Staff reports should clearly outline how the application meets the established criteria.

Implementation:

A draft cash-in-lieu bylaw has been created by applying relevant guidelines and reviewing best practices. This draft is designed as a stand-alone regulation specific to Aldergrove, considering the Core Area's unique physical limitations, existing municipal parking investments, and redevelopment goals, and intentionally avoids setting a precedent for the entire Township. The bylaw establishes its authority, definitions, and geographic scope at the beginning to provide legal clarity. It then outlines criteria for discretionary approval and eligibility to ensure cash-in-lieu is used as a focused planning tool rather than an automatic right. Key safeguards include required minimum on-site parking, the exclusion of accessible parking from cash-in-lieu, and fees based on actual construction costs, which help prevent excessive reliance on municipal parking and ensure fairness. Additionally, the bylaw contains clear provisions around agreements, payment timing, and dedicated use of funds to promote transparency, enforceability, and reinvestment in parking, active transportation, and alternative transportation solutions—measures intended to collectively manage parking demand within Aldergrove's Core Area.

Bylaw No. XXXX, 2026

A Bylaw to Authorize Cash-in-Lieu of Parking within the Aldergrove Core Area

WHEREAS Section 40 of the *Local Government Act* authorizes a municipality to accept money in lieu of providing off-street parking spaces required under a zoning bylaw;

AND WHEREAS the Aldergrove Core Area is characterized by narrow lots, shallow parcels, and established buildings that limit the ability to provide required off-street parking on individual sites;

AND WHEREAS the Township has invested in municipal parking facility within Aldergrove and seeks to support redevelopment while managing parking demand in a coordinated and equitable manner;

AND WHEREAS Council wishes to permit cash-in-lieu of parking in limited and appropriate circumstances while ensuring that developments continue to provide reasonable on-site parking;

NOW THEREFORE the Council of the Township of Langley enacts as follows:

TITLE

1.1 Citation

This Bylaw may be cited as the "Aldergrove Cash-in-Lieu of Parking Bylaw, 2026."

DEFINITIONS

2.1 Definitions

In this Bylaw, unless the context otherwise requires:

"Aldergrove Core Area" means the area designated as the Aldergrove Core Area in the Township of Langley Official Community Plan.

"Cash-in-Lieu of Parking" means a monetary payment made to the Township in lieu of providing one or more off-street parking spaces otherwise required under the Township Zoning Bylaw.

"Municipal Parking Facility" means a Township-owned parking lot or parking structure, including the existing Aldergrove municipal parkade.

"Parking Space" means a vehicle parking space meeting the dimensional and design standards of the Township Zoning Bylaw.

"Parking Shortfall" means the number of parking spaces required under the Zoning Bylaw that are not provided on the development site.

APPLICATION AND SCOPE

3.1 Geographic Limitation

Cash-in-Lieu of Parking may only be accepted for developments located wholly within 400 metres of the parking facility.

3.2 Eligible Developments

Cash-in-Lieu of Parking may be considered for:

a) commercial developments only

3.3 Discretionary Nature

Acceptance of Cash-in-Lieu of Parking is discretionary and is not an entitlement.

ELIGIBILITY CRITERIA

4.1 Physical Site Constraints

Cash-in-Lieu of Parking may be accepted only where the applicant demonstrates that providing the full required parking on site is impracticable due to lot width, lot depth, configuration, existing buildings, or heritage considerations.

4.2 Minimum On-Site Parking Requirement

Despite Section 4.1, at least 50 percent (50%) of required parking must be provided on site.

4.3 Accessible Parking

Required accessible parking spaces must be provided on site and are not eligible for Cash-in-Lieu of Parking.

4.4 Parking Supply Assessment

Cash-in-Lieu of Parking shall not be accepted unless the Township determines that sufficient nearby parking capacity exists.

CASH-IN-LIEU RATE

5.1 Establishment of Rate

The Cash-in-Lieu of Parking rate shall be $50,000 per parking space.

5.2 Indexing

The rate shall be indexed annually using the Statistics Canada Non-Residential Building Construction Price Index for Vancouver.

PAYMENT AND AGREEMENTS

6.1 Agreement Required

A Cash-in-Lieu of Parking Agreement must be executed prior to issuance of a building permit.

6.2 Timing of Payment

Payment shall be made prior to issuance of a building permit, unless phased payment is approved by Council.

6.3 Registration on Title

All agreements shall be registered on title.

USE OF FUNDS

7.1 Parking Reserve Fund

All monies shall be deposited into the Aldergrove Parking Reserve Fund.

7.2 Permitted Uses

Funds in the Aldergrove Parking Reserve Fund may be used only for:

a) the construction, expansion, maintenance, rehabilitation, or operation of municipal parking facilities within or serving the Aldergrove Core Area;

b) parking management measures, including shared-parking systems, wayfinding, parking technology, and demand monitoring;

c) active transportation infrastructure, including sidewalks, pedestrian connections, crossings, bicycle lanes, bicycle parking, and end-of-trip facilities serving the Aldergrove Core Area; and

d) alternative transportation and transportation demand management measures, including transit enhancements, shuttle services, micromobility infrastructure, car-share facilities, and other programs or infrastructure that reduce reliance on single-occupant vehicle travel within the Core Area.

- **Consider alternative approaches to expanding public parking supply in Fort Langley, in addition to the cash-in-lieu payment option.** The Township should explore options allowing shared parking, land dedication, or provision of public spaces as alternatives to cash to help increase supply of public spaces and reduce the need for the Township to build a standalone parking facility. Section 513.1 and 513.3 of the LGA provides the Township with opportunity to require land for purposes of constructing and installing sustainable design features and transportation infrastructure that supports walking, bicycling, public transit or other alternative forms of transportation. These should also be explored to deliver collective mobility options like car share and bike share.
- **Amend the Fort Langley cash-in-lieu bylaw (Bylaw 1995 No. 3472) to increase the per-space fee, introduce eligibility limit, and broaden the reserve fund's uses.** An initial evaluation of the potential site, cost, and feasibility of raising sufficient funds through cash-in-lieu for the construction of a public parking structure in Fort Langley has indicated limited potential. As Fort Langley experiences an increase in parking demand due to tourism, the funds can be allocated towards developing infrastructure that promotes alternative transportation options. Amending the cash-in-lieu bylaw is crucial because the existing provisions, adopted in 1995, no longer reflect current development patterns, construction costs, accessibility needs, or transportation policy objectives. Updating the bylaw ensures that the cash-in-lieu rate more accurately represents the true cost of providing public parking, introduces clearer criteria and limits to ensure on-site parking is still delivered where feasible, and allows funds to be used more flexibly to support parking, accessibility, and alternative transportation improvements that align with Fort Langley's heritage character and long-term community goals.

Implementation:

Proposed Amendments and Deletions to Fort Langley Off-Street Parking Bylaw No. 3472

1. Update Cash-in-Lieu Rate (Amendment)

Amendment: Replace the fixed $12,000 per parking space fee with an updated per-space rate of $50,000 reflecting current construction, land, and lifecycle costs, with authority for Council to adjust the rate by resolution from time to time.

Rationale: The existing rate was established in 1995 and no longer reflects the true cost of delivering public parking, risking under-collection and limiting the Township's ability to fund meaningful parking solutions.

2. Introduce Indexing of Cash-in-Lieu Fees (Amendment)

Amendment: Add a provision allowing the cash-in-lieu rate to be indexed annually (e.g., construction cost index or CPI) without requiring a bylaw amendment.

Rationale: Indexing ensures the fund retains its real value over time and avoids the need for frequent bylaw updates to address inflation.

3. Establish Clear Eligibility and Evaluation Criteria (Amendment)

Amendment: Add criteria specifying when cash-in-lieu may be considered, such as lot size constraints, heritage buildings, site configuration, or demonstrated hardship, and clarify that approval is discretionary.

Rationale: Clear criteria improve transparency, consistency, and defensibility of decisions, while ensuring cash-in-lieu is used as a targeted tool rather than a default substitute for on-site parking.

4. Introduce Limits on the Proportion of Parking Eligible for Cash-in-Lieu (Amendment)

Amendment: Add a provision allowing the Township to cap the percentage (25%) or number of required parking spaces that may be satisfied through cash-in-lieu for any development.

Rationale: This ensures developments continue to provide on-site parking where feasible and prevents over-reliance on public parking facilities.

5. Clarify Township Authority to Require On-Site Parking (Amendment)

Amendment: Retain and strengthen language confirming that Council may require some or all parking to be provided on-site, notwithstanding the availability of cash-in-lieu.

Rationale: Reinforces municipal discretion and ensures parking impacts are appropriately managed on a site-specific basis.

6. Expand Permitted Uses of the Off-Street Parking Reserve Fund (Amendment)

Amendment: Expand eligible uses of the reserve fund to include:

- Public parking facilities;
- Shared-use or structured parking;
- Acquisition or construction of parking spaces within private developments secured for public use;
- Accessibility upgrades;
- Transportation demand management and alternative transportation measures that reduce parking demand such as infrastructure upgrade to promote transit and active transportation.

Rationale: Modern parking management extends beyond surface lots and should support flexible, cost-effective, and context-sensitive solutions in a historic commercial area.

7. Enable Securing Partial Public Parking Spaces Within Private Developments (New Provision)

Amendment: Add a provision allowing the Township to use cash-in-lieu funds to secure a partial number of publicly accessible parking spaces within private developments, through legal agreements, covenants, or easements registered on title.

Rationale: This enables incremental delivery of public parking where full standalone facilities are not feasible, supports redevelopment on constrained sites, and ensures long-term public access to spaces funded by the program.

8. Clarify Legal Status and Public Access of Funded Parking Spaces (Amendment)

Amendment: Add language confirming that parking spaces funded or secured through cash-in-lieu remain publicly accessible and do not convey ownership or exclusive rights to contributing developments.

Rationale: Protects the public nature of the parking supply and avoids ambiguity regarding use, enforcement, and long-term access.

9. Remove Outdated Legislative References (Deletion)

Deletion: Remove or update references to superseded provincial legislation (e.g., the former “Municipal Act, R.S.B.C. 1979”).

Rationale: Ensures legal accuracy and alignment with current provincial legislation.

10. Modernize Administrative and Agreement Language (Amendment)

Amendment: Update administrative provisions to reflect current Township practices, including flexibility in agreement terms, timing of payments, and integration with development approvals.

Rationale: Improves implementation and aligns the bylaw with current development review processes.

A consolidated version of the bylaw, incorporating all approved amendments is provided below.

FORT LANGLEY OFF-STREET PARKING BYLAW, 1995, NO. 3472 (Consolidated and Amended)

This Bylaw authorizes Council to hold, use, improve, operate, maintain, and manage certain real property owned and/or leased by the Township for the purpose of providing public off-street parking facilities in the commercial area of Fort Langley, and to regulate, charge, and collect fees and rents for such use.

WHEREAS the Township of Langley is the owner and/or leaseholder of real property in the commercial area of Fort Langley;

AND WHEREAS it is deemed expedient that such property be held, used, and improved for the purpose of providing public off-street parking facilities;

AND WHEREAS it is necessary for Council to have authority to acquire, construct, equip, operate, and manage public off-street parking facilities and related infrastructure;

AND WHEREAS it is deemed equitable that fees be charged and collected for the provision of public off-street parking and for alternatives to on-site parking provision;

NOW THEREFORE, the Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited as the “Fort Langley Off-Street Parking Bylaw, 1995, No. 3472”.

PARKING LOTS

2. The real property owned by the Township of Langley and outlined in Schedule “A” to this Bylaw shall be held, used, and improved for the purpose of providing public off-street parking facilities for use by the public.

PARKING FACILITIES

3. All parking spaces provided pursuant to this Bylaw shall comply with the minimum area and design standards of the Township of Langley Zoning Bylaw in effect at the time of construction. Parking areas shall be clearly delineated and access points may be controlled or limited as deemed necessary by the Township.

CONSTRUCTION AND IMPROVEMENTS

4. Council may, from time to time, construct buildings and structures, and equip the same, on any parcel of land described in Section 2 for the purpose of providing public off-street parking facilities.
5. The Administrator of the Township shall be responsible for the operation, maintenance, and management of all real property held and used pursuant to this Bylaw.

PARKING PERMITS

6. The Township is authorized to enter into agreements with owners of land located within a commercial zone designated in the Fort Langley Community Plan, permitting required off-street parking to be satisfied, in whole or in part, through the use of public off-street parking or cash-in-lieu of parking.
7. Cash-in-lieu may be considered at the discretion of Council where site constraints, heritage considerations, lot configuration, or other physical or planning limitations make full on-site parking provision impracticable.
8. Council may require that a minimum portion (50%) of required off-street parking be provided on-site, notwithstanding the availability of cash-in-lieu.

PERMIT CONDITIONS

9. Every permit issued pursuant to this Bylaw shall be subject to:

a) Automatic cancellation if the building or structure to which the permit relates is destroyed or removed and not replaced within one (1) year;

b) Termination by the Township upon thirty (30) days’ notice if alternative parking arrangements are adopted or parking requirements are reduced; and

c) Any additional conditions deemed necessary by Council to manage parking impacts.

CASH-IN-LIEU PAYMENT

10. As consideration for the issuance of a permit, the applicant shall pay a non-refundable cash-in-lieu amount per parking space of Fifty Thousand ($50,000), plus an application fee and applicable taxes.
11. The cash-in-lieu rate may be adjusted by Council resolution and may be indexed annually to a recognized construction or inflationary index.

PROVISION AND SECURING OF PARKING SPACES

12. The Township may provide public parking spaces directly or may use cash-in-lieu funds to secure publicly accessible parking spaces within private developments through legal agreements, covenants, or statutory rights-of-way registered on title.

13. Parking spaces secured using cash-in-lieu funds shall remain publicly accessible and shall not be reserved for the exclusive use of any development or owner.

NO COVEYENCE OF RIGHTS

14. No permit or agreement under this Bylaw conveys any ownership interest or exclusive right in any parking space or real property to any person.

LIMITATIONS

15. Council may limit the number or proportion of required off-street parking spaces that may be satisfied through cash-in-lieu for any development.

RESERVE FUND

16. An Off-Street Parking Reserve Fund is hereby established pursuant to the Local Government Act. All monies received under this Bylaw, excluding administrative fees and applicable taxes, shall be deposited into the Reserve Fund.

17. Monies in the Reserve Fund, including interest earned, may be used only for:

a) Acquisition, construction, improvement, or equipping of public off-street parking facilities;

b) Securing public parking spaces within private developments;

c) Accessibility improvements to parking facilities;

d) Transportation demand management and alternative transportation measures that reduce parking demand; and

e) Redeeming debentures issued for the purposes above.

PARKING STALL RENTAL

18. Council may fix and charge fees or rents for the use of public off-street parking facilities and may close parking facilities, in whole or in part, as required for operations or cost recovery.

7 Summary of Recommendations

The suggested updates to regulations and policies related to off-street parking, on-street parking management, and cash-in-lieu bylaws are outlined below. These suggestions do not represent an exhaustive list of possible changes to the Township's parking regulations and management. Additional updates may be necessary as recommendations are refined into formal policy and regulations, or if minor adjustments are needed to align the Township's guidance with best practices.

Many of these recommendations will require bylaw amendments, new policies, implementation and construction costs, administrative/maintenance, and additional enforcement. This will include funding required for capital construction, operation and maintenance, and equipment and staff for administration and enforcement.

Off-Street Vehicular Parking

- Retain the existing regulatory framework for parking minimum requirements, while incorporating flexibility to allow adjustments as transit and active transportation infrastructure become fully developed (Zoning Bylaw Section 107.3).
- Develop a tiered approach to establishing parking reductions in areas with high mobility options.
- Introduce vehicle parking requirements for additional land uses (Zoning Bylaw Section 107.3).

Off-Street Street Loading

- Introduce new loading space types under loading requirements (Zoning Bylaw Section 107.8).
- Update and expand loading space design requirements (Zoning Bylaw Section 107.7).
- Update loading requirements based on land use and sizes (Zoning Bylaw Section 107.8).

Off-Street Accessible Parking

- Update accessible parking supply rates (Zoning Bylaw Section 107.11).
- Require a higher number of accessible parking spaces at locations with typically higher demand, such as hospitals and seniors' housing (Zoning Bylaw Section 107.11).
- Update design requirement for accessible parking spaces (Zoning Bylaw Section 107.11).
- Introduce supply and design requirements for van-accessible parking spaces (Zoning Bylaw Section 107.11).
- Introduce supply and design requirements for visitor accessible parking spaces (Zoning Bylaw Section 107.11).

Off-Street Bicycle Parking

- Review existing bicycle parking supply rates against best practices and consider further land use differentiation to ensure that bicycle parking supply rates reflect potential demand (Zoning Bylaw Section 107.12).

- Provide greater clarity on expectations relative to the required dimensions, configuration, and location of bicycle parking (Zoning Bylaw Section 107.12).
- Include requirements to non-standard bicycle parking and mobility scooters (Zoning Bylaw Section 107.12).
- Establish minimum design guidelines for end-of-trip facilities (Zoning Bylaw Section 107.12).

Off-Street EV Charging

- Require electric vehicle charging infrastructure in non-residential uses, including both energized electrical outlets and charging stations (Zoning Bylaw Section 107.3).
- Require that all accessible and shared vehicle parking spaces are provided with an energized outlet capable of Level 2 charging (Zoning Bylaw Section 107.3).
- Require that a proportion of visitor parking spaces in residential uses include an energized outlet capable of Level 2 charging (Zoning Bylaw Section 107.3).

Transportation Demand Management

- Implement a baseline TDM program in designated Urban Centres and Transit-Oriented Areas.
- Allow for vehicle parking supply reductions through the provision of TDM strategies.

Shared Parking in Mixed-Use

- Implement provision to provide shared parking in mixed use development meeting overall parking needs through the provision of fewer parking spaces in uses with complementary parking demand trends (Section 107.4).
- Consider implementing shared parking include the geographic applicability of these regulations, such as potentially restricting this practice to only high-density mixed-used centres and TOAs.

Parking along Arterial Streets

- Continue to prohibit on-street parking for new arterial road construction..
- Develop and adopt a comprehensive curbside management strategy to support decision-making around curb use.

Parking along Collector and Local Streets

- Develop and adopt a comprehensive curbside management strategy to support decision-making around curb use.
- Create, reallocate, or optimize existing curb space to better meet diverse demands beyond long-term parking.
- Implement informal and lighter-touch on-street parking management methods before introducing more formalized tools like pay parking or resident permit parking.

Pay Parking

- Follow a data-driven approach supported by community engagement to identify the need for pay parking system before implementation.

Resident Permit Parking Program

- Utilize a data-driven approach combined with community engagement to assess the necessity and feasibility of implementing the Resident Permit Parking program.

On-Street Accessible Parking

- Adopt standardized on-street space design (signage, access ramp adjacency), which align with a broader Accessibility Strategy under BC's Accessibility Act.
- Establish a formal application procedure and policy for businesses to request on-street accessible parking spaces.

On-Street EV Charging

- Continue to provide electric vehicle charging infrastructure exclusively in off-street public and private lots while introducing on-street charging facilities in limited areas.

On-Street Commercial and Passenger Loading

- Establish a curbside loading policy framework that outlines when and where on-street loading zones can be designated.
- Introduce Time-Limited and Time-of-Day Loading Zones to balance competing curbside uses in commercial areas.
- Explore the implementation of a smart parking reservation system to allow trucks, passenger vehicles, on-demand delivery, or ride hailing vehicles to find and reserve available on-street parking spaces.

Enforcement and Monitoring

- Expand Automated License Plate Recognition (ALPR) capabilities and available resources for monitoring parking occupancy in addition to enforcement.
- Develop a Parking Data Management System.
- Introduce targeted enforcement scheduling.

Cash-in-Lieu

- Implement a modest cash-in-lieu of parking provision for TOAs such as Willowbrook and 200 Street corridor, allowing developers to reduce parking minimums in support of alternative transportation infrastructure.
- Revisit cash-in-lieu of bicycle parking provision.
- Implement a new cash-in-lieu bylaw for the Aldergrove Core Area and establish policies that ensure sufficient funds are collected for the newly constructed parking structure.

- Consider alternative approaches to expanding public parking supply in Fort Langley, in addition to the cash-in-lieu payment option.
- Amend the Fort Langley cash-in-lieu bylaw (Bylaw 1995 No. 3472) to increase the per-space fee, introduce eligibility limit, and broaden the reserve fun's uses.



Appendix A

Existing Conditions and Best Practices Report



TOWNSHIP-WIDE PARKING STUDY AND BYLAW REVIEW

EXISTING CONDITIONS & BEST PRACTICES REVIEW

April 2, 2025

Township of Langley

URBAN SYSTEMS

405 - 9900 King George Blvd., Surrey, BC V3T 0K9 | T: 604-953-6500

CONTACT: Niraj Sunuwar
E: nsunuwar@urbansystems.ca

PREPARED FOR:

Township of Langley

405 - 9900 King George Blvd., Surrey, BC V3T 0K9 | T: 604-953-6500

File: 1013.0315.01

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APPENDIX - COMPARATIVE PARKING REQUIREMENTS

1.0 OVERVIEW

As one of the fastest growing municipalities in Metro Vancouver and one of the largest municipalities in British Columbia with an area of 316 square kilometres, the Township of Langley is reviewing how it supplies, manages and regulates parking. Parking has a broad impact on the community in terms of development feasibility, building form, travel behaviour, personal well-being and environmental sustainability.

The Township is undertaking a parking study to review on-street parking best practices, review and update the zoning and parking bylaws to develop an integrated parking strategy and framework which will provide the Township with the policy tools and recommendations necessary to address growing on-street and off-street parking concerns. In anticipation of significant growth and development potential in the Township, future rapid transit expansion, SSMUH housing density, as well as continued parking challenges in Fort Langley and Aldergrove, this parking study and bylaw review comes at a critical time for the Township.

As part of this process, this report documents the bylaw review and best practice review that was conducted to understand current conditions of on and off-street parking in the Township, areas of opportunity to update various parking bylaws, as well as identify recommendations to produce the parking strategy, resident-only parking strategy, and cash-in-lieu parking provision programs for Fort Langley and Aldergrove.

2.0 OVERARCHING THEMES

2.1 COMMUNITY STRUCTURE

The Township of Langley's Official Community Plan (OCP) establishes a comprehensive land use and community structure framework that defines how growth and development are organized across the municipality. These designations, described in **Table 1**, ranging from Regional Centres to rural agricultural lands, set out the intended role, scale, and character of each area. Understanding this framework is critical for shaping parking regulations, as parking needs vary greatly between dense mixed-use centres, neighbourhood-scale nodes, employment areas, and rural/agricultural lands. By aligning parking strategies with the OCP's land use structure, the Township can ensure that regulations are tailored to both current and future demands while also supporting broader community objectives such as walkability, transit viability, agricultural protection, and sustainable development forms.

Table 1: Township of Langley Community Structure and Parking Implications

Land Use / Community Structure	Characteristics	Parking Implications	Examples
Regional Centre	Largest, mixed-use hub; includes regional-scale retail, office, entertainment, higher-density housing, transit hub.	High demand for structured parking; potential for paid/managed parking; opportunities for reduced parking near transit; supports park-and-ride.	Willowbrook Regional Centre (part of Langley Regional City Centre)
Town Centres	Municipal-level hubs; commercial, institutional, entertainment; higher-density housing to serve local communities.	Mix of surface and structured parking; shared parking between uses; shift to more walkable, transit-supportive designs.	Willoughby Town Centre, Aldergrove Town Centre
Community Centres	Smaller focal points for each community; provide retail, services, civic amenities; some tourist functions.	On-street and small-lot parking; balance between local access and preserving community character; potential parking conflicts between residents and visitors.	Fort Langley, Murrayville, Walnut Grove, Brookswood-Fernridge
Neighbourhood Centres	Local-serving nodes; small shops and services; lower-density multi-family housing.	Primarily surface and on-street parking; modest demand; neighbourhood-serving scale means walkability reduces need.	Planned within neighbourhood plans (e.g., parts of Willoughby, Brookswood)

Frequent Transit Development Areas (FTDAs)	Growth focused along frequent bus corridors; higher-density residential, mixed-use, commercial.	Parking requirements can be reduced near transit; emphasis on walking, cycling, transit; demand for bike parking and limited vehicle stalls.	Carvolth FTDA (near Hwy 1 and future 200 St)
Urban Designation	Residential neighbourhoods, mixed-use, commercial, institutional, recreational.	Mix of surface lots, underground parking in higher-density areas; policies encourage walkable, transit-oriented designs	Willoughby, Walnut Grove, Murrayville, etc
Industrial & Mixed Employment	Industrial, commercial, employment lands; provide local jobs.	Large surface lots for employees and trucks; loading and staging areas dominate.	Gloucester, Northwest Langley, Willowbrook, Williams, Aldergrove
Rural Structure	75% of Township; mostly Agricultural Land Reserve; rural, agricultural, recreation, and conservation lands.	Parking mainly on private lots or farm properties; limited public parking; conflicts at urban-rural interface (visitors, agri-tourism)	Milner (historic rural community), rural centres (per Rural Plan), Salmon River Uplands
Agriculture / Rural Designations	ALR priority lands; non-ALR rural residential areas; low density.	Minimal formal parking; farm vehicle storage; agri-tourism may create seasonal parking pressures	ALR areas throughout Township; rural residential in South Langley
Conservation & Recreation	Regional parks, open space, natural conservation lands.	Public parking lots at trailheads, parks; seasonal/peak demand management required	Derby Reach Regional Park, Campbell Valley Regional Park, Aldergrove Regional Park, South Langley Regional Park, Brae Island Regional Park, Glen Valley Regional Park, Two-Bit Bar, West Creek Wetlands

2.2 SMALL-SCALE MULTI-UNIT HOUSING (SSMUH)

Bill 44, formally known as the Housing Statutes (Residential Development) Amendment Act, 2023, is provincial legislation in British Columbia designed to expedite housing supply and broaden available options within traditionally single-family residential zones. This legislation mandates that municipalities revise their zoning bylaws to allow for small-scale multi-unit housing such as secondary suites, detached accessory units, triplexes, and fourplexes with provisions permitting up to six units in areas

well served by transit. By removing the requirement for protracted rezoning processes for these housing types and establishing definitive timelines for municipal compliance, Bill 44 seeks to ensure more consistent and efficient approval processes. Although its primary focus is land use, the legislation also carries implications for servicing, infrastructure, and parking; increased unit density may elevate demand for off-street and curbside parking, compelling municipalities to reassess parking standards. This is particularly pertinent in areas with limited transit access, while reduced parking requirements may be suitable for locations near frequent transit routes. The Township has enacted bylaw amendments in accordance with the legislation; however, concerns have been raised regarding possible impacts on existing infrastructure, including parking. The Township is currently updating the OCP to align with the new requirements.

2.3 TRANSIT ORIENTED AREAS (TOAS)

Bill 47, the Housing Statutes (Transit-Oriented Areas) Amendment Act, 2023, is a provincial law in British Columbia that mandates municipalities to create TOAs around rapid transit stations and major bus exchanges. Within these TOAs, the Province sets minimum standards for building heights and densities to encourage compact, mixed-use, and higher-density development near transit. A key component of Bill 47's impact on parking is the removal of minimum parking requirements for residential developments within these designated TOAs, allowing developers to determine parking supply based on demand rather than zoning requirements. This is intended to reduce barriers to housing construction, lower costs with reduced structured parking supply, and support a shift toward sustainable transportation.

Within the Township, the future Willowbrook station as part of the Surrey-Langley Expo Line Skytrain Extension (SLS), which will be located at the northeast corner of Willowbrook Drive and Fraser Highway, is designated as TOA. Moreover, TransLink's 200 Street Bus Rapid Transit (BRT) route from Willowbrook Station to Haney Place in Maple Ridge is also planned to offer a high-frequency service along 200 Street. While the Province has not designated future BRT stations as Transit-Oriented Development Areas at this time, nor has it provided the minimum building heights and densities that will be applicable to these station areas, the Township has undertaken a corridor planning process for 200 Street to define a future vision for the transit-oriented development in the Willoughby Plan Area.

2.4 TRANSPORTATION MOBILITY STRATEGY

The Township of Langley is also currently developing a new *Transportation & Mobility Strategy (TMS)* to update its *2009 Master Transportation Plan* and respond to rapid growth, changing travel patterns, and new regional investments like the Surrey-Langley SkyTrain extension and planned Langley to Haney Place BRT. The TMS is being designed around principles of safety, sustainability, equity, and multimodal choice, with a strong emphasis on Vision Zero, climate action, and creating connected communities where walking, cycling, and transit are realistic alternatives to driving.

A central feature of the strategy is a more integrated approach to transportation demand management (TDM), road and street design, and multimodal network planning. This includes examining how land use and community structure influence travel behaviour and how the Township can balance local access, goods movement, and regional connections. Importantly, the TMS also includes a curbside management component, which will define priorities for limited curb space whether for short-term parking, deliveries, pick-up and drop-off, cycling, or transit functions.

The TMS presents significant implications for off-street parking regulations. Through the identification of locations where increased density and enhanced transit services may decrease car dependency, the

strategy supports more adaptable and context-driven parking standards. This may involve lowering minimum parking requirements, promoting cash-in-lieu options, or facilitating shared and unbundled parking arrangements. Furthermore, it encourages the integration of EV charging infrastructure and the alignment of parking regulations with broader TDM initiatives. As ride-hailing and micromobility continue to expand, and transit priority measures are implemented, there may be a need to reconsider the allocation of some curbside parking. Collectively, updates to off-street parking policies and a comprehensive curbside management approach will support the objectives of TMS, ensuring that both parking and street space contribute effectively to overarching community goals, such as improved livability, economic resilience, and sustainable urban development.

3.0 OFF-STREET PARKING

This section introduces the background and context around several important components of the Township's off-street parking. Each of the sub-sections reflect one of the many focus areas for the Parking Review.

For the topics in the following sections, relevant policy, legislation and regulations are introduced along with the current conditions in each area. This is then followed by a discussion of emerging best practices and potential approaches to parking management for the Township. Where possible, peer communities similar to the Township and with a similar geographic and mobility context, such as Surrey, Burnaby, North Vancouver and Nanaimo, are used to contextualize best practices and regulatory changes.

3.1 OFF-STREET PARKING

Off-street parking regulations are used to ensure that an appropriate and desirable supply and design of off-street parking facilities are provided alongside new development. This includes vehicle parking, encompassing accessible parking and loading, but may also address parking for bicycles and mobility scooters, transportation demand management (TDM), and EV charging, as examples.

Through the parking modernization project, the Township of Langley intends to identify opportunities to better reflect current policies and directions through parking regulations.

3.1.1 POLICY AND REGULATORY FRAMEWORK

The Township regulates off-street parking through *Section 107 of the Zoning Bylaw*. It contains off-street parking supply and design requirements, accessible parking requirements, bicycle parking and end-of-trip facility requirements, electric vehicle charging requirements, as well as commercial vehicle accessory parking (ie. loading).

The *Official Community Plan*, originally adopted in 1979 and significantly updated in 2016, also contains directions for off-street parking management in various sections, some of which include:

- 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.
- 2.4.10 – Locate schools and neighbourhood parks adjacent to each other to make efficient use of sports field space and parking facilities.
- 3.1.4. – Create incentives to encourage developers to include affordable market rental housing and/or non-market housing in new developments, using:
    - Parking relaxations for non-market units
- 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.
- 3.9.9 – Encourage major employers and public institutions to establish transportation demand management programs.
- Schedule 2: Adaptable Housing Requirement Section 2.2.1. – At least 1 parking space (3.7m wide) is required for each adaptable unit.

Several of the policies mentioned above address municipal requirements outlined in the *Metro Vancouver 2050 Regional Growth Strategy*, as listed below:

- 1.2.23.b.iv – include policies and actions for Urban Centres and Frequent Transit Development Areas that: 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.
- 2.2.9.c.v – include policies for Industrial lands that 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 services, in an effort to avoid the oversupply of parking.
- 5.1.14.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.
- 5.2.6.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.

The ratification of Bills 44 and 47 of the Provincial Housing Legislation have also impacted the Township's approach to off-street parking. Together, Bill 44 and Bill 47 create a unified provincial framework that enables missing-middle housing across neighbourhoods while directing higher density to transit-rich locations. Bill 44 is the legislation that mandates municipalities to allow Small-Scale Multi-Unit Housing (SSMUH) as-of-right, setting minimum unit counts (3–6 units depending on transit access) and limiting local regulation, including parking requirements near frequent transit. Bill 47 complements this by establishing higher-density Transit-Oriented Areas (TOAs) around major transit hubs, where TOA requirements supersede SSMUH standards.

Lands designated in the future Willowbrook Transit-Orientated Area designation will be exempt from required off-street parking spaces for residential uses, except parking for persons with disabilities. If parking spaces are provided for residential uses, they must meet the EV charging requirements as specified in Section 107.3 of the Zoning Bylaw. Further change may be needed to eliminate minimum parking requirements for some SSMUH-eligible residential lots that fall within 400 m of a frequent transit stop, when prescribed service levels are achieved.

3.1.2 CURRENT CONDITIONS

Vehicle Parking Supply

Minimum vehicle parking requirements are defined in the *Zoning Bylaw* under Section 107. Required off-street parking rates are defined by land use type, which include residential, industrial, commercial, institutional, and mixed-use areas. EV charging requirements are also specified for residential uses and community care facilities.

The consolidated list of off-street parking requirements is shown in **Table 1.**

Table 2: Township of Langley Off-Street Parking Requirements

Use	Off-Street Parking Requirement	Visitor Parking Space Requirement	EV Charging Requirements
Residential			
Single family dwellings, two family dwellings, mobile homes, mobile homes as temporary accessory dwellings, small-scale multi-unit housing developments	1 space per dwelling unit, with a minimum total of 2 spaces per lot	-	1 space per principal dwelling unit
Townhouses	2 spaces per dwelling 2.3 spaces per dwelling unit if parking is provided by tandem parking, but no more than 40% of all dwelling units in a townhouse development may have tandem parking spaces 1 space per secondary suite	1 space per 5 dwelling units	1 space per principal dwelling unit 1 space per principal dwelling unit if parking is provided by tandem parking
Apartments	1 space per studio apartment[1] 1.5 spaces for apartments with one or more bedrooms 0.5 spaces per lock-off unit	10% of required parking spaces	1 space per principal dwelling unit for studio apartments 1 space per principal dwelling unit for apartments having one or more bedrooms
dwelling units as part of a commercial or industrial building	1.5 spaces per dwelling unit	-	1 space per dwelling unit

[1] an apartment shall be considered a studio apartment if it does not exceed 45 m2 in total floor space and if there are no walls

Senior's housing	1 space per 4 dwelling units plus 1 space per 3 employees	-	1 space per 4 dwelling units
accessory home occupation	1 space per non-resident employee as permitted under section 104.3	-	-
semi-detached dwellings	2 spaces per principal dwelling unit 1 space per secondary suite	-	1 space per principal dwelling unit
manorhomes	1 space per principal dwelling unit 1 space per secondary suite	-	1 space per principal dwelling unit
rowhouses	2 spaces per principal dwelling unit 1 space per secondary suite	-	1 space per principal dwelling unit
Institutional			
assembly uses, excluding educational uses	1 space per 10 seats plus 1 for each 19 m2 of gross floor area used for assembly	-	-
community care facilities excluding seniors' housing	1 space per employee and 1 space per 4 occupants or residents		1 space per 4 occupants or residents
Educational uses (including children's day care)	1 space per employee for all schools, plus a designated drop-off and pick-up area 1 space per employee and 1 space per 5 students in secondary schools and other higher education	-	-
government institutional buildings	1 space per 28 m2 of gross floor area	-	-
Recreational uses	1 space per 45 m2 of gross floor area plus 1 space per 10 spectator seats	-	-
Hospital	1 space per 41 m2 of gross floor area	-	-
Commercial			
Hotels and motels campgrounds	1 space per accommodation space and 1 space per employee	-	-
commercial assembly uses (other than institutional and recreation uses),	1 space per 12 m2 of gross floor area	-	-

including theatres and funeral homes			
bowling alleys	3 spaces per alley	-	-
Retail stores, service establishments, offices and restaurants	1 space per 35 m2 of gross floor area	-	-
Offices, financial institutions	1 space per 35 m2 of gross floor area	-	-
Restaurants including food primary uses and brewery or distillery lounge areas	1 space per 35 m2 of gross floor area	-	-
Liquor primary use	1 space per 3 patrons licensed under the Liquor Control and Licensing Act	-	-
Golf driving ranges driving tee	1 space per installed golf driving tee	-	-
Golf courses	3 spaces for every par-3 fairway plus 6 spaces for every fairway higher than par-3	-	-
marina class 'A' and 'B'	1 space for every two boats or mooring berths	-	-
marina class 'C'	2 spaces per float home	-	-
Vehicle servicing	1 space per 46 m2 of gross floor area, plus 1 space per service bay, plus 1 space per 2 employees	-	-
Cannabis retail	1 space per 20 m2 of gross floor area	-	-
Industrial			
Service, general, heavy and other industrial uses	1 space for every 186 m2 of gross floor area	-	-
laboratories	1 space for every 100 m2 of gross floor area	-	-
Greenhouses	Greenhouses when permitted to exceed a total lot coverage of 33% shall provide one parking space for every 1000 m2 of greenhouse gross floor area space, plus one space for every 15 m2 of gross floor area uses for accessory retail sales purposes.	-	-

Vehicle parking requirements are specific to land use and are calculated based on floor area, number of dwelling units, or anticipated number of users. One possible challenge in applying these regulations is the use of inconsistent or non-standard units of measurement to require some off-street parking spaces. Examples include one parking space for every mooring berth and one parking space per golf tee.

Provision for small car parking is designated as a maximum of 20% of required parking stalls, provided that the small parking stalls are 90 degrees and have minimum dimensions of 2.44m by 4.88m. These provisions apply to Commercial (C), Industrial (M), Institutional (P), and Commercial and Industrial Comprehensive Development Zones. Multiple Family Residential (RM) and Residential Comprehensive Development Zones are also allowed a 20% maximum for required visitor parking stalls. Compared to peer communities such as Nanaimo, which has a 40% small car provision, and Delta, which has a 25-50% small car provision, the Township's percentage is relatively low.

Transit-Oriented Areas (TOAs)

Within the Township, the future Willowbrook station as part of the Surrey-Langley Expo Line Skytrain Extension (SLS), which will be located at the northeast corner of Willowbrook Drive and Fraser Highway, is designated as TOA. **Figure 5** illustrates the future Willowbrook TOA catchment area, where residential parking minimums will be eliminated as per Bill 47.

Moreover, TransLink has designated 200 Street as one of three priority corridors for TransLink's first of three Bus Rapid Transit routes. The route from Willowbrook Station to Haney Place will offer a high-frequency service along 200 Street. TransLink is consulting with the Township and other municipalities on the location of BRT stations which may become future TOAs. Potential BRT stations south of Highway 1 include the Carvolth Transit Exchange, 84 Avenue, 80 Avenue 76 Avenue., 72 avenue, 64 Avenue, Willowbrook Transit Exchange, as shown in **Figure 2**.

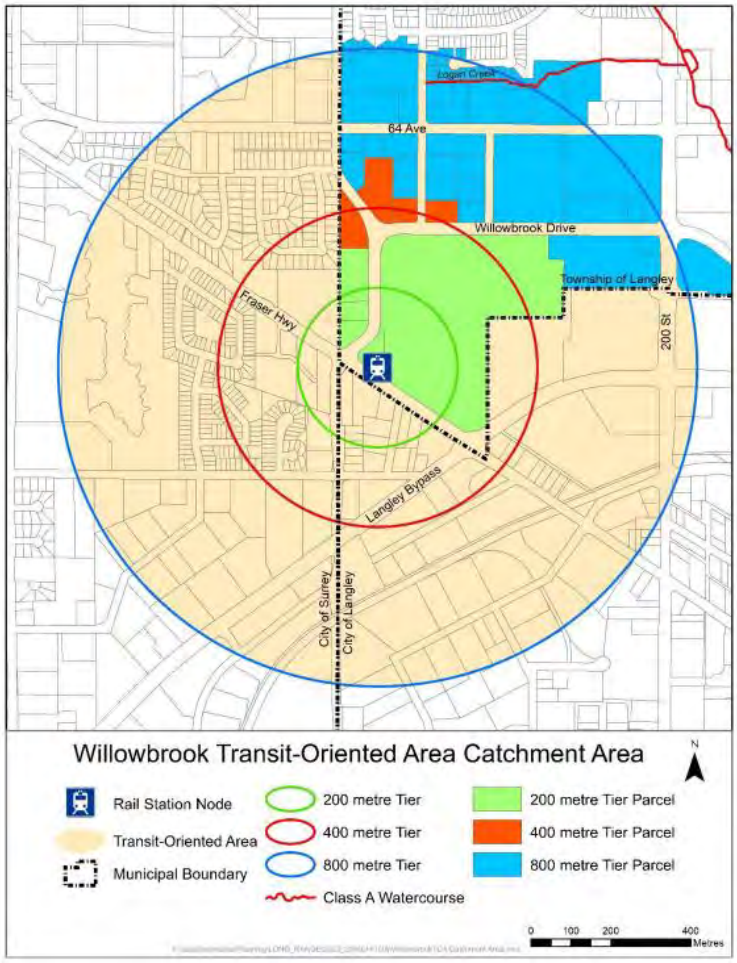


Figure 1: Willowbrook Transit-Oriented Area



Figure 2: Proposed Langley – Haney Place BRT Corridor and Stop Locations (Source: TransLink)

SSMUH Areas

The Province has mandated that the Township eliminate minimum residential parking requirements for any small-scale residential lots over 280 m^2 that fall within 400 m of a frequent transit stop ("prescribed" bus stop). It is also recommended that a maximum of 0.5 spaces per dwelling unit be permitted for lots within 800 m of a prescribed bus stop and a maximum of one space per dwelling unit elsewhere, while acknowledging that other factors may warrant higher ratios.

It should be noted that that transit service in the Township does not currently meet the provincial definition of frequent transit service. However, as the Surrey-Langley Skytrain and BRT is constructed to meet these standards along Willowbrook and 200 Street, further changes to the *Zoning Bylaw* may be required to address these elements of Bill 44. The Township will be updating its OCPs and Community Plans to align with SSMUH by the Provincial deadline of December 31, 2025.

With the enactment of SSMUH legislation, a substantial portion of the Township's single family and duplex lots will be eligible for increased density, allowing for up to four units on each property. This represents a significant potential for change across the community, although the extent will vary by neighbourhood depending on existing infrastructure. Some areas will see only modest eligibility due to servicing limitations, while others will experience near-universal eligibility, highlighting the considerable impact this policy could have on housing supply Township-wide.

Based on SSMUH Township housing projections, Walnut Grove, Yorkson, and Aldergrove could see the highest level of total SSMUH buildout.

Vehicle Parking Design

The vehicle parking design regulations outlined in Section 107 of the *Zoning Bylaw* are representative of typical off-street parking regulations in British Columbia. These regulations encompass provisions for parking space and access dimensions, parking location, and permitted surfacing materials, although they are less detailed compared to some peer communities. The bylaw does not include detailed specifications for lighting, wheel stop placement, grading, or landscaping and screening. Required parking space dimensions are specified in various configurations, which influence the necessary access width and overall parking area layout.

Minimum parking stall dimensions in the Township differ based on the width of the aisle in meters. Larger aisle widths of 7.3m require a minimum parking space of 5.8 x 2.60m for 90-degree parking, while smaller aisles of 6.0m require minimum parking stalls of 5.8 x 2.90m. While height and length dimensions are comparable to those seen in peer communities, aisle width dimensions are larger than those seen in peer communities such as Coquitlam and Victoria.

3.1.3 Best Practices and Case Studies

Regulatory Approach

There are several approaches to off-street parking supply requirements. This section highlights three potential options for parking supply rates that dictate the required number of parking spaces associated with various land uses – parking minimums, parking maximums, and market-driven.

Option 1.
Parking Minimums

Minimum parking supply rates are the most common method of regulating off-street parking, including in Langley, where virtually all communities have established specific rates for most key land uses to ensure each is accompanied by at least the prescribed minimum quantity of parking. While this approach has generally been effective in addressing concerns over new development contributing parking to established neighbourhoods, it has the potential to require parking at a rate above and beyond what is necessary to meet the needs of a particular site. This is especially true where minimum parking supply rates have been established to protect against a “worst case” scenario and/or do not reflect the factors known to influence parking demand (i.e., location, travel options, etc.).

Parking minimums have been shown to be closely connected to inefficient land use, autocentric development, decreasing housing affordability, and higher vehicle ownership. This clash with a local government’s environmental, housing, and transportation objectives has prompted many jurisdictions to move away from parking minimums entirely or in specific areas that may be well-served by transit or have a mix of land uses, like downtowns. Upcoming legislative changes will remove parking minimums in areas near frequent transit service or a bus exchange, therefore the Township may need to adapt its regulatory structure to meet these changes. However, these parking minimums could be reduced only in areas where TransLink has committed to implement increased transit service. Currently, this would apply to the SkyTrain TOA and the planned BRT TOAs in Willowbrook, Willoughby, Walnut Grove, and Northwest Langley Industrial area.

The City of Vancouver eliminated parking minimums in the Downtown in 2019 and recently announced that residential parking minimums will be removed city-wide. Accessible and visitor parking are still required in these areas. Several Canadian local governments have eliminated some or all parking minimums, mainly due to strong transit services, well-developed communities, and active transportation options.

- The City of Vancouver removed parking minimums for all uses in June 2024.
- The City of Calgary removed parking minimums for non-residential uses in 2020.
- The City of Toronto removed parking minimums for nearly all uses, while also adding parking maximums.

Bill 47 has eliminated parking minimum requirements in transit-oriented areas.

Pros	Cons
• Clear, quantifiable numbers reduce uncertainty during development review. • Ensuring sufficient on-site parking reduces on-street parking spillover concerns. • Exerting control over off-street parking supply in some or all land use types. • Ability to leverage cash-in-lieu of parking contributions.	• Historically oversupplies off-street parking. • Requires parking provision which contributes to housing unaffordability. • Limits site design opportunities to accommodate parking supply. • Requires a variance to achieve lower parking supply.

Option 2.

Parking Maximums

Municipalities also have the option to establish a "parking maximum" that defines an upper limit for parking supply. This is an approach that only select communities have in-place and typically only for a small number of land uses. Maximums may accompany minimum supply rates to provide a limited range of possible parking supply, or may be pursued instead where minimums are removed, thereby protecting against over-supply. This approach is most often applied in defined areas such as downtown or other urban centre where land is scarce, and therefore valuable, and the local government is seeking density and to protect against excessive parking supplies. The City of Mississauga has introduced parking maximums in its Downtown Core, Major Transit Station Areas (MTSAs), and Intensification Areas while the City of Calgary applies parking maximums in the Centre City and Transit Station Areas, while retaining minimums in suburban contexts. While parking minimums are eliminated in TOAs based on Bill 47, parking maximums are still allowed.

Pros	Cons
• Providing limits on off-street parking supply in land uses with concerns for oversupply. • Can be applied in TOAs.	• Establishing appropriate rates for parking maximums is a challenging and unreliable process. • Introduces additional complexity to off-street parking regulations.

Option 3.

Market-Driven Approach

With the challenges associated with off-street parking supply requirements becoming increasingly well-known, more communities are removing parking minimums in favour of market-driven supply. This approach allows the market, including actors like developers or homeowners, to dictate the appropriate level of off-street parking supply based on the development's characteristics and context. A market-driven approach does not mean that the Township will be subsidizing development parking. Shifting to a market-driven approach would not mean that all off-street parking would be eliminated depending on the choices made by the developer, and other types of parking, such as accessible parking and perhaps visitor parking are typically still required. Parking maximums may also be used in this approach to safeguard against oversupply. Accompanying regulatory changes for the use of on-street parking (such as residential parking permits), would be required to ensure the effective implementation of a market-driven approach.

Pros

- Provides opportunities for development to provide parking supply tailored to demand.
- Potential to decrease housing costs due to the high construction costs for parking.
- Increases flexibility in site design and density.

Cons

- Removes the Township's ability to capture amenities or cash contributions through variance or rezoning processes.
- Potential to place pressure on public curbside uses, including on-street parking.

Table 3: Summary of Parking Supply Requirement Approach in Other Communities

	Regulatory Approach	Geographic Areas	Land Use
Canada			
Langley (City), BC	Parking minimums	City-wide	All
Abbotsford, BC	Parking minimums	City-wide	All
Coquitlam, BC	Parking minimums	City-wide	All
Maple Ridge, BC	Parking minimums	City-wide	All
Victoria, BC	Parking minimums	City-wide	All
Vancouver, BC	Market-driven	Centre / Neighbourhood	All
Surrey, BC	Market-driven / Parking Minimums/Parking Maximums	City-wide	All
Burnaby, BC	Market-driven / Parking Minimums	City-wide	All
North Vancouver, BC	Parking minimums	Centre / Neighbourhood	All
Calgary, AB	Parking Minimums/Parking Maximums	Parking Maximum in Downtown Core, Major Transit Station Areas (MTSAs), and Intensification Areas	All
Mississauga, ON	Parking Minimums/Parking Maximums	Parking Maximum in Centre City and Transit Station Areas	All
United States			
Seattle, WA	Market-driven / Parking Minimums	Centre / Neighbourhood / Transit Service	All
Tacoma, WA	Market-driven / Parking Minimums	Centre / Neighbourhood / Transit Service	All
Portland, OR	Market-driven	City-wide	All
Eugene, OR	Market-driven / Parking Maximums	City-wide	All

Rates by Geography

Some communities prescribe additional parking supply rates per geographic area based on characteristics such as proximity to Frequent Transit or Rapid Transit. Communities may first establish a base parking supply rate and then apply a reduction to a particular geographic area. These rates may either be explicitly stated in a community's zoning bylaw or stated in a policy under Neighbourhood Plans.

For example, the District of North Vancouver prescribes a 10% reduction in parking requirements if a site is within 800 metres of a RapidBus stop and within 400 metres of a Frequent Transit Network bus stop. While this reduction has been introduced outside of its Zoning Bylaw, it provides the District with the flexibility needed to approve applications that meet requirements specified in its Alternative Vehicle Parking Rates policy.

New Westminster provides parking rate reductions directly in its Zoning Bylaw. Within the Downtown, required parking spaces may be reduced by 5% if within 250 metres of a Skytrain Station, and 2.5% within 500 metres of a Skytrain Station.

The City of Richmond also prescribes TOA parking reductions directly within its Parking and Loading bylaw. There is no minimum number of on-site parking spaces required for residential uses, except that every owner of land shall maintain a minimum number of accessible parking spaces of 0.02 parking space per dwelling unit.

A detailed comparative table outlining bylaw parking requirements for the majority of municipalities in the Lower Mainland is included in **Appendix – Comparative Parking Requirements**.

Metro Vancouver Apartment Parking Study

Metro Vancouver's 2018 Apartment Parking Study analyzed parking supply, utilization, street-parking conditions, and resident travel behaviour at 73 apartment sites across the region. Using overnight parking counts, neighbourhood street surveys, and resident questionnaires, the study compared how much parking was built versus how much was actually used in both strata and rental buildings, in both transit-rich and auto-oriented areas.

- Strata buildings had substantial oversupply, with approximately 42% of parking stalls remaining unused during peak overnight periods, indicating that developers were consistently building far more parking than residents required.
- Purpose-built rental buildings also demonstrated oversupply, though at a slightly lower level, with about 35% of stalls sitting empty, showing that rental parking demand was similarly overestimated across many sites.
- Buildings located near SkyTrain or the Frequent Transit Network exhibited significantly lower parking demand, often averaging less than 0.9 vehicles per unit, demonstrating the strong influence of transit accessibility on vehicle ownership and parking use.
- On-street parking occupancy remained below 85% in most neighbourhoods, even adjacent to buildings with lower on-site supply, confirming that reduced on-site parking did not produce widespread or persistent spillover parking issues.
- Visitor parking was consistently underutilized across the region, suggesting that municipalities may be requiring more visitor stalls than are needed in most contexts.
- About one-third of bicycle-owning residents did not use their building's bike rooms, largely due to concerns about security, overcrowding, or poor design, indicating that improving bike parking quality could better support cycling and reduce reliance on car storage.

Metro Vancouver's 2025 update expanded the research to more than 200 apartment buildings, added 16 additional affordable housing sites, refined utilization metrics (accounting for vacant units), and introduced an economic analysis to quantify how parking supply affects development feasibility and housing affordability. The update also examined parking performance in the context of new BC provincial legislation removing parking minimums near transit.

- Overall apartment parking utilization remained low, with average use across the surveyed buildings falling between 57% and 75%, meaning that one-fourth or more of all parking stalls continued to be unused. Across the region, visitor parking occupancy averages 36%.

- Strata condominium buildings exhibited comparable rates of unused parking, with approximately 35% of stalls remaining vacant. This trend underscores an increasing disparity between parking supply and actual household vehicle ownership.
- Purpose-built rental buildings were slightly more closely aligned with actual demand, achieving approximately 67% utilization even with much lower supply rate of 0.77 stalls per unit.
- Transit proximity continued to play a major role in lowering demand, as buildings near rapid transit provided an average of 1.09 stalls per unit with only 64% occupancy, compared with 1.47 stalls per unit and 68% occupancy in areas without frequent transit, reinforcing the rationale for reduced parking requirements near transit. Although utilization is somewhat lower, surplus remains high (44 – 50%), indicating supply often outpaces demand even in transit-served areas.
- Non-market affordable housing displayed even lower parking demand, with an average utilization of about 65%, which supports adopting significantly lower parking minimums for these developments.
- Visitor parking remained lightly used across most buildings, with less than half of visitor stalls occupied at peak times, demonstrating continued over-provision in this category.
- The estimated full cost of constructing an underground parking stall ranged from $117,000 to $137,000, and this cost burden can require homebuyers to earn $31,000 to $36,000 in additional annual income to afford a unit with a bundled parking space, illustrating parking's substantial impact on housing affordability.

The parking supply and occupancy by municipality is shown in the **Table 4**.

Table 4: Parking Supply and Occupancy by Municipality (Source: 2025 Metro Vancouver Apartment Parking Study)

Municipality	Sample Sites	Supplied Residential Stalls/Unit	Average Occupancy	
			Residential	Visitor
Burnaby	15	1.14	68%	32%
Coquitlam	22	1.29	57%	29%
Delta	2	1.39	72%	47%
Langley City	1	1.27	75%	57%
Langley Township	**4**	**1.37**	**63%**	**41%**
Maple Ridge	1	1.63	69%	30%
New Westminster	4	1.08	75%	52%
North Vancouver City	8	1.26	71%	31%
North Vancouver District	4	1.07	61%	37%
Pitt Meadows	1	1.71	75%	n/a
Port Coquitlam	3	1.40	70%	42%
Port Moody	4	1.51	63%	20%
Richmond	10	1.21	64%	41%
Surrey	57	1.31	70%	40%
UBC	1	1.01	66%	n/a
Vancouver	54	0.83	63%	41%
White Rock	2	1.80	59%	35%
Metro Vancouver	**193**	**1.21**	**65%**	**36%**

Table 5 summarizes parking supply and occupancy by distance of transit. Parking occupancy was found to be lower near transit compared with areas away from the Frequent Transit Network,

suggesting that opportunities may exist to provide somewhat less parking in the most transit-oriented locations (especially near SkyTrain).

Table 5: Parking Supply and Occupancy by Distance to Transit

Distance to Transit	Sample Sites	Supplied Residential Stalls/Unit	Average Occupancy	
			Residential	Visitor
Within 800 m of rapid transit (SkyTrain)	77	1.09	64%	35%
Within 400 m of frequent bus only[2]	81	1.31	65%	37%
More than 400 m from frequent transit	35	1.47	68%	36%

Table 6 summarizes the parking supply and occupancy for strata, market rental, and non-market rental.

Table 6: Parking Supply and Occupancy by Tenure

Tenure	Sample Sites	Supplied Residential Stalls/Unit	Average Occupancy	
			Residential	Visitor
Strata	118	1.30	65%	34%
Market Rental	47	0.77	67%	50%
Non-Market Rental	16	1.30	64%	55%

ICBC Vehicle Ownership Data

The ICBC vehicle ownership data for the Township is summarized in **Table 7**. The results indicate that the average vehicle ownership rates for both strata and townhouse buildings are lower the bylaw parking requirements (1 vehicle per unit for strata compared to 1 – 1.25 space per unit requirement, 1.58 vehicle per unit compared to 2 space per unit requirements). The rates also generally support the findings from Metro Vancouver Apartment Parking study.

[2] "Frequent bus" refers to bus services that are part of TransLink's Frequent Transit Network (FTN), a network of routes where transit service runs at least every 15 minutes in both directions throughout the day and into the evening, every day of the week

Table 7: ICBC Vehicle Ownership Data for the Township

Address	Unit Type	No. of Units	Number of registered vehicles	Vehicles/Unit
6336 197 Street	Strata	52	58	1.12
20290 86 Avenue	Strata	48	61	1.27
23189 Francis Ave	Strata	29	41	1.41
20728 Willoughby Town Centre Drive	Strata	66	84	1.27
20356 72B Avenue	Strata	75	85	1.13
8150 207 Street	Strata	497	567	1.14
27358 32 Avenue	Strata	208	293	1.41
22015 48 Avenue	Strata	65	78	1.20
20053 68 Avenue	Strata	343	312	0.91
8929 202 Street	Strata	287	341	1.19
5068 221A Street (Built 2023)	Strata	148	50	0.34
22304 50 Avenue	Strata	90	106	1.18
21009 56 Avenue	Strata	108	133	1.23
20834 80 Avenue	Strata	308	217	0.70
8380 200A Street	Strata	103	80	0.78
8447 202 Street	Strata	173	175	1.01
7506 199A Street	Strata	115	75	0.65
19935 75A Avenue	Strata	103	82	0.80
8888 202 Street	Strata	204	35	0.17
23215 Billy Brown Road	Strata	78	80	1.03
Average Strata Vehicle Ownership				**1.00**
8863 216 Street	Townhouse	58	133	2.29
27456 32 Avenue	Townhouse	100	194	1.94
6467 197 Street	Townhouse	64	66	1.03
19645 64 Avenue	Townhouse	58	56	0.97
20150 81 Avenue	Townhouse	107	157	1.47
7169 208A Street	Townhouse	84	133	1.58
8888 216 Street	Townhouse	115	222	1.93
20391 96 Avenue	Townhouse	182	257	1.41
Average Townhouse Vehicle Ownership				**1.58**

3.2 CASH-IN-LIEU OF PARKING

3.2.1 POLICY AND REGULATORY REVIEW

The Zoning Bylaw stipulates cash-in-lieu requirements for vehicle parking spaces within Fort Lanely and cash-in-lieu requirements for bicycle spaces Township wide.

3.2.2 CURRENT CONDITIONS

The Township of Langley currently applies a cash-in-lieu provision for bicycle parking, which allows developers to satisfy a portion of their required bicycle parking through a financial contribution rather than full on-site construction. Under this provision, cash-in-lieu may be accepted for up to 25% of the required bicycle parking spaces, excluding visitor bicycle spaces, subject to approval by the Director of Development Services or their designate. Where accepted, the on-site bicycle parking requirement is reduced by an equivalent amount, capped at 25%. This mechanism provides flexibility in situations where site constraints, building design, or operational considerations limit the ability to provide all required bicycle spaces on site, while still ensuring investment toward cycling infrastructure consistent with the Township's active transportation objectives.

In addition, the Township has a separate cash-in-lieu bylaw for vehicle parking in Fort Langley (see **Figure 3)**, reflecting the unique heritage village context, narrow lot patterns, and constrained street network. Under this bylaw, developers may provide a cash contribution in lieu of some or all required on-site vehicle parking, with contributions generally calculated on a per-stall basis (approximately $12,000 per parking stall), reflecting the cost of providing structured or shared parking. Funds collected are intended to provide off-street parking structure in the commercial area of Fort Langley.

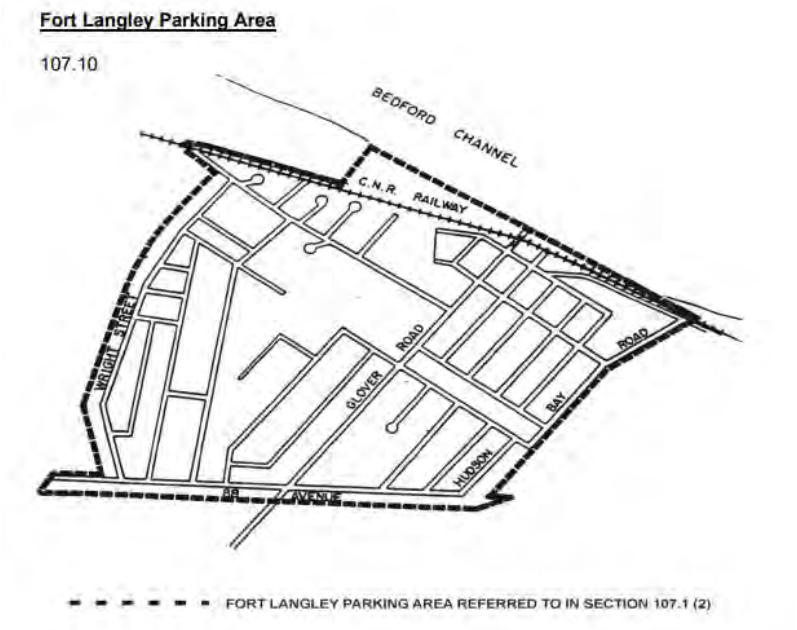


Figure 3: Fort Langley Parking Area

Together, these two cash-in-lieu approaches demonstrate the Township's established practice of using targeted, context-specific financial tools to balance development feasibility, physical constraints, and long-term mobility and public-realm goals, rather than relying solely on uniform on-site parking requirements.

Fort Langley historically required lower parking requirements compared to other parts of the community. This acknowledged its unique walkable village character and likely insufficient space for traditional off-road parking. Cash-in-lieu provisions were introduced for commercial land uses identified on a map to provide flexibility for developers who, for legitimate reasons (eg., small lot size, heritage and development constraints), could not meet the prescribed off-road parking minimums on-site. Instead of providing required number of parking spaces, they would pay a fee to the Township. cash-in-lieu funds were intended to help the Township develop public parking facilities elsewhere. However, limited funds have been collected to date partly due to the redevelopments being able to meet the lower parking requirements. The Zoning Bylaw was updated in 2021 to eliminate the 50% reduction in parking supply. However, baseline parking rates for commercial uses in the Township were also reduced. Another change in the area has been implementation of paid parking at Fort Langley National Historic Site by Parks Canada and at a commercial property in adjacent to Glover Road.

The Aldergrove Core Area faces parking supply and development constraints similar to Fort Langley. There are currently a mix of unmetered, time-limited on-street parking along Fraser Highway and nearby streets, as well as several off-road public parking lots near destinations such as the Aldergrove Community Centre and Library, which are generally adequate for existing demand and only for the facility patrons. However, based on previous study, future growth and densification in the core area are projected to generate more than 800 additional parking spaces, and many redeveloping sites are expected to face challenges meeting off-street parking requirements due to small, narrow, and shallow lot configurations. In addition, planned widening of Fraser Highway is expected to remove on-street parking during daytime peak periods, further reducing supply during peak hours (Monday – Friday between 6-9am and 3-6pm). In this context, the Township is considering a cash-in-lieu parking mechanism for Aldergrove as a targeted, context-sensitive tool consistent with the Fort Langley approach to support redevelopment while enabling centralized parking solution where full on-site provision is not feasible. As such, a four-storey parking facility within the Aldergrove core area has been constructed and assigned to the Township for public use as part of the Aldergrove Town Centre development. The typical capital cost of constructing a parking stall in a parking structure is approximately $50,000 per space. Even though debt financing is covering the construction costs, cash-in-lieu offers a way to recover the capital expenses.

3.2.3 BEST PRACTICES AND CASE STUDIES

Across peer communities, cash-in-lieu of bicycle spaces is uncommon due to the cheaper cost burden to developers compared to parking spaces and an overall transition towards active transportation uptake and reduced parking supply. Therefore, cash in lieu of bicycle parking within the Township can be counterintuitive to policy and development goals.

Rather, cash-in-lieu of parking spaces is a typical approach used by cities to allocate money for active transportation reserve funds, transit funds or public parking funds. CIL of parking is most effective in denser urban cores where surface parking is an inefficient use of valuable land and where there is stronger public transit and active transportation infrastructure to support a reduction in parking supply. CIL funds create funds to support active transportation mode share, transit infrastructure and public parking facilities in the absence of adequate off-street parking supply. Communities can prescribe how funds are allocated and being used for.

The *Local Government Act* (LGA) permits municipalities to establish regulations allowing a prospective developer to pay cash in-lieu of required parking spaces. Cash in-lieu of parking is at the land developer's discretion and is typically pursued where private off-street parking is not needed or is difficult to accommodate on-site due to physical or other constraints.

Per the LGA, all monies received must be placed in a reserve fund for the purposes of providing:

1. New and existing off-street parking spaces, or
2. Transportation infrastructure that supports walking, bicycling, public transit, or other alternative forms of transportation.

All monies received must be credited to the reserve fund, and the municipality is required to report annually on reserve fund contributions, expenditures, balance, and projected timeline for future projects to be funded.

A few specific conditions must be considered if a cash in-lieu regulation is to be pursued, as follows:

Regulatory Structure – Cash in-lieu for vehicle parking spaces, as currently set out in the LGA, only functions in conjunction with parking minimums, thereby creating an incentive for developers to elect to provide cash in-lieu. If the Township elects to move away from parking minimums entirely then cash in-lieu will not be a viable tool to secure contributions from developers.

Cost - A per-space cost must be established for the applicant to contribute for each required parking space that is not provided. Costs in other communities range significantly and are most commonly approximately $8,000 to $25,000 per space, however, some communities are now requesting larger contributions. For example, the City of North Vancouver seek $35,000 per space. In setting rates, consideration should be given to the cost to provide parking, the value to the developer in not having to construct parking, and how the Township may want to disburse funds to support active transportation or public parking infrastructure. Data presented in previous sections suggest that construction costs for underground parking stalls could be up to $200,000 in British Columbia, therefore the value of these spaces is likely not fully captured in other communities, while also not providing nuanced outlooks on the differing costs of construction between surface and structured parking spaces.[3]

Magnitude – An upper limit may be established to ensure that a minimum off-street parking supply is provided and so that an applicant cannot entirely "buy" their way out of supplying parking.

Location – The option for cash in-lieu of parking may be limited only to locations where the Township is strategically seeking to limit parking supply and/or generate funds for public parking or active transportation facilities.

Many suburban cities allow cash-in-lieu payment so that developers need not build every required parking space on-site. Typically, this is restricted to designated areas (e.g. downtowns, town centres or transit corridors) where building new parking on private property is impractical. The municipality's bylaw or zoning specifies when cash-in-lieu is allowed, the per-space rate, and how funds are used.

Surrey provides a cash-in-lieu option for commercial uses in Cloverdale Town Centre (created in 1971) due to the expense of underground parking. Within the Town Centre, developers can pay cash-in-lieu

[3] Altus Group - 2022 Canada Cost Construction Guide https://www.altusgroup.com/reports/canadian-cost-guide/

(approximately $20,000 per space) for up to 10% of required spaces. These payments contribute to a Cloverdale Off-Street Parking Reserve intended for public parking capital. Surrey has utilized these funds to acquire nine surface parking lots (about 220 spaces) around Cloverdale's main retail area. The bylaw outlines eligibility (Cloverdale Town Centre mixed-use projects) specifies a per-space fee, and mandates that all money goes into a reserve exclusively for building or purchasing parking. In the downtown core of Port Coquitlam, owners have the option to pay $40,000 per required space (capped at 10% of the total requirement) instead of providing the space. All proceeds are placed in a statutory reserve for off-road parking exclusively in Downtown.

Best practice includes codifying eligibility and rates in bylaw and creating a dedicated reserve fund. The bylaw states the per-space amount, maximum proportion of parking buyouts, and eligible area. Funds collected are used solely for public parking facilities like garages or surface lots. Councils allocate these funds through the capital budget; for instance, Surrey buys parking sites as needed.

When a parking structure is deemed too costly, land purchase too expensive or unwarranted due to lack of fit with character of the community, many suburban cities channel the cash-in-lieu funds into sustainable transportation and public realm projects. Section 525 of the Local Government Act states that cash-in-lieu money must go into a reserve for either off-road parking or "transportation infrastructure that supports walking, bicycling, public transit or other alternative forms". In practice, municipalities define specific projects or areas where cash-in-lieu funds are spent on alternatives.

Surrey's 2019 Parking Strategy split new in-lieu payments into two reserves: one for parking, one for "Alternative Transportation Infrastructure". By policy, 50% of each space's fee is allocated to the alternative transportation reserve. These funds can only be spent on walking/cycling/transit improvements within the City Centre. For example, Surrey has earmarked money for sidewalk and bikeway upgrades near SkyTrain stations, sidewalk extensions, protected bike lanes, and intersection safety enhancements in that zone. Decisions on projects are tied to the city's capital planning process and Town Centre plans; staff report that projects are selected annually as part of the capital budget.

In Coquitlam's Evergreen Line Core and Shoulder zones, developers may reduce required spaces by paying cash-in-lieu of parking (typically $20,000 - $35,000/space depending on distance to SkyTrain). These payments are deposited into two statutory reserves (a Parking Cash-in-Lieu Reserve and a Multi-Modal Infrastructure Reserve). Funds have explicitly been used for active transportation and roadscape projects: new bicycle parking, expanded sidewalks, protected bikeways, roadscape beautification and safer pedestrian crossings around Evergreen Line stations. Coquitlam staff note that allocation of these funds follows the regular capital planning process – project priorities are set through city budgeting and reported annually to Council.

More broadly, many municipalities tie in-lieu funds to sustainability goals. In Metro Vancouver, multiple cities now prohibit downtown parking minimums and accept cash-in-lieu only for vibrant town centres or transit corridors. Funds are used as a flexible transportation and access management tool, rather than a mechanism used solely to build additional parking supply. Many municipalities now prioritize using funds to support shared public parking, demand management, and multimodal access improvements that reduce reliance on private vehicle trips. This includes investments in strategically located public parking facilities, parking technology, and curbside management that improve turnover and efficiency instead of expanding stall counts.

Across peer communities, cash-in-lieu of bicycle spaces is uncommon due to the cheaper cost burden to developers compared to parking spaces and an overall transition towards active transportation uptake and reduced parking supply. Therefore, cash in lieu of bicycle parking within the Township can be counterintuitive to policy and development goals. Rather, cash-in-lieu funds are also commonly

directed toward TDM measures and active and sustainable transportation infrastructure. Eligible uses may include transit pass programs, car-share infrastructure, secure bicycle parking, micromobility facilities, pedestrian improvements, and EV charging. Best practice emphasizes clear eligibility criteria, geographic nexus, and transparency, ensuring funds are reinvested within the benefiting area and aligned with broader climate, accessibility, and complete-community objectives.

Table 8 outlines cash in lieu of parking rates in peer communities that generally range from $8,000 to $25,000 per parking space. Across these communities, cash-in-lieu of parking rates are generally tied explicitly or implicitly to the capital cost of providing structured parking, but each city applies this principle differently. Vancouver and Coquitlam use the clearest formulas: Vancouver bases its fee on the present value of constructing and maintaining a City-owned stall minus future revenue, while Coquitlam sets its charge at approximately half the cost of building an underground stall, applied only in its Evergreen transit station areas. Burnaby, New Westminster, and Nanaimo use flat per-stall policy rates set through their fees bylaws or parking strategies; these appear cost-informed but not formula-driven and often include limits on how many stalls can be substituted. A common theme is that municipalities aim for partial-cost recovery, not full replacement value, while directing funds toward public parking supply and/or active transportation improvements under the LGA. Based on previous parking study, in order to fully finance the cost of land and parking structures, the Township would need to establish a CIL rate in excess of $45,000 per parking space for recovering construction costs and excluding land acquisition costs.

Table 8: Cash in Lieu Rate in Peer Communities

Community	Conditions	Rate (per space)
Burnaby	Per space not provided as required in Section 800.4 of the Burnaby Zoning Bylaw	$25,828 per parking space
Coquitlam	Only permitted with the Evergreen Line Core and Shoulder Areas up to a maximum of 15%.	Up to 5% - $20,000-$25,000 Next 5% to 10% - $30,000-$35,000 Next 5% up to 15% - $35,000
Nanaimo	Only for properties designated as indicated on Schedule D. No more than 10% of the required parking space may be substituted as cash-in-lieu.	$10,000 per parking space
New Westminster	Case by case basis except for properties within 1,500 ft of Downtown Parkades, where they have outright entitlements	Structured - $25,000 per parking space Surface - $8,000 per parking space
North Vancouver	Not available on a reserved or dedicated basis within the Municipal Parking Facility (future parking facility funded by the payments)	$35,000 per parking space
Vancouver	Commercial or industrial uses in Downtown or Mount Pleasant, or non-heritage residential uses.	$24,700
Surrey	Consideration based on minimum indoor amenity space per building, as outlined in the Zoning Bylaw	$20,000 per parking space

3.3 SHARED PARKING

3.3.1 POLICY AND REGULATORY FRAMEWORK

At this time, the Township does not have any regulations regarding shared parking. Shared parking arrangements are reviewed through a variance process during development applications, which must be supported by a traffic and parking study.

3.3.2 CURRENT CONDITIONS

While there is currently nothing specifically that dictates how shared parking is accommodated, there may be applications across the Township where this could be seen.

Going forward, visitor parking and long-term parking could be looked at for consideration of shared parking in certain land uses.

3.3.3 BEST PRACTICES AND CASE STUDIES

Shared parking refers to a scenario where two or more adjacent land uses share parking facilities to reduce the overall parking supply for the site or area. The concept is successful where parking demand for different uses exhibits complementary demand patterns with peak demand experienced at different times of day. For example, an employment centre and multi-family residential are complementary land uses because employment parking demand is typically highest during weekday working hours while residential demand is highest during weekday evenings and weekends. Parking must remain unreserved (i.e., available for all users) for shared parking to function effectively.

Regulations that allow for shared parking are not common in other communities primarily due to the numerous possible combinations of land uses and associated reductions, as wll as challenges ensuring spaces remain unreserved.

The Institute of Transportation Engineers (ITE) Shared Parking Model is a framework used to estimate parking demand for mixed-use developments by accounting for variations in parking demand throughout the day. This model is commonly used to optimize parking supply and reduce excessive parking requirements.

For example, if a development has:

- **Office** (100 spaces required per ITE)
- **Retail** (50 spaces required per ITE)
- **Residential** (80 spaces required per ITE)

Instead of adding up to 230 spaces, ITE's shared parking methodology would result in around 110-130 shared parking spaces.

Other local communities prescribe shared parking rates directly in their Zoning Bylaws or within separate policies. For example, the City of Coquitlam has a "Shared Parking Guidelines for New

Developments" policy[4] which prescribes shared parking rate calculations within Evergreen Line Core and Shoulder station areas. This document outlines the procedures for calculating shared parking supply and provide the following steps:

- Step 1: Calculate the parking requirement for each individual use being served by the shared parking pool for each parking period based on the Zoning Bylaw rates applicable to the site location, as if these uses were on single use sites.

- Step 2: Multiply the minimum Bylaw parking supply (Step 1) for each use by the "Percent of Peak" Parking Occupancy rate for each of the four time periods, for the weekday and weekend day as listed in the provided table (See reference link).

- Step 3: Calculate the total required parking supply in each of the four columns, for both weekday and weekend days (i.e. total of eight time periods).

- Step 4: Establish the site parking supply to meet or exceed the highest parking requirement value for all eight time periods (Step 3).

- Step 5: Confirm that all development submission meets or exceeds the requirements outlined in the *Zoning Bylaw No. 3000, 1996 Section 716 (City of Coquitlam's Zoning Bylaw)*.

In Abbotsford, shared parking for commercial uses is prescribed in the Zoning Bylaw. Each use shares a maximum of 25% of its individually required parking spaces.

Despite its various benefits, shared parking can come with challenges.

Pros	Cons
• Allows for more efficient use of space • Can lower construction costs for developers • Helps manage parking demand in areas with high turnover • Can help shift travel patterns towards sustainable modes	• May lead to dynamic demand to result in undersupply • Administrative challenges due to enforcement and technology • Requires formal agreements between property owners, businesses, or municipalities.

Overall, shared parking works best in Mixed-use districts (e.g., downtowns, transit-oriented developments), areas with staggered peak demand (e.g., offices + evening entertainment and in areas with municipal parking management. **Table 9** provides a comparative review of shared parking bylaw or policy practices in different communities across Lower Mainland.

[4] Shared parking Guidelines for New Developments, Version 1 – August 2021, City of Coquitlam (https://www.coquitlam.ca/DocumentCenter/View/5608/Shared-Parking-for-New-Development-PDF)

Table 9: Shared Parking Bylaw/Policy Summary in Metro Vancouver

Community	Bylaw/Policy	Maximum Parking Reduction	Agreement/Covenant Required	Land Use Specified
Abbotsford	Policy	Subject to review	Yes	No
Burnaby	Policy	Subject to review	Yes	No
Coquitlam	Bylaw	5% through TDM	No	Yes
City of North Vancouver	Do not have policy	Subject to review	Yes	No
Delta	Bylaw	Subject to review	Yes	No
District of North Vancouver	Bylaw	Yes (25%)	Yes	No
Maple Ridge	Bylaw	Yes (25%)	No	Yes
New Westminster	Bylaw	Subject to review	Yes	No
Port Coquitlam	Do no have a policy	Subject to review	No	No
Port Moody	Not accepted			
Richmond	Bylaw	Subject to review	Yes	Yes
Surrey	Bylaw	Yes (25%)	Yes	Yes

3.4 LOADING

3.4.1 POLICY AND REGULATORY FRAMEWORK

The Township's OCP contains the following policy in support of delivery vehicles:

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

Section 107.8 in the Zoning Bylaw sets the requirement for loading for commercial and industrial uses. In addition, various community plans and neighborhood plans contain policies that support loading. For example, the Aldergrove Community Plan contains the following loading policies:

- 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.
- (b) Adequate, well designed off-street parking, loading and service areas shall be required in the commercial areas and in industrial areas.

3.4.2 CURRENT CONDITIONS

Loading space supply requirements are required for commercial and industrial uses, capped at 1 loading space for every building with a gross floor area of 500m^2 or greater. Off-street loading spaces do not count toward required off-street parking spaces.

Loading space design requirements outlined in the bylaw are set at no less than 3m in width, 9.25m in length and 4.25m in height.

3.4.3 BEST PRACTICES AND CASE STUDIES

Across comparative municipalities, loading requirements are notably more consistent than vehicle parking requirements. Virtually every jurisdiction requires at least one on-site loading space for new commercial or office development once a modest floor-area threshold is exceeded, with additional spaces triggered at larger building sizes. Even municipalities that have eliminated minimum vehicle parking most notably Vancouver and Downtown Nanaimo continue to require loading. This underscores a shared view across BC that loading is essential functional infrastructure tied to goods movement, servicing, and building operations, and should not be treated in the same way as discretionary vehicle parking.

The Township's loading requirements align squarely with the regional mainstream. Its threshold-based approach, requiring one loading space for standard-sized commercial or office buildings and scaling upward with floor area, is consistent with Surrey, Richmond, Coquitlam, Burnaby, Delta, Langley City, Pitt Meadows, Abbotsford, and Maple Ridge. The Township is neither unusually strict nor permissive when compared with its peers. Where it differs slightly is in structure: some municipalities (Coquitlam, Richmond, Vancouver) use more formalized, class-based systems with explicit dimensions embedded directly in the bylaw, while the Township relies more on a conventional schedule supplemented by engineering and design standards.

Defining the minimum dimensions of an off-road loading space can ensure that this infrastructure is designed to meet the needs of anticipated vehicle types and their users. As such, communities define different types of loading space requirements, largely based on land use, as follows

- **Class A** – Loading spaces intended for the use of smaller vehicles, such as deliveries and passenger pick-up/drop-off. Minimum dimensions will be closer to those of a standard parking space.
- **Class B** – Loading spaces tailored to the delivery of commercial goods, and therefore suitable for larger trucks or other commercial or agricultural vehicles. Minimum dimensions will be larger than a standard vehicle parking spaces.
- **Class C** - Loading spaces intended for loading or unloading large vehicles, particularly semi-trailers and other vehicles 17 meters or longer.

This approach mirrors that of other communities in B.C. and elsewhere in Canada, such as Vancouver, Nanaimo, and Burnaby, who are responding to the evolving need for loading space in different land uses. Loading spaces for larger vehicles (often referred to as Class C) could be considered as well.

Should the Township decide that differentiated loading spaces are appropriate, loading supply requirements will need to be adapted to capture these new space types and their relationship to relevant land uses. Examples of BC communities that apply this approach are noted below:

- **Vancouver** – specifies three classes of loading spaces to support different loading needs (Class A, B, and C) and allocates space requirements into twelve land use categories including dwelling, institutional, office, retail, and manufacturing, among others. The number of required loading spaces increases with development size.
- **Coquitlam** – Generalizes supply requirements into residential, retail, office and industrial uses. Class A loading spaces are only required for office and retail uses. Class C spaces are only required for industrial uses and large restaurants.
- **Richmond** – Prescribes both medium-size and large-size loading spaces requirements for residential uses. The number of spaces is dependent both on the number of dwelling units and whether developments front a public road where on-street parking is typically allowed or prohibited.

A detailed comparative table outlining bylaw parking requirements for the majority of municipalities in the Lower Mainland is included in **Appendix – Comparative Parking Requirements**.

Loading space dimensions in the Township compared to other peer communities are highlighted in **Table 10** below.

Table 10: Comparison of Loading Space Dimensions

	Township of Langley	City of Coquitlam	City of Richmond	City of Vancouver
Class A	3m width 9.25m length 4.25m height	3.5m width 7.5m length 3.5m height	2.7m width 5.5m length 3.8m height	2.7m width 5.5m length 2.3m height
Class B		3.5m width 12.5m length 4.5m height	3.0m width 9.1m length 3.8m height	3.4m width 10.2m length 3.8m height
Class C		4.5m width 25m length 4.5m height	3.5m width 18.4m length 4.3m height	3.6m width 23.1m length 4.3m height

3.5 ACCESSIBLE PARKING

3.5.1 POLICY AND REGULATORY FRAMEWORK

While the Township does not have any specific policy addressing accessible parking requirements, the Township is undergoing a process to form an Accessibility Committee and Accessibility Plan.

3.5.2 CURRENT CONDITIONS

The requirements for accessible parking supply are defined within the *Zoning Bylaw* as "parking stalls for persons with disabilities." Additionally, the OCP mandates one parking space for each adaptable residential use. These spaces are determined by the number of off-street parking spaces required for a development. For buildings where 10 to 50 parking stalls are mandated, at least one accessible stall must be provided. For buildings requiring more than 50 stalls, a ratio of one accessible stall per 50 stalls must be maintained.

The dimensions of accessible parking spaces, generally consistent with those in peer communities, are set at 3.70 meters in width and 5.80 meters in length. These spaces must be positioned close to an accessibility ramp, clearly marked, and feature a firm, slip-resistant surface.

Although the requirement for accessible parking spaces is typically based on the number of conventional parking spaces, it is important to consider accessible parking rates if the Township decides to lower or eliminate minimum parking supply rates for conventional vehicle parking spaces. Any reduction would consequently decrease the number of required accessible parking spaces.

3.5.3 BEST PRACTICES AND CASE STUDIES

Accessible Parking Supply

While the Township's regulatory approach to off-street accessible parking exists and is generally in line with peer communities, the Township can improve its prescription of accessible parking requirements in its Zoning Bylaw. The Township currently does not differentiate based on land use. Rather, it prescribes 1 parking stall for all building types and uses. Peer communities such as Coquitlam and Burnaby differentiate off-street accessible parking supply requirements by residential uses and commercial, industrial and institutional uses directly in their bylaws. In Coquitlam, accessible parking spaces in residential uses are calculated as 1 accessible parking space per 30 dwelling units or portion thereof; or 1 accessible parking space per 2 accessible residential units or portion thereof. For commercial, industrial and institutional uses, the required off-street accessible parking space requirement is based on the required total number of off-street parking spaces; for example, 1 accessible space is required for every 1-40 regular parking spaces. The City of Delta requires 1 accessible parking space for every 25 additional parking spaces for non-residential uses with more than 10 parking spaces. The Township may consider expanding its prescription of accessible parking space requirements in its Zoning Bylaw to reflect best practice seen in peer, adjacent communities.

For the Township, changes to the broader regulatory structure may have impacts on minimum requirements for accessible parking that must be addressed through corresponding updates.

An emerging best practice is to differentiate supply rates based on land use where it is anticipated to have a higher demand for accessible parking. Examples could include medical offices and senior citizen apartments, as well as residential units specifically designed for universal access and likely to be inhabited by an individual(s) requiring accessible parking (i.e., accessible and adaptable units). Further,

emerging policy is establishing the need for the one visitor parking space per building in multiple-family residential buildings to be accessible, as recently adopted by the City of Victoria.

The Township's regulations do not require accessible parking at a higher rate for some land uses when compared to other communities, however other communities seek a greater proportion of accessible spaces for other uses. For example, the City of Burnaby requires approximately double the required accessible spaces for senior citizen housing, supportive housing facilities and medical homes compared to other land uses. A detailed comparative table outlining bylaw parking requirements for the majority of municipalities in the Lower Mainland is included in **Appendix – Comparative Parking Requirements**.

Van Accessible Parking Spaces

Van accessible parking accommodates people who rely on mobility assist devices. A mobility assist device generally includes a wheel mobility device, such as a wheelchair (manual or motorized) or mobility scooter. This group requires a wider parking space to allow for maneuvering a mobility device in and out of a vehicle but does not necessarily require close proximity to the building entrance.

Alongside conventional accessible parking, minimum requirements for van-accessible parking spaces are becoming increasingly common. For example, the City of Surrey requires that for every accessible parking space is required, 50% must be van accessible. The City of Burnaby requires that for every 3 accessible parking spaces required, 1 must be van accessible.

Accessible Parking Design

The *Zoning Bylaw* provides design requirements for accessible parking spaces that meet or exceed many of the current best practices as identified by Canadian Standards Association (CSA). CSA recommendations are described and depicted below in **Figure 4**.

A designated accessible parking space shall:

a) be at least 2.6 m wide;
b) have an adjacent side access aisle at least 2 m wide
c) have an adjacent rear access aisle at least 2 m long

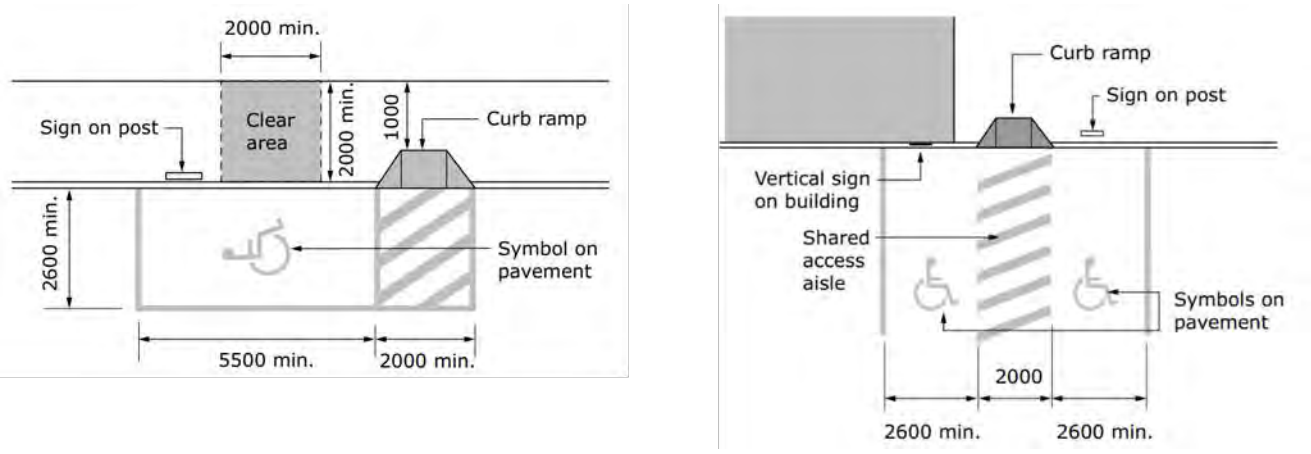


Figure 4: Accessible Parking Design Standards, Canadian Standards Association

Currently, the Township's accessible parking design requirements are excessively wide (3.7 m), likely to allow for loading and unloading from a vehicle. Regulations could be shifted to be more aligned with

conventional parking space dimensions, with an additional requirement for an access aisle (up to 2.0 m wide) that aligns with CSA guidance.

Similarly, van accessible parking design standards would need to be integrated into the *Zoning Bylaw*. Typically, van accessible parking spaces require greater width to allow for mobility devices to be loaded and unloaded from a vehicle. In Burnaby, van accessible parking spaces must have a minimum width of 3.4 m, with an access aisle of 1.5 m.

In addition to design dimensions, communities are also updating their paint and signage standards related to accessible parking to ensure consistency and awareness for users, to increase safety and to assist with issues related to compliance. These design features can include:

- Requiring a curb ramp to be aligned with the access aisle, per BC Building Code.
- Painting the curb of the accessible parking space blue
- Using hatching to clearly demarcate the rear and side access aisles
- Applying the Dynamic Symbol of Access on pavement markings and vertical signage, rather than the conventional symbol.

3.6 BICYCLE PARKING

Bicycle parking is a key component of the Township's active transportation network and helps support mode shift away from private vehicles towards more sustainable modes. This section summarizes the Township's current regulatory approach to bicycle parking and provides recommendations to update regulation based on best practices to support Township-wide objectives.

3.6.1 POLICY AND REGULATORY FRAMEWORK

In 2008, the Township adopted the Sustainability Charter, of which one of the goals is to develop livable communities by "making communities pedestrian and bicycle-oriented."

The OCP contains the following policy in support of improved off-street bicycle parking:

- 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.

3.6.2 CURRENT CONDITIONS

Short and long-term bicycle supply rates (defined as visitor and required spaces within the *Zoning Bylaw*) designate the number, size and location of bicycle parking spaces for various uses. Visitor bicycle parking spaces refer to short-term spaces and required bicycle parking spaces refer to long-term. As with vehicle parking, bicycle parking requirements are based on units of measurement such as dwelling units, beds, classrooms, and gross floor area. Land uses for required bicycle parking spaces include residential, commercial, institutional and industrial.

While visitor bicycle spaces requirements are established as a whole number for each land use, (i.e. 6 visitor spaces per residential building, 8 visitor spaces per classroom), long-term requirements are based on more ambiguous measurements. For example, seniors housing requires 0.1 spaces per dwelling unit, secondary schools require 0.6 spaces per 10 students on a maximum attendance.

For commercial uses, 6 visitor spaces are also required, plus 0.06 spaces per 100 m2 of gross floor area. For mixed-use buildings, where two or more uses exist, the total number of bicycle parking spaces is the sum of spaces required for each individual use. Assembly uses do not require long-term bicycle parking. Industrial uses and community care facilities do not require short-term/visitor spaces.

Bicycle parking dimensions are not provided in the *Zoning Bylaw*. Design requirements point to bicycle parking spaces being separated from parking spaces by 2.0m, within 30m of the main entrance, sufficiently illuminated, within a shared secure bicycle parking area and with convenient access to the outside.

End of Trip Facilities

For non-dwelling uses, the *Zoning Bylaw* requires the following end-of-trip facility requirements:

- A minimum 1 clothing locker per secure bicycle parking space. Lockers must be 45cm deep x 30cm wide x 90cm height.
- The number of water closets, wash basins, showers and grooming stations are required based on the following bicycle parking spaces

Table 11: End-of-Trip Facility Requirements

Number of Secure Bicycle Parking Spaces	Water Closet(s)	Wash Basin(s)	Shower(s)
0-9	0	0	0
10-29	1	1	1
30-49	2	1	2
50+	3	2	3

- Water closets, wash basins and showers are not required if on-site facilities are provided by employee fitness centres.

3.6.3 BEST PRACTICES AND CASE STUDIES

Several detailed bicycle parking design guidelines exist, including Chapter H.2 of the *B.C. Active Transportation Design Guide (BCAT)*. These guidelines cover bicycle parking principles, the trade-offs of various rack designs, different types of short- and long-term bicycle parking, and various other elements. These guidelines can be applied to the public and private supply of bicycle parking and amenities for active travel.

Although the design and layout of bicycle parking facilities may be defined in a bylaw, most bylaws in comparative communities contain only the minimum standards that will ensure a functional and accessible bicycle parking facility. Providing too much detail may be inflexible and cumbersome for developers.

The following elements are commonly provided in land use and parking bylaws.

Bicycle Parking Supply

Municipalities take varying approaches in terms of the number of land use designations described in their bicycle parking regulations. Surrey, Vancouver and others take a detailed approach, assigning requirements to a long list of sub-categories. Other municipalities, including Coquitlam and Burnaby, use fewer categories (e.g., "all institutional uses" compared to defining requirements for each type of school).

Similar to vehicle parking supply requirements, the Township should also consider reviewing the units of measurement for bicycle parking to ensure consistent applications, adaptability to changing circumstances, and legibility of the bylaw.

For those land uses that do require short- and long-term bicycle parking, supply requirements for some key land uses in the Township tend to be lower than in peer communities, including the examples below:

- **Multiple Dwelling –** Township's requirement is 1 long-term bicycle parking spaces per dwelling unit. In Burnaby, it is 2 spaces per dwelling unit. In Coquitlam, apartment uses are required to provide 1.25 spaces per dwelling unit.
- **Commercial Uses** – Township's requirement is 0.06 spaces per 100 m^2 of the gross floor area, over 2,000 m^2, while North Vancouver's requirement is 1 space per 200m^2 gross floor area.

The BCAT recommends that 50% of long-term and 10% of short-term bicycle parking be designed to accommodate e-bikes by providing an electrical outlet. The CRD's *Capital Region Local Government*

Electric Vehicle (EV) + Electric Bicycle (E-Bike) Infrastructure Planning Guide also recommends electrifying 50% of all long-term spaces.

Some other communities including Vancouver – have requirements specific to e-bike parking. Vancouver requires that 50% of long-term spaces be electrified match the recommendations from the CRD and BCAT. The Township's long-term requirements are more ambiguous, stating that where a secure bicycle parking area is required, so is an electrical outlet. A detailed comparative table outlining bylaw parking requirements for the majority of municipalities in the Lower Mainland is included in **Appendix – Comparative Parking Requirements**.

Bicycle Parking Design

Design for bicycle parking establishes minimum dimensions for ground and wall mounted bicycle parking configurations. Dimensions include minimum stall depth, aisle width, distance between racks, and distance between racks and the entranceway. Accommodating electric bicycles in short- and long-term bicycle parking requirements is becoming common practice. Due to their motors, e-bikes tend to be larger and heavier than standard bicycles, making it challenging to park them on vertical racks. Additionally, they require access to electrical outlets for charging. There is therefore an opportunity to ensure that bicycle parking infrastructure is well suited to the diverse needs of cyclists.

The *British Columbia Active Transportation Design Guide* (BCAT) recommends short-term and long-term bicycle spaces to have a minimum of at least 0.6 m clearance if the rack has single-side access, or 2.5 m clearance for a rack with double-sided access, as shown in **Figure 5**. If a bicycle rack is located parallel to a wall, at least 0.6 m clearance should be provided. Bicycle racks should have at least 1.2 m of clear space between them. A clear space of at least 1.8 m should be maintained between bicycle racks that can hold two bicycles.

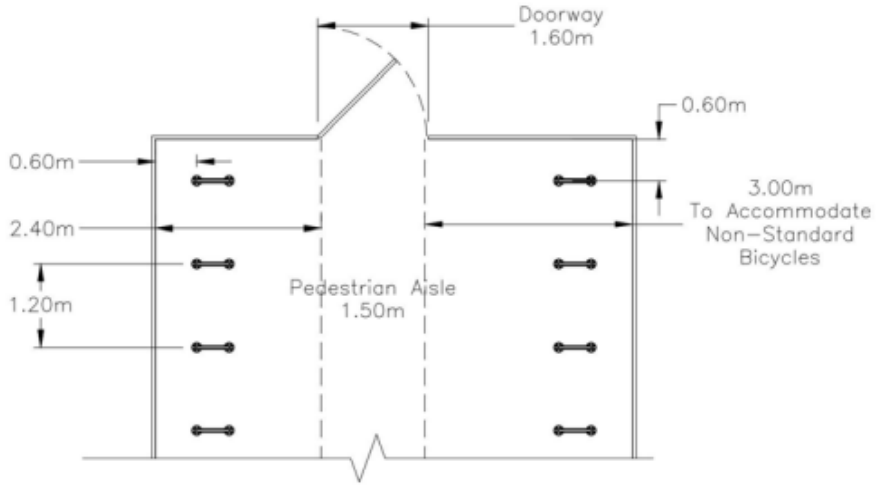


Figure 5: Long-Term Bicycle Parking Dimensions Recommendations

Along with regulating end-of-trip facility supply, design requirements should be established for the various amenities the Township wishes to see incorporated in new development. This could include provisions related to where the amenities are located relative to long-term bicycle parking areas.

Bicycle Parking Configuration

Many communities provide options for long-term bicycle parking design to ensure that bicycle parking meets the diverse needs of cyclists, while also being adaptable for different contexts. Typically, these include ground-anchored, vertical, and stacked (or two-tiered) as shown in **Figure 6**. Integrating these bicycle parking configurations introduces other design considerations including rack design and security of off-street bicycle parking locations, of which regulation can be included in bylaw.

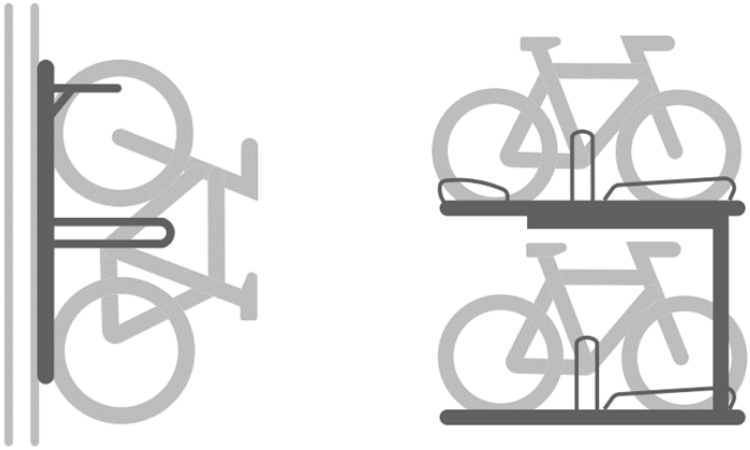


Figure 6: Vertical (Left) and Stacked (Right) Long-Term Bicycle Parking Configurations

Providing requirements for the configuration of long-term bicycle parking that are wall-mounted (vertical), two-tiered, and ground-anchored bicycle parking allows for adequate access and clearance to bicycle parking facilities, for overall convenience, safety and security. Restrictions on the amount of wall-mounted long-term bicycle parking ensures that individuals with heavier bicycles and/or who are physically unable to use vertical bicycle parking have other types of bicycle parking available to them. Adding two-tiered bicycle parking maintains space efficiency, while also improving accessibility relative to vertical configurations. However, two-tiered configurations require extra consideration when overlapping with requirements for oversized bicycles and electrification to ensure appropriate access. This could also include requiring two-tiered systems that are equipped with pneumatic lifts to support moving bicycles from the parking space to and from ground level.

BCAT recommends that a minimum of 50% of all bicycle parking spots in any off-street, long-term bicycle parking facility should be basic, on-ground bicycle racks that serve people of all ages and abilities, with high density bicycle racks providing additional capacity as needed.

Typical maximums on wall-mounted configurations range are typically between 30-50% and up to 60% for two-tiered configurations.

Non-Standard Bicycles

The BCAT provides sample bicycle parking layouts, with slightly larger minimum dimensions than Langley. This is important for accommodating “non-standard” bicycles such as cargo bicycles, recumbent bicycles, adult tricycles, bicycles with trailers, and adaptive bicycles for people with mobility impairments. These bicycle types are becoming increasingly common, as they help to make cycling accessible to a larger number of people and trip purposes (e.g., grocery shopping, taking children to school, etc.). Many non-standard bicycles are longer, wider, and heavier than a typical bicycle, making them challenging to park using conventional bicycle racks and extremely difficult (if not impossible) to park with vertical racks

The *B.C. Active Transportation Design Guide* (BCAT) recommends that for both short- and long-term bicycle parking facilities, a minimum of 10% of all bicycle parking spaces should be able to accommodate larger, non-standard bicycles such as cargo bicycles and bicycles with trailers. A stall depth of at least 3.0m should be used for these spaces. These spaces may be marked with a sign or pavement markings identifying their purpose as a spot for non-standard bicycles, to encourage compliance. In long-term bicycle parking areas, BCAT also recommends a wider doorway of 1.6m along with greater typical stall depth of 2.4m. Limiting the number of long-term bicycle parking spaces that can be provided in a vertical configuration could also be considered given potential physical challenges with lifting or manoeuvring bicycles into these positions. These spaces may be marked with a sign or pavement markings identifying their purpose as a spot for non-standard bicycles, to encourage compliance.

Mobility Scooters

Mobility scooters are appearing in parking regulation as a method to ensure people using mobility aids are considered for parking and charging needs. Mobility scooter requirements are typically being integrated with bicycle parking requirements as they have similar charging and maneuvering needs as oversized and/or electric bicycles.

Currently, the Township does not regulate minimum supply or design requirements for mobility scooter parking. Some of the key considerations in establishing a mobility scooter requirement are as follows:

- **Supply Rate** – Establish a supply rate requirement that meets the need for mobility scooter parking.
- **Land Uses** – Consideration of the land uses where mobility scooter parking is desirable, with possible variation in supply rate requirements to reflect differing needs.
- **Design / Layout** – Establish appropriate mobility scooter stall dimensions and access requirements, including integrating appropriate design considerations for different types of mobility scooters, which could also incorporate the accommodation of oversized bikes such as cargo bikes and bucket bikes to offer greater flexibility of use.
- **Charging** – Consider access to an electrified outlet capable of charging a mobility scooter while parked.

Burnaby's bylaw makes specific mention of providing parking for mobility scooters, stating that one (1) electric mobility scooter space shall be provided per every 4 units in supporting housing facilities.

North Vancouver notes that "*Bicycle Compounds and Rooms may be used to park wheeled mobility aids with the limitations that; (a) such use shall not impose on access aisle; (b) bicycle racks shall be provided unless it is demonstrated with reasonable accuracy the proportion of people requiring wheeled mobility aids expected to use the site*."

Electric Bicycle Charging

Given the rapid uptake of electric bicycles, access to charging infrastructure is a critical consideration for new development and retrofits of existing buildings. Accommodating electric bicycles in short- and long-term bicycle parking requirements is becoming common practice. Due to their motors, e-bikes tend to be larger and heavier than standard bicycles, making it challenging to park them on vertical racks. Additionally, they require access to electrical outlets for charging.

BCAT recommends that 50% of long-term and 10% of short-term bicycle parking be designed to accommodate e-bikes by providing an electrical outlet. The Capital Regional District's *Capital Region*

Local Government Electric Vehicle (EV) + Electric Bicycle (E-Bike) Infrastructure Planning Guide also recommends electrifying 50% of all long-term spaces.[5]

Many communities are starting to introduce or increase the number of off-street bicycle parking spaces, particularly long-term spaces, that are required to have access to electrical outlets. Vancouver requires that 50% of long-term spaces be electrified match the recommendations from BCAT. Delta and North Vancouver separately require in their bylaws that resident bicycle storage areas shall include a minimum of one electrical outlet for every four required bicycle spaces.

Generally, requirements for short-term bicycle parking to have electrical charging infrastructure are less important, given the duration of most stays and the potential availability of charging infrastructure in other bicycle parking areas. On Vancouver Island, Colwood and Courtenay have electrification requirements for short-term bicycle parking spaces, with a minimum of 20% of all short-term spaces requiring an electrical outlet.

[5] https://bicycleinfrastructuremanuals.com/manuals7/WATT-Consulting-Group-Capital-Region-Local-Government-Electric-Vehicle-and-Electric-Bike-Infrastructure-Planning-Guide-2018.pdf

3.7 ELECTRIC VEHICLE PARKING

3.7.1 POLICY AND REGULATORY FRAMEWORK

The Township's *Low Carbon Mobility Plan* outlines the following parking objectives to support electric vehicle charging:

- 2.1 Implement EV Ready requirements for new residential developments: Establish requirements for residential parking spaces to include an adjacent energized electrical outlet capable of providing Level 2 EV charging.
- 2.2 Implement EV Ready requirements for new non-residential developments: Establish requirements for non-residential parking spaces to include appropriate provisions for EV charging infrastructure.
- 2.3 Advocate for "Right-to-Charge" legislation: Send a letter of support to the Province to amend the Strata Property Act to prevent stratas from denying electric vehicle supply equipment (EVSE) for residents
- 2.5 Pilot incentives for single family, multi-family buildings and workplaces: Explore opportunities to complement future provincial and/or utility EV charging infrastructure incentive programs. Focus especially on programs providing access to charging for large parking areas in multifamily buildings and workplaces. Expand existing TOL rebate programs, including electrical panel upgrades.
- 3.2 Develop an incentive program for commercial EVSE installation: Develop a grant program for Langley businesses or institutions to apply for funding for a public EVSE project.
- 6.3 Encourage electric car sharing: As car-sharing is introduced into Langley, engage car-sharing companies regarding strategies to support electrification. Support two-way car-sharing in new developments by securing access to Level 2 EV charging with relatively high-power capacity and third-party station management.

3.7.2 CURRENT CONDITIONS

The Township's *Zoning Bylaw* contains electric vehicle charging supply requirements as a portion of required off-street parking space supply, for residential uses and community care facilities.

Requirements are as follows:

- **Residential uses** (besides seniors housing): 1 space per dwelling unit
- **Senior's housing**: 1 space per 4 dwelling units
- **Community care facilities**: 1 space per 4 occupants/residents

The bylaw requires that EV charging spaces must feature an energized outlet capable of providing Level 2 Charging or higher, installed adjacent to the parking space, intended solely to be used by Electric Vehicle Supply Equipment (EVSE) and labelled accordingly.

While most Langley single-family homeowners can readily implement EV charging in their garage or driveway, residents that live in multi-family housing built before EV requirements were added to the Zoning Bylaw or who park on the street can face significant challenges to accessing "at-home" charging.

3.7.3 BEST PRACTICES AND CASE STUDIES

In 2023, Metro Vancouver released the "Keeping it Current" report that analyzed future charging demand and provided guidance on the collaborative deployment of EV charging across the region. The report demonstrated a need for significant capital investment ($1.2 billion by 2035) in EV charging for public and residential charging. The report identified key action areas for local governments to take to meet demand, including:

- Streamlining permitting and regulatory processes to support private sector investment in EV charging infrastructure.
- Adopting requirements for EV-ready parking in new residential developments (the Township already requires one EV-ready space/dwelling).
- Leveraging development approval processes to expand the public charging network on private properties.
- Advocating for increased provincial and federal funding for public charging infrastructure.

Development regulations present the opportunity to ensure appropriate EV charging is included in new development. There are two general means of including EV charging in regulations:

1. Requiring that a development be 'EV ready' (i.e., future-proofing the parking by providing an energized outlet capable of providing Level 2 charging or higher) so that future occupants seek to install charging stations. This approach does not represent a significant cost for developers and builders in the interim and allows for the future installation of EV charging station when demand dictates.
2. Requiring dedicated EV charging infrastructure is installed at the time of development. This may include Level 1 charging in residential sites where vehicles are typically parked overnight or for long periods of time, or Level 2 charging in commercial, institutional, or other uses where vehicles are typically parked for a shorter period and benefit from a faster charge.

The City of Surrey requires that 50% of visitor parking spaces and 20% of commercial parking spaces in new buildings require pre-wiring to a Level 2 standard. In Nanaimo, 5% of required off-street parking spaces within retail and services centres must have access to an electric vehicle charger. A detailed comparative table outlining bylaw parking requirements for the majority of municipalities in the Lower Mainland is included in **Appendix – Comparative Parking Requirements**.

Table 12: Electric Vehicle Charging Requirements in Peer Communities

Peer Community	Residential Requirements	Commercial Requirements
City of Surrey	50%	20%
City of North Vancouver	100%	35%
City of Coquitlam	100%	-

Changes to the regulatory structure for off-street parking will have a meaningful impact on EV charging infrastructure provision. In areas where parking minimums are eliminated, uncertainty around the number of parking spaces provided will impact the availability of chargers, particularly in residential uses, where long-term charging is more widely supported.

3.8 TRANSPORTATION DEMAND MANAGEMENT

3.8.1 POLICY AND REGULATORY FRAMEWORK

The Township does not currently have transportation demand management regulation or policy.

3.8.2 CURRENT CONDITIONS

The Township is currently engaged in an extensive planning process to update its *Transportation and Mobility Strategy*. Within this strategy, curbside management and transportation demand management (TDM) have been identified as significant priorities.

As part of the Township's *Climate Action Strategy*, several Transportation and Mobility Action items are included, such as the creation of a township-wide TDM program. Additional actions involve facilitating the expansion of car-sharing companies into Langley, implementing bike-share pilot programs, and incentivizing the installation of electric vehicle charging stations for businesses and residents.

Currently, there are no areas within the Township served by the frequent transit network. However, plans are underway for enhanced services, including the SLS and Langley-Haney BRT along 200 Street. As developments progress, it will be necessary to implement Transportation Demand Management (TDM) strategies to encourage a shift toward active transportation modes, especially in areas with reduced parking supply requirements such as Transit-Oriented Areas (TOAs) and Small Scale Multi Unit Housing (SSMUH) zones.

3.8.3 BEST PRACTICES AND CASE STUDIES

TDM refers to specialized policies, targeted programs and encouragement, and innovative mobility services that encourage people to use sustainable transportation modes rather than driving alone or make fewer trips by vehicle.

Two basic approaches for the provision of TDM are commonly used by communities in B.C. and across Canada:

- **Baseline TDM Requirements**
  Regulations that require the inclusion of one or many TDM infrastructure or program options in new development in some or all geographic areas. Typically, baseline TDM requirements focus on creating a mobility-rich environment to encourage sustainable mobility and offset vehicle parking reductions.
- **TDM-Based Vehicle Parking Supply Reductions**
  Regulations that allow for developments to reduce the minimum number of vehicle parking spaces in exchange for providing certain TDM infrastructure or programs, typically up to a maximum reduction in overall vehicle parking supply.

Both approaches are discussed in more detail in this section. Given their different applications it could be that the Township chooses to adopt one or a combination of both of these TDM approaches. The direction for these types of regulations are closely linked to how the Township chooses to approach overall vehicle parking supply rates, which can then be supplemented with TDM regulations.

Baseline TDM Requirements

The City of Vancouver and other peer communities have pursued TDM to provide alternative active transportation mode shift in areas where minimum parking supply requirements have been reduced or eliminated. Administratively, baseline TDM requirements are more effective and efficient for municipalities.

The City of Vancouver adopted a Transportation Demand Management for Developments bulletin in 2019, which provides guidance on submission requirements for TDM plans required by the *Parking Bylaw*. An applicant developing within the Downtown, Broadway Plan Area of TOAs is required to submit a proposal for one of four TDM plans, or bundles, which includes a mix of TDM strategies, including transit, bicycle parking, end-of-trip facilities, and car share vehicles, among others, as shown in **Figure 7** below.

TDM Plan A Transit Passes	**TDM Plan B Mobility Infrastructure Package**		**TDM Plan C Shared Mobility Package**	**TDM Plan D Unbundled Parking Pilot Program**
	Residential Uses	**Non-Residential Uses**		
Monthly one-zone transit passes for 3 years	30% additional Class A bicycle parking spaces	30% additional Class A bicycle parking spaces; or a minimum of 3 spaces, whichever is greater	Car share vehicles and spaces Commitment from an operator for 3 years, and SRW to the City for the life of the building	Participate in a pilot program to provide parking spaces for lease only, not to purchase. Applicable only to applications with strata components.
	20% of the total number Class A spaces to be lockers	20% of the total number Class A spaces to be lockers; or a minimum of 1 locker, whichever is greater	Mobi All Access Passes for 3 years	
	10% of the total number Class A spaces to be oversized spaces	10% of the total number Class A spaces to be oversized spaces; or a minimum of 1 oversized space, whichever is greater	Monthly one-zone transit passes for 1 year	
	Weather-protected Class B bicycle parking spaces	Weather-protected Class B bicycle parking spaces		

Figure 7: City of Vancouver TDM Packages[6]

Prior to TDM packages, the City of Vancouver assigned point values for various TDM measures provided by new developments within the City, outlined in the Transportation Demand Management Schedule B. The point system was intended to provide a flexible, transparent, and outcome-focused approach to reducing automobile dependence and managing parking demand. By assigning point values to a

[6] https://guidelines.vancouver.ca/bulletins/bulletin-transportation-demand-management-for-developments.pdf

range of TDM measures, the system allows developments to choose the mix of actions that best suits their context while ensuring that projects with higher parking supply or greater travel demand contribute more toward mode shift. This approach discourages parking oversupply, supports alternative transportation options, and aligns development approvals with the City's broader mobility, climate, and livability objectives. For example, providing additional Class A bicycle parking was up to 8 points depending on land use, while providing improved end of trip facilities was up to 6 points, with more points given for additional amenities. This is another strategy the Township may consider.

If selected as the preferred approach, baseline TDM requirements should be integrated as new regulations that would require developers to select a TDM package, eliminating any ambiguity for developers and the Township. Some of the potential TDM programs and infrastructure could include the following options identified in **Table 13**.

Table 13: Potential TDM Infrastructure and Programs

	Infrastructure	Programs
Bicycle TDM	Enhanced or expanded bicycle parking (short- and/or long-term) End-of-trip facilities Shared bicycles	Shared bicycle membership
Transit TDM	Transit stop improvements	Transit pass subsidies
Carshare TDM	Carshare vehicles Dedicated carshare parking	Carshare memberships and/or subsidies
Parking TDM	Shared parking	Unbundled parking Parking cash out
Other TDM	Wayfinding signage	Employee or resident shuttle service TDM awareness packages TDM monitoring fund

Of importance to the Township, some communities have faced challenges with implementing off-street carshare parking spaces as part of TDM requirements.

The City of Delta requires that a maximum of 5% of total parking spaces (excluding visitor parking spaces) may be designated for the sole use of car sharing programs. Each car share parking spaces can be counted as an equivalent to 1.5 required parking space.

Even if developers offer car share memberships to residents, coordinating with providers to park vehicles in designated off-street spaces can be difficult. Developers are often asked to consult with car share providers to ensure parking availability in the neighborhood, which often proves challenging. Therefore, car share is more practical as a Townshipwide on-street strategy to support mode shift, rather than an off-street TDM program.

TDM-Based Vehicle Parking Supply Reductions

Another option for TDM regulation frequently used is to offer reductions to minimum parking supply requirements where identified TDM strategies or site characteristics are met by the developer. This approach is like cash-in-lieu by capturing some of the value of an unbuilt parking space, while

increasing opportunities for on-site mobility infrastructure or programs that can support travel behaviour changes.

Like with a baseline TDM requirements regulation, vehicle parking supply reductions could be offered for different TDM strategies, including carshare, bicycle parking, end-of-trip facilities, transit proximity, and/or transit pass provision. Vehicle parking supply reductions are offered in exchange for TDM provision in several communities in B.C, with some examples offered below:

- **Victoria** – 100% reduction for providing transit passes for 5 years to all units (max. 1 per unit) in a Missing Middle housing development.
- **Surrey** – Up to a 20% reduction in residential parking space in City Centre if adequate TDM measures are provided by the development (car sharing and cycling)
- **New Westminster** – 5% reduction in required parking spaces for the provision of end of trip facilities for non-residential uses and 5 parking space reduction per carshare car & space (up to 10% of total vehicle parking supply).

Vehicle parking supply reductions in exchange for TDM provision could be considered by the Township in tandem with the baseline requirements discussed in the previous section.

4.0 CURBSIDE MANAGEMENT

Demand for on-street parking and loading has been on the rise in the Township, particularly around key destinations and urban residential areas. On-street parking demand is likely to increase, especially in future transit-oriented areas, where minimum parking requirements will be eliminated.

While off-street parking is usually managed by requirements and policy in the Zoning Bylaw, on-street parking regulations can sometimes be reactive and may not always align with community challenges. This section outlines the various approaches the Township may take in relation to on-street parking and curbside management, using examples from peer communities and around the globe.

4.1 Policy and Regulatory Framework

Typical parking restrictions are outlined in the *Motor Vehicle Act*, as well as the *Township Highway and Traffic Bylaw No. 4758*, as follows:

- Within 1 m or in front of a driveway
- On a sidewalk
- In an intersection or within 3 m of the end of a curb return
- Within 8 m from an intersection on a roadway with no curbs
- Within 5 m of a fire hydrant
- Within 30 m before, or within 15 m beyond, the centre line of a marked crosswalk located mid-block between intersections
- Within 6 m on the approach to a flashing beacon, stop sign, or traffic control signal located at the side of a roadway
- Within 6 m either side of the entrance or exit from a hotel, theatre, public meeting place, dance hall, fire hall, or playground in a rural area
- Within 15 m of a railway crossing
- Within 3.5 m of the centre of the roadway or in such a manner as to obstruct the free passage of traffic on the highway
- On a paved shoulder or boulevard
- Within 3 m of the entrance or exit to a lane
- Within 5 m of a community mailbox
- Within a distance of 21 m from the near side, or 8.5 m on the far side, of a sign for a bus stop
- Where any sign or marking restricts parking

The Township's *OCP* identifies the following on-street parking policies:

- 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.
- 3.8.16. Regulate the movement and parking of heavy trucks and trailers on municipal roads to minimize negative impacts.

The Metro Vancouver 2050 *Regional Growth Strategy* also supports on-street parking management strategies:

- 5.1.14 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.

4.2 PARKING ON LOCAL, COLLECTOR, AND ARTERIAL ROADS

Arterial Roads

Arterial roads refer to roadways carrying high-volume traffic that prioritizes mobility and limit access points and primarily facilitates movement of public transit and emergency vehicles. Municipalities often restrict or prohibit parking on arterial roads in the context of high-speed or high-volumes roads, transit priority corridors, areas with high collision history or sightline issues, and narrow right-of-way where parking would interfere with emergency vehicle access or turning movements. Parking may be permitted if specific conditions are met such as lower traffic volumes or speed, peak hour restrictions, commercial frontages to support business access and deliveries (often with time limits), and where right-of-way allows for a dedicated parking lane without compromising travel lane or bike/transit lanes. Pedestrians exiting parked vehicles having to cross bike lanes or cycle tracks to reach the sidewalk create frequent and unpredictable conflict points, which is particularly problematic on higher-speed arterial corridors. Where cycling facilities include raised medians or physical separation, these designs can further create barriers for persons with disabilities or mobility aids, making it difficult to safely access the pedestrian realm.

Although majority of the municipalities within Lower Mainland currently do not support parking along arterial roads, some arterial roads in Vancouver, Surrey, Burnaby, Richmond, and North Vancouver currently allow parking with restrictions. Most of these parking provisions were permitted under old regulations and are allowed to continue operating despite new regulations not supporting this practice. Part-time on-street parking on arterial roads in these communities exist not because it reflects current best practice, but because it is the product of legacy design standards, corridor-specific decision making plolicy, political compromise, deferred infrastructure investment, and administrative convenience. As municipalities adopt curbside management strategies and prioritize transit and active transportation, these legacy arrangements are increasingly being revisited and, in many cases, removed. Communities where this parking practice is common often face challenges in balancing mobility and access in addition to enforcement issues, such as having to manually patrol the roads, limited tow truck availability during peak period, and towing operations affecting safety of operators and further negatively affecting peak hour traffic

In addition to the impact on capacity caused by providing parking along arterial roads, vehicle movements in the travel lane attempting to park, as well as the potential for collisions from vehicles parked adjacent to the travel lane also cause mobility and safety issues. Some of the potential benefits of removing and/or not permitting parking on arterial roads include:

- The elimination of the need to navigate around parked vehicles improves traffic flow, especially for buses, freight, and cyclists.
- Reducing the likelihood of rear-end collisions, sideswipes, or impacts with parked vehicles contributes to a safer environment.
- Reducing conflict and dooring between bicycle lanes and parking lanes.
- Even distribution of vehicles over the traffic lanes reduces lane changing, allows for consistent speeds along a route and leads to a decrease in greenhouse gas emissions.
- Enhanced accessibility to the arterial road network from local roads, combined with safer pedestrian crossings due to improved sight distances, will result in more compact traffic platoons potentially creating gaps in traffic flow.

Allowing parking to be provided along arterial roads is only justified by lower off-peak traffic volumes and other benefits of on-street parking such as acting as a traffic calming measure. The addition of on-street parking narrows the roadway, leading to slower driving.

Local and Collector Streets

Municipalities are transitioning curbside management from solely vehicle parking to multi-use curb zones, supporting passenger pick-up/drop-off, short-term commercial loading, micromobility parking, carshare and EV charging. On-street parking is increasingly regulated by time-of-day and function, allowing spaces to change roles (e.g., loading in morning, paid parking mid-day, rideshare in evening). City of New Westminster introduced dynamic curbside zones that allow alternating uses throughout the day, supported by signage and enforcement.

The threshold for on-street parking occupancy of 85 - 90% is widely cited: beyond 85% occupancy a curb block is effectively full, and drivers will have to circle, whereas well below 60–70% occupancy indicates underuse. Hence many cities like North Vancouver, where on-street parking demand is high, use 85% as the upper threshold for action, while sustained occupancy under 60-70% suggests surplus capacity and an opportunity to relax regulations.

Dedicated on-street spaces for carshare and EVs improve accessibility and reduce the need for private car ownership. City of Richmond provides reserved on-street spaces for carshare vehicles in key areas and is expanding EV-only curbside parking with charging stations. Municipalities are designating micromobility parking corrals (for e-scooters, e-bikes, cargo bikes) to reduce sidewalk clutter and integrate with transit stations or commercial nodes. City of Surrey piloted micromobility parking zones near transit and civic centres to manage e-scooter parking as part of its shared mobility programs.

Curbside Management Strategy

Communities are adopting curbside management strategies to help guide priorities for curbside use as new development, infrastructure, and technologies change primarily in urban areas. Typically, a curbside management strategy would identify generalized prioritization of key uses (e.g., access for people, on-street parking, loading and delivery etc.) as it relates to surrounding land use and/or road use. City of North Vancouver and City of Coquitlam have recently developed these strategies aiming to balance curb space use to meet community needs, with goals to improve parking reliability, introduce more equitable parking policies, and support businesses.

Traditionally used for parking, curbside space is increasingly being rethought as public space that may be managed to support a range of uses and activities. Given the competing needs for space, many communities are developing curbside management strategies to identify curbside priorities and ensure efficient and adaptable use of this important public resource that aligns with desired outcomes for mobility, urban design, economic development, and environmental sustainability, among others. This commonly includes parking and related activities, but also takes in sustainable transportation, shared mobility, greening and public space, among others.

Many communities have started their process of curbside management through the development of “curb management frameworks” that helps to identify the policies, plans, fees, and regulations required for city staff, developers, operators, businesses, and the public. The framework could guide the details on how to apply for a passenger loading zone, show a business how to get a permit for a parklet or provide bicycle parking, and tell staff how departments can modify or remove curb regulations to support the diverse functions of the curb.

Table 14: Typical Curbside Functions and Uses

Function		Uses
Mobility	The movement of people and goods, including sidewalks, bicycle lanes and protected bikeways, dedicated bus or light rail/streetcar lanes, and general-purpose vehicular travel lanes	• Sidewalks • Bike lanes • General purpose travel lanes - includes freight • Right-or left-turn only lanes • Bus lanes
Access for People	People arriving at their destination or transferring between different modes of transportation. This includes transit stops, passenger loading/unloading zones, taxi zones, short-term parking, bicycle parking, and curb extensions.	• Bus stops • Bike parking • Ride-hailing • Passenger load zones • Short-term parking • Taxi zones
Access for Commerce	Goods and services reaching their customers and markets primarily through commercial vehicle or truck loading zones.	• Commercial vehicle loading • Truck load zone • Delivery / courier
Activation	Provision of vibrant social spaces that encourage people to interact and congregate. Uses that drive activation include food trucks, restaurant patios or sidewalk cafes, parklets, public art installations, seating, and street festivals (including farmers markets).	• Seating • Patios, parklets • Food trucks • Public art • Street festivals, temporary events
Greening	Enhancements to aesthetics as well as environmental health via planted boulevard strips, streets trees, planter boxes, rain gardens, and bio-swales.	• Boulevards, curb extensions • Street trees • Planter boxes • Rain gardens / bio-swales
Storage	Provision of storage for vehicles and equipment, including bus layover spaces, reserved spaces for specific uses such as police or government vehicles, short-term vehicle and bicycle parking, longer-term on-street parking, and construction vehicles.	• Bus layover • Long-term parking • Reserved spaces • Construction

4.3 RESIDENTIAL PERMIT PARKING (RPP)

This section provides an overview of the current conditions, best practices, and case studies related to residential parking permit (RPP) programs, including guidance on when such programs are most appropriate to consider. Residential permit systems are typically introduced in areas where on-street parking demand routinely exceeds supply due to spillover from nearby land uses, commercial districts, institutions, or transit stations, resulting in reduced parking availability for residents.

4.3.1 CURRENT CONDITIONS

Currently, the Township does not have resident-only parking programs, where parking on designated streets is restricted to neighbourhood residents. On-street parking in residential areas is available on a first-come, first-served basis.

4.3.2 BEST PRACTICES AND CASE STUDIES

There are generally two types of residential permit parking used by municipalities. The first is a Resident Permit Parking zone (RPP), which requires residents to purchase permits for parking. The second is a Resident Parking Only (RPO) zone, which is compliance based and generally unregulated. Generally, RPO works best in neighborhoods with higher demand from visitors (ie. near hospitals and commercial areas) where restriction for residents is more necessary. RPP areas are preferable in mixed-lower density areas where some flexibility is acceptable.

Benefits and disadvantages of each residential parking system are described below:

	Pros	Cons
Resident Parking Only	• Prioritizes resident access with minimal administration • Simple to implement and enforce • Low ongoing cost • Suitable as an interim measure in limited, localized areas	• Inflexible and difficult to adapt over time • Can result in underutilized curb space • Restricts visitor, caregiver, and service access • Less suitable in mixed-use or evolving areas • May be perceived as overly exclusive
Resident Permit Parking	• More efficient and flexible use of curb space • Allows visitor access through time limits or permits • Customizable by area, hours, and permit caps • Can be adjusted based on demand and utilization • Permit fees can offset administration and enforcement costs	• Requires ongoing administration and enforcement • More complex to implement and manage • Potential affordability concerns if pricing is not calibrated • May not fully resolve parking competition in high-demand areas

RPP programs are one of several tools that municipalities can use to manage high on-street parking demand, but most municipalities treat them as a targeted, "later-stage" response rather than a default first step. While majority of the communities do not support such program, best practice guidance and municipal policies in places such as Vancouver, New Westminster, North Vancouver, and Calgary indicate that RPP is usually considered only when monitoring shows persistent, non-resident spillover parking, high curb occupancy, and limited off-street options, and after measures like time limits, seasonal restrictions, and pricing have been tried and found insufficient. This cautious approach reflects both the administrative cost of operating a permit system and concerns about equity and "privatizing" public curb space, which is why cities like Surrey have explicitly decided against resident-only schemes where evidence does not clearly justify them.

As a result, current best practice is not to avoid RPP entirely, but to deploy it selectively within a broader curb management hierarchy using clear problem thresholds, data-driven criteria, and community engagement to determine when and where an RPP program is warranted, and to identify opportunities to refine or expand it over time.

In North Vancouver, there are predominately resident exempt (RE) zones and only a few resident permit only (RPO) zones. Whether a block is granted RE or RPO depends on parking occupancy and what residents are looking for. Usually, the City will start with RE regardless and monitor if it solves the issue. For RE parking designations, residents may obtain a resident permit for themselves or a visitor to utilize on-street parking on their residential block in resident permit only areas and be exempt from any time restrictions for up to 72 hours. RE already significantly limits parking capacity through the day. The City is look into exploring other criteria for residential permits, such as building types, zoning, and occupancy. Residential parking programs are burdensome for the City to administer, and many residents do not want to pay for permits due to many non-residents parking on permit only blocks.

In the City of New Westminster, only certain areas are eligible for a residential parking pass which exempts the resident's vehicle from posted on-street time limits[7]. Parking permits only apply to one vehicle, which must be identified at the time of application. Visitor parking permits are not tied to a specific vehicle; however, the visitor's vehicle must be parked on the resident's street. All properties eligible for residential parking permits are identified on an ArcGIS WebMap provided by the City[8].

The City of Calgary has developed a Residential Parking Permit (RPP) Program where Calgarians can request in busy residential areas where parking is in high demand due to a nearby parking-generating use. Residential parking restrictions are implemented by resident request once 80% of a block supports the restriction. The City of Calgary established different types of permits and regulations for different building types:

- Standard Residential Permit for residential houses and low-profile multiple-residential buildings;

[7] City of New Westminster, Resident Parking Permits. Retrieved from https://www.newwestcity.ca/transportation/parking-and-towing/parking/parking-permits

[8] City of New Westminster, Residential Parking Permits Web App. Retrieved from: https://newwestcity.maps.arcgis.com/apps/webappviewer/index.html?id=845a1dd1aff44a34aa729380e6126fd4&mobileBreakPoint=300

- Large multiple-residential buildings built before 1945 or small multiple-residential buildings (less than four stories or 20 or fewer dwelling units);
- Large multiple-residential buildings built after 1945.

Permit fees vary based on building type, number of permits needed, location in Calgary, and income status. **Table 15** below indicates some details including the areas covered and cost of residential parking permits in communities where they are available.

Table 15: Residential Parking Permit Fees in Comparative Communities

Municipality	Permit Program Availability	Areas Covered	Permit Cost (annual)
Burnaby	Yes (limited)	Only around Burnaby General Hospital (the sole Resident-Only parking area in Burnaby). Elsewhere street parking is first-come, first-served.	Approximately $40/year (annual Resident Permit fee proposed by City) Visitor permits $10
New Westminster	Yes (Resident Permit Parking Program)	Implemented on eligible blocks in low-density residential areas (requires ≥66% resident petition). Examples include parts of Queens Park, Brow of the Hill, Sapperton, etc. where non-resident parking was chronic.	$55/year for 1st and 2nd permits; $110 for 3rd/4th permits One visitor permit per household for $55/year
North Vancouver City	Yes (Resident Permit areas)	Multiple residential permit zones citywide (primarily in Central Lonsdale and surrounding neighborhoods where on-street parking demand is high). All residents in a permit area are eligible for permits.	~$100/year for first vehicle (base rate $8.33/month) and ~$150/year for second vehicle Low-income discounted rate $25/year
North Vancouver District	Yes (Resident-Only zones)	Resident Parking Only (RPO) zones on certain streets (established by petition) – e.g. in Deep Cove and other areas impacted by visitor parking. Outside of RPO-signed blocks, no permits are required.	~$37/year per permit (2025 fee $35.71 + GST) Annual parking decal required for vehicles in RPO zones

Port Moody	Yes (Multi-Family permit program)	Certain multi-family residential areas near transit hubs (Inlet Centre & Moody Centre SkyTrain stations) have a permit program. Eligible apartment/condo residents can obtain a hang-tag to exceed 4-hour parking limits on their street.	$70.68 per year for a resident permit (one per household) (Valid until Dec 31 each year; renewal required annually)
Richmond	Yes (limited program)	Select high-demand areas allow on-street permits (e.g. certain streets in City Centre or near major destinations). The City has pilot resident permit zones under consideration (e.g. in the Azure Rd neighborhood near Richmond Hospital).	On-street permit costs ~$54 per month (annual equivalent ~$648)
Vancouver	Yes (Residential Parking Permit zones)	Many neighborhoods have designated permit zones (e.g. Kitsilano, Mount Pleasant, Fairview, etc., plus a special West End zone). Permits exempt residents from time limits on signed blocks.	Standard annual permit ~$75.90 (most zones) West End zone permits higher (~$476/year market rate for new applicants)

4.4 PAY PARKING

4.4.1 CURRENT CONDITIONS

The Township does not currently operate a permanent, Township-wide on-street pay parking program. On-street parking across the Township is generally free of charge and managed primarily through time-limited restrictions, signage, and enforcement to support turnover in higher-demand areas. This approach reflects the Township's predominantly suburban context, where most commercial and institutional areas are supported by a combination of on-street parking and off-street private or public parking supply.

In activity centres such as Fort Langley, Aldergrove, Walnut Grove, and Willoughby, on-street parking is typically regulated using posted time limits (e.g., 1–2 hours) rather than pricing. Where parking pressure is higher, particularly in historic or commercial cores, the Township has relied on monitoring, enforcement, and off-street public parking facilities to manage demand. While pay parking has been explored through studies, public engagement to date has indicated limited support for introducing on-street pay parking, and staff have identified that implementing a pay parking program would require significant upfront investment, ongoing operating resources, technology, and enforcement capacity. As a result, the Township's current practice is to continue managing on-street parking through non-priced regulatory tools while monitoring utilization to inform future decisions.

4.4.2 BEST PRACTICES AND CASE STUDIES

Parking pricing is perhaps the most effective approach to managing parking behaviours. Compared with unpriced parking, cost-recovery parking typically reduces affected parking demand and vehicle trips by 10-30%, and sometimes more if implemented in conjunction with alternative mode improvements (walking, bicycling, ridesharing, and public transport).[9]

Given that on-street parking is not priced throughout the Township, an important consideration moving forward will be how to evaluate the need to expand priced on-street parking as the Township grows and changes.

- **Surrounding Land Use** – Priced parking is typically most effective in commercial or mixed-use areas where available parking spaces are valuable for customers and visitors. In residential areas, other tools can be used to price and restrict on-street parking such as residential parking permits.
- **Parking Utilization and Turnover** – Since priced parking seeks out to make on-street parking available to people when and where they need it, it is important to first understand if charging for parking is necessary. If parking occupancy consistently exceed 85% or higher on a particular street or defined area, additional restrictions should be considered.
- **Existing Parking Restrictions** – Identifying what restrictions have been imposed on on-street parking in the areas being considered for priced parking and understanding their effectiveness in achieving the desired outcomes. If time limitations have already been reduced to one (1) hour

[9] Litman, L (2023). *Parking Pricing Implementation Guidelines.* Victoria Transport Policy Institute.

or less, and utilization and turnover objectives have not been met, priced parking is likely to support improved outcomes.

- **Compliance** – Monitoring the number of tickets or complaints in the subject area to identify the effectiveness of existing restrictions.

Typically, on-street parking restrictions would progress from unrestricted to different time limited restrictions, before introducing pay parking. This allows for a logical progression that is easy to communicate to the public, local businesses, and other stakeholders, while also showing a clear methodology relative to parking occupancy.

Prices can be structured to achieve various objectives, including recovering infrastructure costs, managing travel demand, and generating revenue. **Table 16** below compares public parking pricing in similar communities.

Table 16: Cost of Public Parking in Peer Communities

Community	Cost of Public Parking (Hourly)
Vancouver	$1.00 - $6.00
Burnaby	$1.00 - $3.00
New Westminster	$3.25 - $3.75
Surrey	$1.00 - $2.50
Nanaimo	$1.25

Pricing Systems

Dynamic pricing is a pricing strategy used to adjust parking rates based on customer demand. Dynamic pricing in parking can be approached in two ways:

- Rates are fixed during a specific time period and/or day, with the rates raised during peak occupancy and lowered during downtimes.
- Rates are fully dynamic, fluctuating in real time based on supply and demand. This approach requires using technology such as sensors or integration with app-based solutions.

Across the Lower Mainland, dynamic or demand-responsive on-street parking pricing is most commonly applied in urban centres and high-demand commercial areas, rather than as a region-wide approach. Municipalities such as Vancouver, Richmond, New Westminster, and the City of North Vancouver use pricing that varies by location, time of day, or length of stay to manage curb demand and support turnover. In these communities, higher rates are typically applied in downtowns, town centres, and waterfront areas, while lower or free parking is retained in lower-demand locations. Pricing structures are reviewed and adjusted periodically based on observed occupancy and utilization, allowing municipalities to respond to changing conditions without relying on static, long-term rates.

These examples demonstrate that dynamic pricing in the Lower Mainland is primarily used as a parking management tool rather than a revenue-generating measure. Escalating rates for longer stays, area-specific pricing, and alignment with nearby off-street parking are common practices to discourage commuter or employee parking in prime curb locations. Importantly, municipalities have implemented these systems incrementally, supported by modern payment technology and enforcement capacity. For more suburban contexts, these practices highlight that dynamic pricing is most effective when

applied selectively in areas with sustained parking pressure, clear turnover objectives, and sufficient staff and technology resources to support ongoing monitoring and adjustment.

City of Burnaby

Burnaby is expanding the pay parking areas around most Skytrain stations, with fewer expansions in Lougheed due to grid challenges. Some streets allow for daily on-street parking for park and ride purposes. Burnaby also has a Parking Meter and EV charging bylaw, which includes specifications on the extent of pay parking areas. Vancouver has a similar bylaw, and Coquitlam may consider applying this approach when expanding their limited pay parking areas.

Burnaby employs somewhat dynamic fees for on-street priced parking. At Metrotown, prices are increasing to account for inflation and achieve an 85% utilization rate and optimal turnover. This pricing method allows the Council to set rates between $0.50 and $6.00 within their regulatory structure, though true dynamic pricing is desired in the future.

Burnaby currently uses individual parking meters; however, there is an ongoing pilot project to implement smart meter kiosks. These kiosks could potentially provide data on infractions that can be enforced, which is part of the City's broader approach to ensuring that new infrastructure is future proofed to accommodate new technologies and data needs.

City of North Vancouver

There are plans to significantly increase the number of on-street pay parking spaces, especially in commercial areas like central and Lower Lonsdale. They currently have about 33 on-street pay parking stalls and plan to expand this number.

The focus is on managing demand through a market-based approach and pricing strategy. They are looking to implement demand-responsive pricing for parking, with annual reviews to adjust fees based on utilization. The goal is to achieve 60-80% utilization, increasing fees if it exceeds 85% and decreasing them if below 60%. This approach is similar to Vancouver's parking meter bylaw.

4.5 ACCESSIBLE PARKING

4.5.1 CURRENT CONDITIONS

In the Township of Langley, accessible parking zones are designated with signs or painted wheelchair symbols, and only those with valid disability placards are permitted to park in them.

4.5.2 BEST PRACTICES AND CASE STUDIES

Ensuring an appropriate supply of accessible parking is critical to ensuring that appropriately designed parking spaces are available on-street for people with accessibility needs, where they need them. Best practice for curbside management suggests providing accessible parking at a rate generally consistent with the proportion of users requiring mobility accommodations, typically in the range of 3–5% of the on-street parking supply. Many municipalities plan for approximately 4% as a system-wide benchmark, supplemented by location-specific installations based on demonstrated need.

Across the Lower Mainland, best practice for on-street accessible parking permits and spaces is grounded in a hybrid, needs-based approach, rather than rigid block-by-block minimums. Municipalities such as Vancouver, Burnaby, New Westminster, and the North Shore communities provide a baseline distribution of accessible on-street spaces in commercial areas, civic precincts, and neighbourhood centres, while relying on request-based installations to address location-specific needs. This allows municipalities to respond to demand near medical offices, seniors' housing, and community facilities without permanently over-allocating limited curb space.

Most municipalities also operate within a permit-based framework, where accessible parking permits issued by the Province enable use of designated on-street spaces across jurisdictions. Cities such as Vancouver and Victoria (often referenced in Lower Mainland practice) supplement this with clear signage, strong enforcement, and integration with time-limited or paid parking zones to maintain turnover. On-street accessible parking is generally treated as a human-rights and reasonable-accommodation obligation, rather than a standard parking supply metric.

Design specifications for accessible parking spaces are identified by the Canadian Standards Association (CSA), which recommend that a designated accessible parking space shall have the following dimensions in both parallel and perpendicular configurations, as shown in **Figure 8**.

- be at least 2.6 m wide
- be at least 5.5 m long
- have an adjacent side or rear access aisle at least 2 m wide

In addition to design dimensions, communities are also updating their paint and signage standards related to accessible parking to ensure consistency and awareness for users, to increase safety and to assist with issues related to compliance. These design features can include:

- Requiring a curb ramp to be aligned with the access aisle, per BC Building Code.
- Painting the curb of the accessible parking space blue
- Using hatching to clearly demarcate the rear and side access aisles
- Applying the Dynamic Symbol of Access on pavement markings and vertical signage, rather than the conventional symbol.

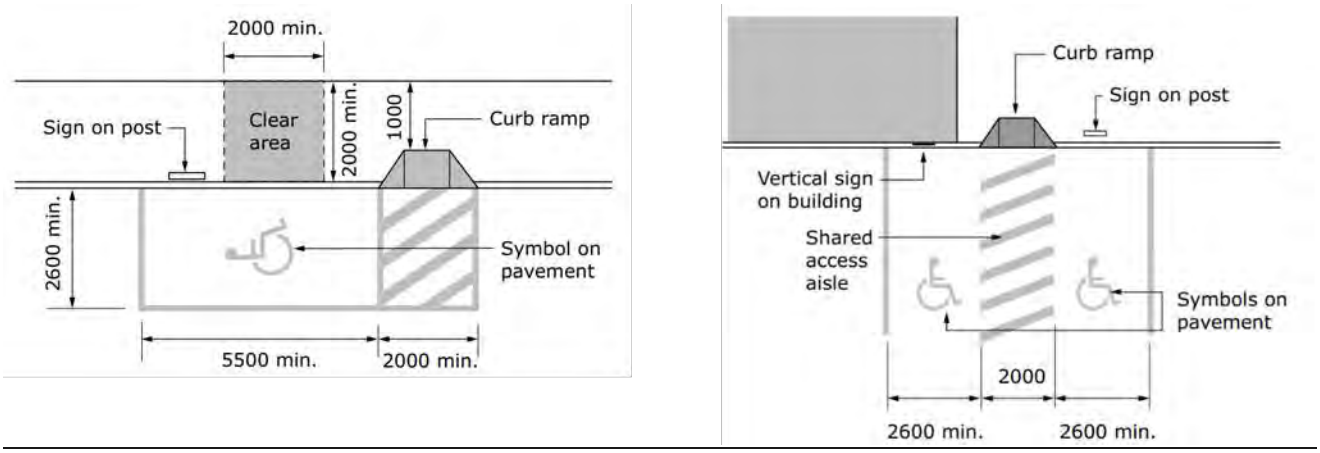


Figure 8: Accessible Parking Design Standards, Canadian Standards Association

Similar design standards for access, pavement markings, signage, and other characteristics should also apply to public on-street accessible parking and should be referenced as a design guide for these spaces. The City of Victoria and other local governments in BC have adopted these standards for new and retrofitted accessible parking spaces being integrated into the built environment.

Alongside longer-term on-street accessible parking options, accessibility is an important element of other key curb uses, including passenger loading zones. Communities across North America are exploring opportunities to ensure that appropriate accessible design criteria are applied to new passenger loading zones and retrofitting existing passenger zones. Like with design criteria for on-street accessible parking spaces, this could include designing for safe paths of travel from the passenger zone to the adjacent sidewalk, removing obstacles from the curb, and providing access aisles. The U.S. Access Board's Public Right-of-Way Access Guidelines (PROWAG) identifies technical requirements for accessible passenger loading zones and could be used as a reference should the Township elect to adopt its own design criteria.[10]

One example is Chicago, Illinois, where the Building Code was updated to require one accessible loading space for every 100 continuous feet (30.5 m) of passenger loading zone. These spaces must feature a curb ramp, and accompanying signage and pavement markings.

[10] U.S. Access Board. Public Right-of-Way Accessibility Guidelines. Retrieved from https://www.access-board.gov/prowag/technical.html#r311-passenger-loading-zones

4.6 EV CHARGING

4.6.1 CURRENT CONDITIONS

The Township's *Climate Action Strategy* indicates support for on-street EV charging. The following initiatives highlight the Township's goals as outlined in the plan:

- TM-18 – Expand the Township's public EV charging network (1–2 years)
- TM-19 – Explore and pilot on-street EV charging (3–6 years)
- TM-20 – Explore commercial EV charging hubs (3–6 years)
- TM-21 – Implement user fees for Township EV charging (1–2 years) to support cost recovery and increase turnover
- TM-17 – Incentivize EV charging installations for businesses and residents (1–2 years)
- TM-16 – Ensure new developments are "EV Ready" (3–6 years)

At present, the Township offers public charging access at 24 public charging stations with user fees, located at:

- Aldergrove Community Centre;
- Township Civic Facility;
- Operations Centre;
- Langley Events Centre (2 DC Fast Charger);
- Redwoods Golf Course;
- Yorkson Community Park;
- Walnut Grove Community Centre; and
- W.C. Blair Recreation Centre

4.6.2 BEST PRACTICES AND CASE STUDIES

Placing EV charging station curbside precludes other uses that enhance or support other priorities. Further, EV charging is predominantly needed by commuters and residents overnight. This means curbside chargers would likely be better placed on quiet residential side streets and public parkades, rather than major corridors in the commercial cores such as Aldergrove or other high-demand areas to maximize curb space.

Pros and cons associated with on-street public charging are outlined below:

Pros:

- Increased accessibility and use EV charging for residents and visitors, thereby helping encourage EV adoption
- May increase economic activity in commercial centres by allowing visitors to charge in front of businesses
- Would take pressure off of developers to provide EV parking spaces as parking restrictions increase
- Cities can generate revenue from public charging

Cons:

- Cannot be placed in areas where Township requires unobstructed paths
- Requires high upfront and maintenance costs
- Limits available on street parking space
- Township would have to consider enforcement

In the City of Vancouver, to support residents who do not have access to an off-street parking stall with electrification, allowing residents to obtain a $5 annual cord cover permit to charge their vehicle on-street using an extension cord from their home. Cord covers must comply with design requirements so that they do not inhibit movement along the sidewalk, particularly for wheels to ramp over the cord, and sidewalks remain accessible to all users.

The City of Toronto undertook a 2-year pilot of on-street EV chargers. The project installed 17 charging devices on nine streets across the city to test charger usage and cost effectiveness. At the time, each charger cost an average of $20,000 to install. Charging fees of $2 an hour applied between 8 a.m. and 8 p.m. and a $3 flat rate overnight. The pilot found that vehicle charging was typically low, with chargers in use 35% of the time Downtown and 22% in residential areas. Although there was cost recovery from the pilot, the usage of the stalls was low compared to other opportunities; however, the fees collected were sufficient to cover the cost of electricity and transaction fees.

Lower Mainland municipalities have generally taken a targeted and cautious approach to on-street EV charging, using it as a supplement to off-street public charging rather than a blanket curbside provision. Cities such as Vancouver, New Westminster, and the North Shore municipalities have focused installations in neighbourhoods with limited off-street parking and higher concentrations of apartments or older housing stock, where residents may not have access to private chargers. This equity-driven approach ensures that curbside charging addresses a clear access gap, rather than duplicating charging supply that can be accommodated on private property or in off-street public lots.

Across these examples, on-street EV charging is typically delivered through small-scale pilots, paired with time limits, EV-only restrictions, and user fees to manage turnover and prevent long-term vehicle storage. Municipalities emphasize early coordination with BC Hydro to confirm electrical capacity and upgrade costs, recognizing that utility constraints are a key feasibility factor. Overall, best practices in the Lower Mainland demonstrate that on-street EV charging is most effective when guided by clear siting criteria, integrated with curbside and parking management objectives, and implemented incrementally to manage cost, operational, and public-realm impacts.

4.7 LOADING AND DELIVERY

4.7.1 CURRENT CONDITIONS

The Highway and Traffic Bylaw regulates commercial and passenger delivery vehicle parking and loading. As the Township is an important regional transportation corridor connecting Metro Vancouver to the Fraser Valley, the movement and parking of commercial vehicles play a vital role in the Township's efficient transportation network.

4.7.2 BEST PRACTICES AND CASE STUDIES

Commercial Loading

The rise in deliveries has impacted urban logistics and created competition for curbside space. Modern approaches to accommodate and adapt to demands for commercial loading space are identified below.

For example, the Green-Log is a cooperative and sustainable last-mile delivery solutions system using autonomous vehicles and delivery droids, cargo bike-based innovations for micro-consolidation and multimodal parcel deliveries. The approach has been deployed in five Urban Living Labs of Athens, Barcelona, Flanders, Oxfordshire and Ispra.

Another example of innovative commercial delivery systems is an urban consolidation centre which is a logistics hub designed to consolidate freight deliveries from multiple vendors into fewer, larger loads for more efficient loading. The hubs act as central points where goods from various suppliers are collected, sorted and loaded for final delivery.

An example of using technology to support efficient loading was found in the City of Seattle where they studied the use of real-time curb availability technology by providing delivery drivers with a mobile app. The data collected showed that when curb availability information was provided to drivers, their cruising for parking time significantly decreased by 28%, and their cruising distance decreased by 12%. These results demonstrate the potential for implementing intelligent parking systems to improve the efficiency of urban logistics systems.[11]

Research in several communities in the U.S., including Seattle, Columbus, and Austin, has demonstrated that when providing commercial drivers with technology that shows real-time parking availability, they will use this information, which contributes to reduced congestion and dwell time.

Smart Loading Zones

Cities across North America are piloting "smart loading zones" to more efficiently manage curb space amid rising delivery and ride-hail activity. These zones use digital tools such as smartphone apps or QR codes to allow drivers to reserve a curbside space, pay only for the time used and receive real-time availability information. Most pilots equip each zone with cameras or vehicle-detection sensors to collect data on occupancy and dwell time, and many programs include dynamic pricing or free grace

[11] Dalla Chiara G, Krutein KF, Ranjbari A, Goodchild A. Providing curb availability information to delivery drivers reduces cruising for parking. Sci Rep. 2022 Nov 11;12(1):19355. doi: 10.1038/s41598-022-23987-z. PMID: 36369268; PMCID: PMC9652335.

periods to encourage turnover. By digitizing loading-zone rules and payments, cities aim to reduce illegal parking and double-parking while gaining data to refine curb-management policies.

Seattle's Department of Transportation launched 25 smart commercial-vehicle loading zones in the Belltown and Denny Triangle neighborhoods in fall 2024. Each zone has sensors to record how long and what types of vehicles use it, and a web-based map helps drivers locate available spaces. Early data showed that about 80% of parking in existing commercial-vehicle load zones was by non-authorized users, so the pilot will inform a digital permit program and enforcement strategy. Columbus, Ohio partnered with curbFlow to create eight Loading Management Zones; over a six-month period, roughly 2,400 drivers registered to use the zones, resulting in about 19,000 reservations and higher satisfaction from delivery drivers because the system cut down on double-parking. Philadelphia designated 20 existing loading spaces as smart zones in 2022 and allowed drivers to reserve and pay for them through; the city also tested low-cost sensors and moved to automated enforcement in 2025, where drivers scan a QR code to register and are charged based on length of stay.

Other cities are scaling up similar programs. Pittsburgh used a Department of Energy grant to install cameras and create 20 smart loading zones in 2021; after adjusting fees so the first 15 minutes are free, officials extended the contract and plan to expand up to 200 zones. Nashville announced a partnership with Automotus in 2024 to roll out sensor-equipped smart loading zones that charge by the minute, with variable rates to encourage off-peak loading. Smaller cities like Bethlehem, Pennsylvania, are also testing the technology: a three-year pilot uses computer-vision cameras to automate payment and offers the first five minutes free before per-minute charges begin. Collectively, these examples show that smart loading zones are evolving from small pilots into larger, data-driven curb-management strategies, with cities tailoring payment structures and enforcement to local needs.

Off-Peak Deliveries

Further, by providing incentives or creating requirements through the *Zoning Bylaw,* the Township could encourage off-peak delivery to ease peak demand on the curb and redistribute freight demand throughout the day. Off-peak delivery has the potential to alleviate peak period congestion, improve efficiency of deliveries and reduce emissions but is often not implemented due to concerns about noise for residents living near the businesses.

During the 2010 Vancouver Olympics, the City of Vancouver reduced truck volume in the downtown area by 37% by instituting off-peak deliveries. Further, off-peak delivery pilots in New York City and Stockholm found that the speed at which deliveries were able to be made at night meant that trucks were available for additional deliveries, thereby reducing the need for a larger fleet.[12]

Passenger Loading

With the emerging growth in demand for curbside pick-up and drop-off by ride-hailing services, taxis, and other users, considering pick-up and drop-off (PU/DO) needs is imperative for curbside management.

To manage how ride-hailing providers and taxis use PU/DO zones, communities have found implementing geofencing technology at passenger loading zones creates faster PU/DO operations at the curb. Ride-hailing companies are equipped with geo-fencing technology, which creates a virtual

[12] H.K. Truck Center. The Benefits of Off-Peak Delivery. https://hktruck.com/benefits-of-off-peak-delivery/

geographic boundary around an area, enabling software to trigger a response when a mobile device enters or leaves the area.

Competing demand for limited curb space may not be consistent throughout a day or week, particularly when it comes to passenger and commercial loading since these activities can be influenced by business hours, commuting times, and other factors that may create spikes in activity. Many North American communities are therefore exploring opportunities to increase the flexibility of loading spaces to be able to accommodate variable demand without allocating more curb space to their uses.

In most cases, this takes the form of a “flex zone” which can be implemented in different ways per the ITE Curbside Management Practitioners Guide:

- Multiple functions served simultaneously in the same space, such as in combined commercial and passenger loading zones
- Different functions served at different times in the same space through time-of-day restrictions, such as a peak-period travel lane which is used for off-peak loading or parking
- Multiple functions served simultaneously in different spaces along the road, such as the conversion of some on-street parking to provide designated loading zones, parklets, and curb extensions along the curb on the same block face

4.8 ENFORCEMENT AND TECHNOLOGY

4.8.1 CURRENT CONDITIONS

Parking enforcement in the Township is carried out to ensure the intent of the parking regulatory system is upheld.

Throughout the Township, the three locations with the highest infractions are Willoughby, Willowbrook and Walnut Grove.

To date in 2025, 851 infractions have been issued. 2024 saw 7,394 infractions, which was an increase of approximately 2,000 from 2023 .

Between 2020 and 2024, the number of parking violations increased at an average annual rate of 21.25%. This ongoing rise highlights increasing pressure on parking availability, particularly in high-density commercial and residential areas, and warrants consideration by the Transportation Department.

Several key factors contribute to this trend, including:

- Population Growth and Increased Vehicle Use: As urban centers expand, higher population density leads to more vehicles on the road, intensifying parking challenges in both residential neighborhoods and commercial districts. At the same time, growth in commercial activity, deliveries, ride-hailing, and visitor trips places additional pressure on limited curb space, especially in established neighbourhoods where road widths and parking supply are fixed.
- Urban Expansion and New Developments: The construction of residential and mixed-use projects has resulted in increased demand for on-street parking, as the number of residents, employees, and visitors is rising more rapidly than the capacity of off-street parking facilities. The rapid development also requires the provision of adequate transit to reduce the reliance on vehicles. Transit service is typically not provided until the area has developed and the expected ridership supports the service. As such, there may be an increased demand for on-street parking until transit is provided.
- Roadwork and Infrastructure Projects: Ongoing construction and trade vehicle parking along with road improvements reduce available parking, forcing vehicles into unauthorized or restricted areas. Temporary closures and detours further complicate parking accessibility.

The top 3 Violation Types include the following:

  - Section 302 – Park/Stop Contrary to Traffic Control Device
  - Section 302(20) – Stop/Stand/Park Alongside a Yellow Curb
  - Section 302(19) – Stop/Stand/Park Within 3M of a Curb Return

4.8.2 BEST PRACTICES AND CASE STUDIES

Perhaps most important in carrying out improved management is a shift to new technological systems that support updated management techniques. There are generally three (3) technological options employed in other communities, as follows:

- GPS – GPS technology can be used to track locations of vehicles (where and when they are parking) as well as historical batched trip data (parking patterns over time). Information can be

used to develop maps to inform how communities could change curb regulations based on demand.

- **Cameras** – Communities can place cameras on their corridors that capture images at a given frequency, such as license plate recognition technologies. Using artificial intelligence that draws data from images, the system then marks the start and end time of when a vehicle is occupying a space, providing information to communities on how curb space is used in real-time.
- **Sensors** – Parking sensor technology provides real-time information of parking space occupancy, which information can be used for data collection and to share real-time parking availability information with the public and delivery drivers. In Berlin, Germany, the Siemens project detects open parking spaces using a radar system. The sensors scan areas of 30 metres and data is transmitted back to Berlin's traffic management control centre to process and convert into information for drivers.[13]

Another example of real-time parking management technology is in Moncton, NB, where mkBeacon wireless smart parking meters were installed and integrated with HotSpot's real-time parking mobile application. The smart meters communicate their occupancy and payment status to HotSpot, which shows occupancy status on a mobile map that drivers can access in real time.[14] The same technology has also been implemented in Halifax, NS to monitor parking occupancy in city neighbourhoods in real time. San Francisco, CA pioneered real-time parking occupancy monitoring to implement dynamic, demand-responsive pricing for on-street parking and parkades to ensure adequate parking availability throughout the city. Block-by-block pricing is available through the City's website.[15]

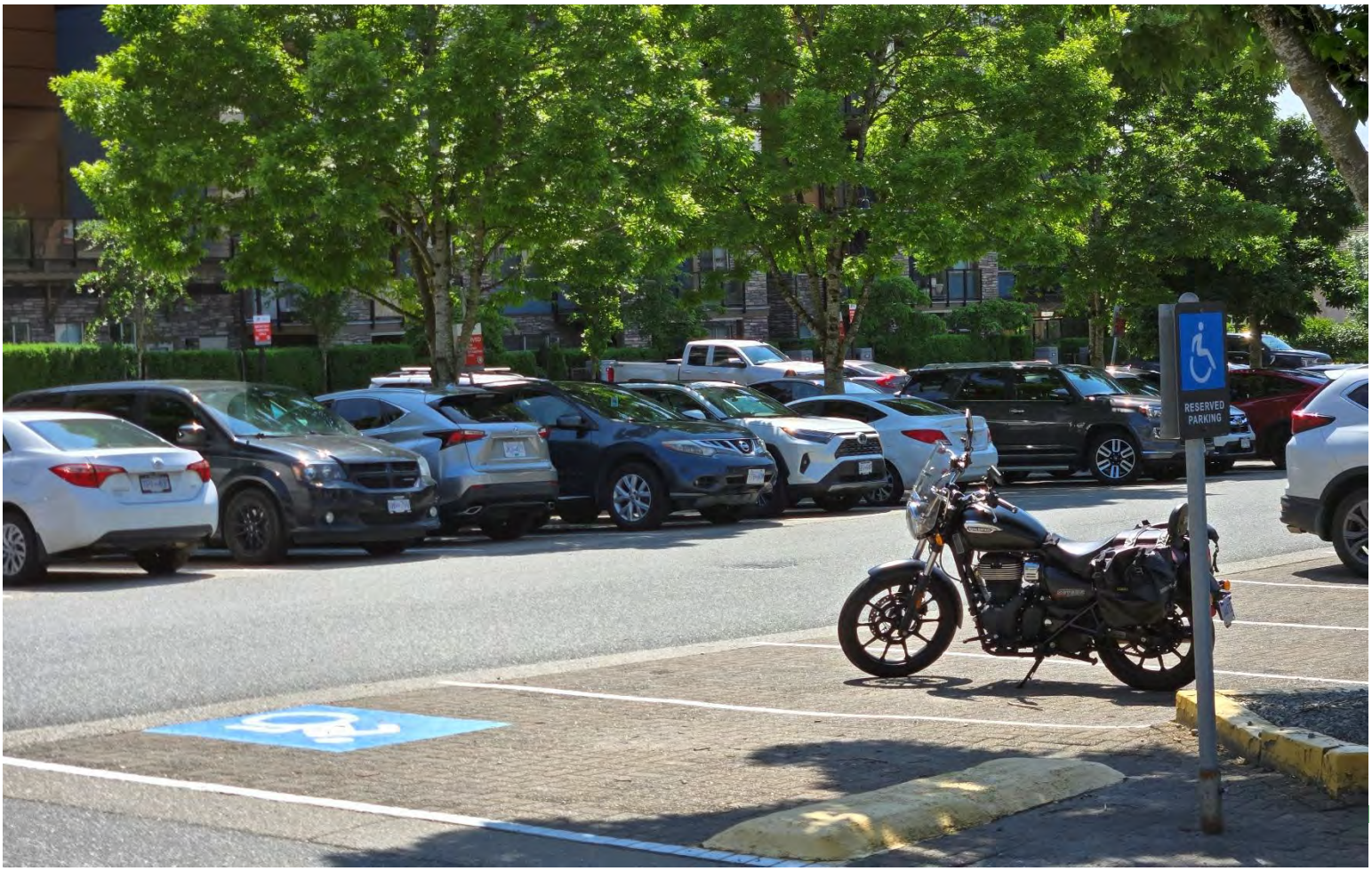
Having access to this mobility data can equip communities with information to create policies and quickly establish new infrastructure or management approaches that will maximize the use of public space and revenue generation.

Real-time analytics enable communities to understand who is using the curb, how it is being used, predict future behaviours, and create period-over-period comparisons. Utilizing a central and integrated management platform is an effective way to ensure the curbside solution is working correctly and effectively, and if adjustments need to be made, the decision-making process will be informed by data.

Relevant communities using technology to inform their parking management decisions include:

- **Quebec City, QC** – Street Curbside Parking Management System
- **The Municipality of Jasper, AB** – Paid Parking Program Analytics
- **City of Barrie, ON** – Citywide Curbside Inventory
- **City of Dublin, IR** – Digital Mapping and Management of the Curbside

[13] https://press.siemens.com/global/en/pressrelease/siemens-starts-pilot-project-berlin-test-radar-based-parking-space-detection
[14] https://www.saltwire.com/atlantic-canada/business/mackay-meters-helps-with-smart-parking-solution-183500/
[15] https://www.sfmta.com/demand-responsive-parking-pricing



Appendix - Comparative Parking Requirements

Township of Langley

December 2025

1.1 Vehicle Parking (Residential – SSMUH)

Across the Lower Mainland, municipalities are substantially reducing or eliminating parking minimums for SSMUH, especially in areas served by frequent or rapid transit. Cities like Vancouver, Burnaby, and Richmond now require zero parking within transit-oriented areas, and several jurisdictions have introduced lower base rates, size-based requirements, or parking caps to limit oversupply. Many municipalities also emphasize EV-readiness, lane-based access, and site design measures to reduce the footprint of parking and support more affordable, compact infill housing.

By contrast, the Township maintains a more traditional parking standard, requiring 1 stall per unit with a minimum of 2 stalls per lot, even for triplexes and fourplexes. Because there are currently no Frequent Transit Network (FTN) stops within Township's SSMUH-eligible areas, the Township does not yet benefit from the provincial requirement to waive parking near transit. As a result, Township's effective parking supply remains higher than the emerging regional norm, particularly compared to transit-rich municipalities where multiplexes can be built with little to no off-street parking. Township does allow tandem parking for townhouses, but otherwise its bylaw reflects more conservative assumptions about car ownership.

Overall, the region is moving toward context-sensitive, transit-responsive, and lower parking requirements, while the Township remains at the higher end of the parking spectrum, primarily due to limited transit coverage and a desire to manage potential spillover in auto-oriented neighbourhoods.

Municipality	Parking Requirement	Additional Guidelines
Langley Township	1 stall/unit; min 2 per lot; 0 in FTN (none currently).	Tandem allowed; 100% EV-ready stalls required.
Burnaby	0.5 stalls/unit outside FTN; 0 within 400 m of FTN.	EV-ready required; lane access preferred; low stall cap to protect open space.
Coquitlam	No minimum in TOAs; ~1 stall/unit elsewhere.	EV-ready required; parking provisions under review for 2025 consolidation.
Delta	1 stall/unit; no garage required.	Former 3-vehicle cap removed; EV-ready for new stalls.
Langley City	1 stall/unit (small units); 1.5 (large units); 0 within 400 m FTN.	No max; EV-ready encouraged; minor impact as few FTN stops exist.
New Westminster	Max 3 stalls per lot; 0 in TOAs.	Duplex lots with suites capped; EV-ready requirement applies.
North Vancouver (City)	0 in FTN areas; ~0.5–1/unit elsewhere.	Lane access required; all stalls EV-ready.
North Vancouver (District)	~1 stall/unit; 0 in FTN areas.	EV-ready required; TDM measures can reduce parking.
Port Coquitlam	1 stall/unit; 0 within 400 m transit.	Tandem + driveway parking allowed; simplified design rules.
Richmond	1 stall/unit (wide lots); 0.5/unit (narrow lots); 0 within 400 m FTN.	No visitor parking; EV-ready; parking scaled to lot frontage.
Surrey	1 stall per principal unit + 1 per suite; 0 within 400 m FTN.	Flexible layout; EV-ready required; lane access used where available.

Vancouver	No minimum parking for SSMUH citywide.	Parking access via rear lane; EV-ready stalls required; no underground parking for multiplexes.

1.2 Vehicle Parking (Residential – Single-Family Residential)

Township of Langley's parking requirements for non-SSMUH single-family homes align closely with the standard suburban pattern across the Lower Mainland. The Township generally requires 2 off-street spaces per detached dwelling and 3 spaces when a secondary suite is included, mirroring the norms in Surrey, Delta, Coquitlam, Richmond, and most Fraser Valley municipalities. In this respect, Township's requirements are fully consistent with regional expectations and do not represent an outlier in either direction.

Across the region, almost all suburban municipalities maintain similar minimums for detached housing, typically anchored around 2 spaces per lot plus 1 for a suite. Variations exist as some cities allow tandem configurations, others require enclosed spaces in certain zones, but the baseline remains largely uniform. Even municipalities with more progressive parking policies in their multifamily or infill areas generally retain conventional single-family requirements outside transit-oriented precincts. Outside TOAs, the current standards will continue to apply and will remain broadly aligned with the region's prevailing single-family residential parking approach.

Municipality	Land Use (non-SSMUH single-family context)	Base Parking Requirement (per dwelling unit / site)	Extra Notes	Secondary Suite Requirements
Township of Langley	Standard single-family zones (e.g., RSF)	2.0 spaces / dwelling	Covers single family dwellings, two family dwellings, mobile homes, mobile homes as temporary accessory dwellings, small-scale multi-unit housing developments	+1 space for suite (3 total), per Section 107
Burnaby	Single-family dwelling	1.0 space / dwelling unit	Applies citywide outside TOA	+1 space for a secondary suite (often required to be independently accessible)
Burnaby (TOD areas)	Residential within designated TOD	Moving toward 0 min residential parking	TOD parking reductions apply	Suites generally not required to provide an additional space in TOD
City of Langley	Single detached dwelling	2.0 spaces / dwelling	Confirm in Zoning Bylaw 3000	1 additional space required for a legal secondary suite (2+1 = 3 total)
City of North Vancouver	Single-detached	2 spaces / dwelling	Significant reductions being considered	+1 space usually required

	(outside TOA & SSMUH zoning)			
Coquitlam	Single-detached dwelling (A-3, RS-2, Legacy zones)	2.0 spaces / unit	Standard across most single-detached zones	+1 space per accessory dwelling unit (i.e., suite) – typically 3 total
Coquitlam (TOA)	Any single-detached parcel in TOA	0 min	Province prohibits minimums	No additional suite space required
Delta	Single detached dwelling	2.0 spaces / dwelling	Applies citywide except TOA	+1 space per secondary suite or boarder (typically 3 total)
District of North Vancouver	Single-detached	Generally 2 spaces / dwelling	Active updates related to SSMUH do not apply here	+1 for suite
New Westminster	Detached dwelling (outside SSMUH reforms)	~2–3 spaces per site depending on zone	RD-1 and new infill rules cap parking at 3 spaces	+1 space for first suite; no additional for second suite (3-space cap)
Port Coquitlam	Single-detached dwelling	~1.0–2.0 spaces, depending on lot & zone (commonly 2)	Some zones cap at 3 per site	+1 space for suite in most cases
Richmond	Single detached housing	2.0 spaces / dwelling	No visitor requirement for single-detached	+1 space for coach house; suite requirements vary by lot width but generally +1
Surrey	Single detached dwelling (RF-type zones)	2.0 spaces / dwelling	Must be on-site, often with tandem allowed	+1 space for suite (3 total)
Vancouver	One-family / two-family dwelling (outside Downtown / Broadway / TOA)	Varies by zone; typically 1–2 spaces per dwelling, based on Schedule C & district schedule	Minimums removed in Downtown & Broadway areas; reductions encouraged near transit	Suites usually require 1 additional space depending on zone (check district schedule)

Vancouver (TOA)	Any low-density residential within provincial TOA	0 minimum	Provincial rule prohibits min parking in TOA	No suite parking requirement

1.3 Residential Parking (Multifamily)

The Township's multifamily parking requirements sit firmly within the regional mid-range, with resident rates of roughly 1.0–1.5 stalls per unit comparable to many Lower Mainland municipalities. Its visitor requirement of 10% of total parking, typically 0.10–0.15 stalls per unit, is lower than the 0.2 stalls per unit used by several peers, which positions Township slightly below the regional average for visitor parking. Compared with municipalities that retain more auto-oriented standards (such as Delta, Richmond, and the District of North Vancouver), Township remains on the more moderate side.

Compared to municipalities with strong transit-oriented or rental-focused parking policies including Vancouver, Surrey, Burnaby, Coquitlam, and New Westminster, Township appears more traditional. These municipalities increasingly provide dedicated rental-housing reductions, TOA or FTN-based minimums below 1.0 stall per unit, or in some cases no minimums at all. Township currently applies a uniform rate to both strata and rental housing and provides fewer incentives that directly lower parking supply for affordable or transit-proximate rental projects.

Overall, the Township's requirements are balanced and not outliers by regional standards, but opportunities exist to modernize the bylaw. Enhancements such as rental-specific rates, structured transit-area reductions, and refined visitor parking rules are now common tools across the region and could bring Township's approach closer to emerging best practices. This would maintain Township's position within the regional norm while better aligning parking policy with housing affordability, transit investment, and long-term mode-shift objectives.

Municipality	Land Use / Multifamily Category	Base Rate (per dwelling unit)	Key Provisions	Rental vs Strata Distinction
Township of Langley	Apartments	1.0–1.5 + 10% visitor	Variance-based reductions	No distinction
City of North Vancouver	Apartments	1.2 (incl. visitor)	TDM + shared parking flex	Rental eligible for reductions
Coquitlam	Apartments	1.0–1.5 + 0.2 visitor	Urban centre + TDM reductions; cash-in-lieu	Rental lower near transit
Delta	Apartments	1.5 + 0.2 visitor	Variance-based reductions	Rental lower, strata higher
District of North Vancouver	Apartments (FAR-based)	~1.5–1.9 / unit	TDM points system; shared parking	Rental has flexible reductions
Langley City	MUR zones	1.0–2.0 + 0.2 visitor	Higher density zones require more	No distinction
New Westminster	Apartments	1.0–1.5 + 0.2 visitor	Transit-area and TDM reductions	Rental markedly lower
Port Coquitlam	Apartments	1.0–2.0 + 0.2 visitor	Centre-area variances	No distinction
Richmond	Apartments	1.5 + 0.2 visitor	City Centre + TDM reductions	Rental/non-market lower

Surrey	Apartments	1.3–1.5 + 0.2 visitor	TDM; cash-in-lieu; FTN reductions	Rental lower
Vancouver	Apartments (city-wide)	0.5–1.1 + ~0.075–0.1 visitor	TDM system; no mins in TOAs	Rental significantly lower

1.4 Bicycle Parking (Residential)

Across the Lower Mainland, most municipalities require secure long-term bicycle parking for multi-family residential buildings, typically ranging from 1.0 to 1.5 spaces per dwelling unit. Township, with its requirement of 1 long-term space per unit, fits squarely within this regional band and aligns well with suburban jurisdictions such as Richmond, Coquitlam, and Port Coquitlam. While Township's standard is not as high as Vancouver's or the North Shore municipalities (which often require 1.5 or more spaces per unit), it is consistent with the majority of municipalities outside urban cores and demonstrates support for active transportation objectives.

Short-term (visitor) bicycle parking requirements vary more widely across the region. Many suburban municipalities including Surrey, Coquitlam, Port Coquitlam, and Delta rely on a fixed minimum of 6 spaces per residential building, aligning directly with Township of Langley's requirement. This places Township firmly within the mainstream of regional practice. However, Vancouver and New Westminster apply scaling or tiered formulas that increase visitor parking for larger developments, reflecting more urban cycling demand patterns. Township's fixed requirement provides simplicity but may under-provide visitor parking for large apartment complexes compared to the most progressive standards.

Ground-oriented residential forms (single-family, duplexes, townhouses) remain largely unregulated across the region, and Township is similar in relying primarily on its multi-family building requirements. With several municipalities currently modernizing their bicycle parking bylaws to support mode-shift goals, Township's standards are regionally consistent, but there may be opportunities to enhance them particularly through graduated short-term requirements or higher long-term ratios in transit-oriented areas.

Municipality	Residential Land Use	Long-Term (Secure)	Short-Term (Visitor)
Township of Langley	Apartments	1 bicycle space in a secure bicycle parking area per dwelling unit	6 visitor bicycle spaces per multiple unit residential building
	seniors' housing	0.1 bicycle spaces in a secure bicycle parking area per dwelling unit	6 visitor bicycle spaces per multiple unit residential building
Burnaby	Single-Family / Duplex	No requirement (not applicable in R1 zone)	No requirement
	Multiple Family Dwelling	2 spaces per dwelling unit	2 spaces for up to 20 units, +1 per each additional 20 units
	Townhouse / Apartment	(Classified as "multiple family"; same as above)	(Same as above short-term formula)
Coquitlam	Single-Family / Duplex	No requirement (none specified for R1 zones)	No requirement
	Townhouse	1.25 spaces per dwelling unit	6 spaces per building entrance (if no individual garages)
	Apartment	1.25 spaces per dwelling unit	6 spaces for each building entrance

	Mixed-Use Residential	1.25 spaces per dwelling unit (for residential portion)	6 spaces per building entrance (residential)
Delta	Single-Family / Duplex	No requirement	No requirement
	Apartment / Townhouse	~1.0 space per dwelling unit (secure) (bylaw includes bike parking for new multi-unit developments)	Short-term racks required at larger developments (e.g. ≥5 bikes per building)
Langley (City)	Single-Family / Duplex	No requirement	No requirement
	Apartment / Multi-Family	~1.0 space per dwelling unit (typical development practice; no explicit rate in older bylaw)	Short-term: commonly 6 spaces per building (encouraged, not mandated)
New Westminster	Single-Family / Duplex	No requirement (excluded from bike parking table)	No requirement
	Infill Townhouse / Rowhouse	1 space per dwelling unit	Not required (no Class B needed)
	Apartment (Multiple Dwelling)	1.5 spaces per dwelling unit	Tiered: 2 spaces for ≤19 units; 6 for 20–59; 9 for 60–99; 12 for 100+ unit buildings
	Senior/Supportive Housing	0.25 spaces per dwelling unit (seniors/supportive)	Tiered (same as apartments – e.g. 6 spaces for 20–59 units)
	Non-Profit Housing	1.0 space per dwelling unit	Tiered (2, 6, 9, 12 based on size, as above)
North Vancouver (City)	Single-Family / Duplex	No requirement (none specified in zoning)	No requirement
	Apartment / Townhouse	1.5 spaces per dwelling unit (secure)	Short-term racks required (approx. 6 spaces per building for larger developments)
	Mixed-Use Residential	1.5 spaces per dwelling unit (residential portion)	Short-term same as apartment (visitor racks at building entrances)
North Vancouver (District)	Single-Family / Duplex	No requirement	No requirement
	Multi-Family (General)	~1.5 spaces per unit (District policy aligns with City – refined in 2019)	Short-term racks at
Port Coquitlam	Single-Family / Duplex	No requirement (not required by bylaw)	No requirement

	Townhouse	No explicit requirement (often private garage storage)	No explicit requirement (visitor racks typically not mandated if <20 units)
	Apartment	1 space per dwelling unit (minimum Class I)	6 spaces if >20 units (min. 6 for 21+ units)
	Mixed-Use Residential	1 space per dwelling unit (in residential portion)	6 spaces if >20 units (for residential portion)
Richmond	Single-Family / Duplex	No requirement (not specified in bylaw)	No requirement
	Townhouse	1.25 spaces per dwelling unit	0.2 spaces per dwelling unit (i.e. 1 short-term per 5 units)
	Apartment	1.25 spaces per dwelling unit	0.2 spaces per dwelling unit
	Mixed Commercial/Residential	1.25 spaces per dwelling unit	0.2 spaces per dwelling unit
Surrey	Single-Family / Duplex	No requirement (no Class A required)	No requirement
	Townhouse (Ground-Oriented)	No long-term requirement (private garages assumed)	None required (unless no private garages, then 6 spaces total per site)
	Apartment (Non-Ground-Oriented)	0.40 spaces per dwelling unit (capped at 40–300 bikes per bldg.)	6 visitor spaces per building entrance
	Mixed-Use Residential	0.40 spaces per dwelling unit (residential portion)	6 visitor spaces per building (for residential component)
Vancouver	Single-Family / Duplex	No requirement	No requirement
	Multiple Dwelling (3+ units)	1.5 spaces per unit <65m²; 2.5 per 65–105m²; 3 per >105m² (none required in single-family zones)	2 spaces for developments ≤20 units, +1 per additional 20 units
	Seniors Housing	0.75 spaces per unit (or 0.10 for supportive living)	Same as multiple dwelling (2 min. if ≥20 units, +1/20 units)
	Mixed-Use Residential	Treated as multiple dwelling (same rates as above)	Treated as multiple dwelling (same short-term formula)

1.5 Bicycle Parking (Commercial/Office)

Across the Lower Mainland, most municipalities require both short-term and long-term bicycle parking for commercial and office uses, and in many cases at rates that are considerably more prescriptive than those in the Township of Langley. The Township's current approach, a fixed requirement of six short-term spaces per public entrance and a long-term requirement only for buildings over 2,000 m², set at 0.06 secure spaces per 100 m² is simpler than most regional standards and results in lower overall bicycle parking supply, especially for typical small and mid-sized commercial developments.

In comparison, municipalities such as Vancouver, Burnaby, Richmond, Coquitlam, and North Vancouver apply scaled formulas tied to gross floor area, which require long-term spaces in nearly all commercial and office developments regardless of size. Their long-term rates ranging from 1 space per 125 to 350 m² are significantly higher than the Township's threshold-based requirement, and they do not exempt smaller buildings. These jurisdictions also apply more targeted short-term requirements, generally between 1 per 250 to 500 m², rather than a flat number per entrance. This means the Township's approach may under-require short-term parking for larger commercial frontages and over-require it for very small storefronts.

Municipalities in the eastern part of the region such as Delta and Langley City still require both types of bicycle parking at higher levels than the Township. Their bylaws generally mandate long-term parking without size thresholds and set short-term requirements based on floor area, ensuring that new commercial and office buildings of any scale provide at least some secure bicycle parking.

Overall, the comparison shows that the Township has among the least prescriptive and lowest bicycle-parking requirements in the region, particularly for office uses, mid-size commercial developments, and buildings under 2,000 m², where no long-term spaces are currently required. The broader Lower Mainland trend is toward higher, scalable, and universally applied long-term bicycle parking standards, paired with proportional short-term requirements linked to building size. This suggests that the Township needs more robust and scalable standards to align with regional best practices, support mode-shift objectives, and ensure adequate bicycle-supportive infrastructure in new commercial and office developments.

Municipality	Land Use	Short-Term (visitor)	Long-Term (secure)
Township of Langley	Commercial Uses	6 per public entrance	0.06 per 100 m² (≥ 2,000 m²)
Burnaby	Office	1 per 1,000 m² (min 2)	1 per 170 m²
	Retail	1 per 500 m² (min 2)	1 per 340 m²
Coquitlam	Commercial; Office	6 spaces per entrance	4 + 0.1 per 100 m²
Langley City	Downtown Commercial / Mixed Use	1 per 300 m²	1 per 200 m²
Maple Ridge	Commercial	1 per 500 m² (min 2)	1 per 250 m²
New Westminster	Commercial – All Other Commercial Uses	6 spaces ≥ 1,000 m²	1 per 500 m² NFA
North Vancouver City	Commercial & Office	1 per 500 m² (min 2)	1 per 250 m²
North Vancouver District	Office	1 per 1,000 m²	1 per 300 m²

	Retail / Service	1 per 500 m² (min 2)	1 per 350 m²
Port Coquitlam	Retail / Office	1 per 500 m²	1 per 200 m²
Richmond	Commercial / Office / Retail	0.40 per 100 m² over 100 m²	0.27 per 100 m² over 100 m²
Surrey	Office	None required	None required
Surrey	Service Commercial	0.06–0.12 per 100 m² (≥ 2,000 m²)	0.06 per 100 m² (≥ 2,000 m²)
Vancouver	Office	6 spaces for developments ≥ 2,000 m²	1 per 170 m² GFA
	Retail / Service Commercial	6 spaces for developments ≥ 1,000 m²	1 per 340 m² GFA

1.6 Bicycle Parking (Institutional/Civic)

Across the Lower Mainland, bicycle parking requirements for institutional and civic uses vary widely. Larger municipalities such as Vancouver, Richmond, Burnaby, and Surrey generally have the most structured standards, with clear distinctions between short-term (visitor) and long-term (secure) bicycle parking. These cities often apply formulas based on classrooms, staff counts, student enrolment, or building floor area. Many other municipalities including City/District of North Vancouver, and sometimes Coquitlam provide only limited or generalized requirements, relying on case-by-case review rather than consistent, use-specific standards. Overall, regional practice is uneven, with only a subset of municipalities providing comprehensive institutional and civic bicycle parking regulations.

Compared with this landscape, the Township of Langley's current bylaw places it firmly among the region's leaders provides explicit long-term and short-term requirements for schools, hospitals, civic buildings, and recreation facilities, including detailed formulas that adjust by classroom count and student population. These requirements are more complete than Surrey's (which lacks secure school standards) and are broadly aligned with Vancouver and Richmond, which have some of the most advanced frameworks in the region.

Where Township stands out is in its supporting provisions mandatory end-of-trip facilities (lockers, showers, grooming areas) tied to secure bicycle parking, and a limited cash-in-lieu option. Few other Lower Mainland municipalities include these elements in their bylaws. As a result, Township's approach is comprehensive, modern, and consistent with best practices, exceeding most regional peers and providing clearer, more predictable standards for institutional and civic developments.

Municipality	Land Use	Long-Term (secure)	Short-Term (visitor)
Township of Langley	educational uses: kindergartens, elementary schools, middle schools and group children's day care	0.4 bicycle spaces in a secure bicycle parking area per 10 students on a maximum attendance period	4 visitor bicycle spaces per classroom
	secondary schools and other higher education	0.6 bicycle spaces in a secure bicycle parking area per 10 students on a maximum attendance period	8 visitor bicycle spaces per classroom
	government institutional buildings/ recreational uses and facilities including commercial uses/ hospitals	0.06 bicycle spaces in a secure bicycle parking area per 100 m2 of the gross floor area where gross floor area is greater than or equal to 2,000 m2	6 visitor bicycle spaces at each public entrance
Burnaby	School (Elementary)	1 space per 20 employees	1 per 20 students (minimum 2 spaces)
	School (Secondary/Post-sec)	1 per 20 employees + 1 per 20 students	1 per 20 students (minimum 2 spaces)
	Library / Museum / Ctr.	1 per 500 m² gross floor area	1 per 250 m² GFA (minimum 2 spaces)
	City Hall (Office)	1 per 170 m² gross floor area	1 per 1000 m² GFA (minimum 2 spaces)

	Hospital	1 per 20 employees	6 spaces at each public entrance
Coquitlam	School (Institutional)	No explicit long-term requirement	6 spaces per building entrance (for >1000 m² bldgs)
	Community/Civic Bldg	No explicit long-term requirement	6 spaces per building entrance (if >1000 m²)
Richmond	School (Elementary)	1 per 3 staff	2 spaces per 10 students
	School (Secondary)	1 per 3 staff	3 spaces per 10 students
	University/College	1 per 4 staff + 1 per 10 students	1 per 10 students
	City Hall (Office)	0.27 per 100 m² GFA	0.4 per 100 m² GFA (City Centre; 0.2 outside)
	Library / Cultural	*No explicit rate (treated as assembly use)*	*No explicit rate (e.g. ~0.78/100 m² assembly)*
Surrey	School (Elementary)	*No explicit long-term requirement*	4 spaces per classroom
	School (Secondary)	*No explicit long-term requirement*	8 spaces per classroom
	University/College	*No explicit long-term requirement*	8 spaces per classroom
	City Hall (Office)	0.06 per 100 m² GFA (secure area)	0.12 per 100 m² GFA (City Centre visitor racks)
	Hospital	0.1 per 100 m² GFA	6 spaces at each public entrance
Vancouver	School (Elementary)	1 per 17 staff	0.06 per 10 students (min 1/20 students)
	School (Secondary/Post-sec)	1 per 17 staff + 0.4 per 10 students	0.06 per 10 students
	Library / Museum	1 per 500 m² of assembly floor area	6 per 1500 m² of assembly floor area
	City Hall (Office)	1 per 170 m² gross floor area	6 spaces (if ≥2000 m² floor area)
	Hospital	1 per 17 employees	6 spaces at each public entrance

1.7 Loading

Across the Lower Mainland, loading requirements are typically regulated through zoning or parking bylaws and commonly structured around use-based triggers, gross floor area thresholds, and loading space classes (e.g., small service/loading vs. large truck loading). Larger urban municipalities such as Vancouver, Surrey, Burnaby, Richmond, and Coquitlam generally apply graduated loading requirements that distinguish between retail, office, restaurant, industrial, and mixed-use developments, often requiring additional or larger loading spaces as building size increases. Vancouver and Burnaby, in particular, have well-defined Class A, B, and C loading spaces, with explicit dimensional standards, maneuvering aisle widths, vertical clearances, and operational separation from parking areas. These municipalities also increasingly recognize the need for flexibility in constrained urban sites, allowing shared loading, time-based loading strategies, or off-site arrangements where supported by studies or design justification.

In contrast, smaller and suburban municipalities (including Maple Ridge, Langley City, and parts of Delta) generally apply simpler, more prescriptive loading requirements, often with fewer loading classes and more limited differentiation by land use intensity. While this approach provides clarity and predictability, it can result in over- or under-provision of loading spaces, particularly for modern mixed-use or service-oriented developments where freight activity is evolving toward smaller vehicles, more frequent deliveries, and off-peak operations. Several municipalities, such as Surrey and Richmond, have begun to modernize their frameworks by explicitly linking loading requirements to development scale and operational characteristics, rather than applying a single standard across broad land-use categories.

Relative to its peers, the Township of Langley's loading framework is generally aligned with traditional suburban standards, providing clear minimum requirements but offering limited differentiation by loading function or vehicle type. Compared to leading practices in Vancouver, Burnaby, and Surrey, the Township's bylaw presents an opportunity to better reflect current and future freight and servicing needs by introducing defined loading classes, clarifying dimensional and maneuvering standards, and allowing greater flexibility for shared or alternative loading arrangements. Updating the loading provisions in this way would improve operational efficiency, reduce conflicts with parking and pedestrian areas, and better support intensifying commercial, industrial, and mixed-use development across the Township.

Municipality	Loading Requirement	Loading Type / Dimensions	Key Notes
Township of Langley	1 loading space required once a modest GFA threshold is exceeded; additional spaces at higher GFA (per Section 107 loading schedule)	Dimensions addressed through zoning/engineering standards rather than a class-based system	Traditional, threshold-based approach; limited differentiation by location or transit context.
Abbotsford	1 loading space for commercial buildings ≥ ~500 m²	~9.2 m × 4.0 m × 4.5 m	Exemption areas exist; otherwise clear, numeric standard.
Burnaby	Class-based loading for commercial/office, scaled by GFA	Medium/large truck standards in schedules	Strongly aligned with Vancouver-style class system; loading clearly separated from parking.

City of North Vancouver	1 loading space above minimum GFA; more at higher GFA	Typical medium-truck dimensions (~3 m × 9 m)	Allows shared/internal loading in some zones and CDs.
Coquitlam	No loading for first ~300 m² NFA; then 1 space for next ~1,500 m², with step-ups at larger floor areas	Dimensions in parking/loading section	Net-floor-area based; graduated, formula-driven approach.
Delta	1 loading space typically required for commercial/office above minimum GFA	Dimensions in off-street parking/loading provisions	Conventional suburban standard; limited nuance by use.
District of North Vancouver	1 loading space for most commercial/office buildings; step-ups at larger GFA	3.0 m × 9.0 m × 4.0 m clear height	Explicit dimensional standards; AVPR does not usually waive loading.
Kelowna	GFA- and use-based table, capped at max 3 loading spaces per site	Dimensions specified by class/type	Strong structure; applies even in Urban Centres.
Langley City	1 loading space once commercial/office exceeds minimum GFA; increases with size	Dimensions set in parking/loading provisions	Similar structure to Township but with clearer thresholds in newer bylaw.
Maple Ridge	1 loading space for most commercial/office uses once minimum GFA is exceeded	Dimensions in Off-Street Parking & Loading Bylaw No. 4350	Loading fully separated from zoning; updated standalone bylaw.
Nanaimo	Graduated schedule: typically 1 space for small buildings; 2–3 spaces as GFA increases	~10.0 m × 3.0 m × 4.2 m clear height	Downtown allows more flexibility via design approvals.
New Westminster	1 loading space for most commercial/office buildings above threshold	Dimensions and counts in off-street parking/loading schedule	Narrow-lot and downtown flexibility through variances/design solutions.
Port Coquitlam	1 loading space for most commercial/office uses above threshold	Dimensions per zoning/parking provisions	Some CDs allow site-specific adjustments or shared solutions.
Richmond	1 medium loading space for lower-GFA commercial/office; additional medium or large spaces at higher GFA	Medium: 3.0 m × 9.1 m; Large: 3.5 m × 18.4 m	Class-style system; loading maintained in City Centre and transit-oriented areas.
Surrey	GFA-based schedule; typically 1 loading space for small–mid	Dimensions specified in bylaw/standards	Applies citywide; loading not reduced in City Centre;

	commercial/office buildings; increases to 2–3 at higher GFA		screening and on-site access required.
Vancouver	Class-based loading (A / B / C) tied to GFA bands	Class B (most common): ~3.0 m × 8.5 m × 3.8 m; Class A and C smaller/larger	Loading required even though vehicle parking minimums are zero; highly prescriptive and design-oriented.

1.8 Accessible Parking

Accessible parking requirements across Lower Mainland municipalities are generally guided by provincial building code minimums, but most municipalities supplement these with zoning or parking bylaw provisions that specify minimum accessible stall counts, stall dimensions, aisle widths, signage, and proximity to building entrances. Larger municipalities such as Vancouver, Surrey, Burnaby, Richmond, and New Westminster typically apply graduated accessible parking supply rates tied to total parking supply or building size, ensuring that larger developments provide proportionally more accessible stalls. These municipalities also consistently require van-accessible stalls, wider access aisles, vertical clearance standards, and barrier-free paths of travel from stalls to building entrances.

A notable best practice among several municipalities is the integration of accessible parking into broader parking and mobility policies, rather than treating it solely as a technical compliance item. Vancouver, Burnaby, and Surrey, for example, explicitly address accessible parking within mixed-use developments, shared parking scenarios, and parking reductions, ensuring that accessible stalls are protected from reductions and remain available even where overall parking supply is minimized. Some municipalities also differentiate between residential, commercial, and institutional uses, recognizing that accessible parking demand varies by land use and user group.

The Township of Langley's accessible parking requirements are generally consistent with minimum provincial standards and comparable suburban practices; however, they are less comprehensive than those of larger urban peers. In particular, the Township's bylaw could benefit from clearer articulation of graduated supply rates, explicit identification of van-accessible stall requirements, and stronger alignment with modern accessibility and universal design principles. As development intensity increases and the Township's population continues to age, updating accessible parking provisions to match leading Lower Mainland practices would enhance equity, usability, and regulatory clarity while ensuring that accessible parking remains prioritized regardless of future parking reductions or alternative mobility initiatives.

Municipality	Minimum Number of Accessible Spaces	Typical Stall & Aisle Dimensions	Location & Design Requirements
Township of Langley	Minimum 1 accessible space per development, with additional spaces required as total parking increases (graduated, per zoning bylaw schedule)	Accessible stalls generally wider than standard stalls; additional width required adjacent to walls or obstructions; relies on BC Building Code (BCBC) for exact aisle and ramp details	Must be located close to building entrance; design details largely implicit or cross-referenced to BCBC rather than tabulated in bylaw
Abbotsford	Graduated requirement by total supply	Clear stall and aisle dimensions	Exemptions uncommon and discretionary
Burnaby	Graduated scale (similar to Vancouver/Richmond)	Explicit distinction between regular accessible and van-accessible stalls; 1.5 m aisle	Strong alignment with BCBC; clear marking and vertical clearance requirements

City of North Vancouver	Graduated requirement	Explicit stall width and aisle dimensions	Emphasizes connection to sidewalk and building entry
Coquitlam	Minimum 1, then increases with total stalls	Wider stall plus access aisle; dimensions included in parking tables	Functional guidance provided but less detailed than Vancouver/Surrey
Delta	Minimum 1, stepped increase with total parking	Accessible stall width + aisle specified	Conservative, BCBC-aligned approach
District of North Vancouver	Graduated requirement	Clear tables for accessible and van-accessible stalls	One of the clearest suburban design tables
Kelowna	Graduated, use-agnostic requirement	Detailed accessible and van-accessible design standards	Strong integration with universal design and access routes
Langley City	Graduated requirement (clear numeric thresholds)	Accessible stall + aisle dimensions specified	Similar to Township, but clearer tabulation of triggers
Maple Ridge	Graduated requirement in standalone Parking & Loading Bylaw	Explicit table for stall widths, aisles, signage	Clearer separation between zoning and technical design
Nanaimo	Minimum + stepped increases	Explicit accessible stall dimensions and aisle width	Downtown subject to design review, not exemptions
New Westminster	Graduated minimums	Accessible stall widths and aisles specified	Downtown allows design flexibility but not removal of spaces
Port Coquitlam	Graduated by total parking supply	Accessible stall + aisle required	CD zones may allow alternative placement but not fewer spaces
Richmond	Graduated requirement tied to total parking count	Accessible and van-accessible dimensions explicitly listed; access aisle required	Must be closest stalls to accessible building entrances; signage and surface treatment specified
Surrey	Graduated requirement based on total parking supply (clear numeric table)	Accessible: ~2.5 m × 5.5 m stall + 1.5 m access aisle; van-accessible ~3.4 m × 5.5 m	Requires shared or dedicated access aisles; clear proximity rules to main entrances
Vancouver	Graduated scale tied to total parking spaces (e.g., 1 at low supply, increasing	Explicit tables for standard accessible and van-accessible stalls, including stall width, 1.5 m access	Must be closest possible spaces to entrances; strong signage, path-of-travel, and grade

	incrementally); applies even where parking minimums = 0	aisle, clear height, slope limits	requirements in Design Supplement

1.9 EV Charging

EV charging requirements show the greatest variation across Lower Mainland municipalities, reflecting differences in policy maturity and update cycles. Municipalities such as Vancouver, Burnaby, Surrey, Richmond, and New Westminster have adopted tiered EV requirements, distinguishing between EV-ready stalls (energized conduit and panel capacity) and EV-charging stalls (installed chargers), with higher requirements for residential uses and progressively increasing expectations for commercial, institutional, and employment uses. Many of these municipalities now require 100% EV-ready parking for new developments, with a defined percentage of stalls fully equipped with chargers.

For non-residential uses, best practices increasingly differentiate between commercial, industrial, and institutional contexts, recognizing different parking duration and operational needs. Some municipalities also explicitly require EV charging in accessible parking stalls and encourage or mandate EV chargers within visitor parking areas to support broader public access. These approaches are often supported by flexibility clauses that allow alternative compliance where electrical capacity constraints exist, provided future readiness is secured.

Compared to these peers, the Township of Langley's EV charging framework is more limited and less differentiated by land use, particularly for commercial and industrial developments. As vehicle electrification accelerates, best practices suggest the Township would benefit from clearly separating EV-ready and EV-charging stall requirements, introducing land-use-specific standards, and explicitly addressing EV charging in accessible and visitor parking. Doing so would improve long-term readiness while balancing near-term feasibility in a community where auto-oriented travel remains prevalent.

Municipality	Residential EV Requirements (Multifamily / Apartment)	Commercial / Office EV requirements	Technical & Design Notes
Township of Langley	EV concepts defined, but no universal % requirement clearly applied to all residential uses in the zoning table reviewed	No minimum EV requirement specified for office/commercial (often shown as "NA")	Framework in place (definitions, EMS), but requirements not consistently mandated by land use
Abbotsford	100% residential stalls EV-ready	20% commercial stalls EV-ready	Strong provincial alignment; CIL does not replace EV
Burnaby	100% residential stalls EV-ready	20% of commercial stalls EV-ready	Requires conduit, wiring, breaker capacity; load management allowed
City of North Vancouver	100% residential stalls EV-ready	20% non-residential stalls EV-ready	Strong integration with accessibility & bike parking
Coquitlam	100% residential stalls EV-ready	20% commercial stalls EV-ready	Similar structure to Burnaby/Richmond
Delta	100% residential stalls EV-ready	10–20% commercial stalls EV-ready (by zone/use)	Some flexibility via EMS

District of North Vancouver	100% residential stalls EV-ready	20% commercial stalls EV-ready	Allows phased installation via EMS
Kelowna	100% residential stalls EV-ready	25% commercial stalls EV-ready	Some of the most progressive commercial targets
Langley City	100% residential stalls EV-ready	20% commercial stalls EV-ready	Explicit alignment with BC Energy Step Code
Maple Ridge	100% residential stalls EV-ready (updated Parking & Loading Bylaw)	20% commercial stalls EV-ready	Stand-alone bylaw improves clarity
Nanaimo	100% residential stalls EV-ready	20% commercial stalls EV-ready	Downtown exemptions apply to parking, not EV readiness
New Westminster	100% of residential stalls EV-ready	20% of non-residential stalls EV-ready	EV stalls must be clearly identified and energized-ready
Port Coquitlam	100% residential stalls EV-ready	20% commercial stalls EV-ready	Parking bylaw separate from zoning
Richmond	100% residential stalls EV-ready	20% of non-residential stalls EV-ready	Detailed outlet, signage, and panel capacity rules
Surrey	100% of residential stalls EV-ready	25% of commercial stalls EV-ready	EV Energy Management Systems explicitly permitted
Vancouver	100% of residential parking stalls must be EV-ready	20–25% of non-residential stalls EV-ready (varies by use)	Level 2 readiness; load sharing permitted; zero vehicle parking ≠ zero EV requirement



Appendix B

Public and Stakeholder Engagement Report



Township-wide Parking Study and Bylaw Review

What We Learned Report

Township of Langley

July 2025

1.0 Introduction

1.1 Project Background

The Township of Langley is conducting a Township-wide Parking Strategy aimed at updating off-street parking regulations and developing on-street parking management strategies. This study will equip the Township with the necessary policy tools to address concerns related to on-street and off-street parking by assessing current parking conditions, reviewing best practices, projecting future demands, and identifying parking management strategies.

The comprehensive process will result in updated and modernized bylaws and policies that ensure appropriate and desirable parking conditions are incorporated into future land development. Additionally, it will facilitate the development of a new on-street parking management strategy, designed to guide decision-making and implementation of on-street parking in a cost-effective and equitable manner.

The significant growth in the Township has altered the demand for curbside space and mode shift behaviors among residents and commuters. This situation presents an opportunity for the Township to reassess its parking supply, management, and regulation practices. Updated parking strategies, policies, regulations, and management approaches can better align with the Township's goals and values, enabling a structured approach that offers greater certainty and confidence to staff, residents, developers, business owners and Council.

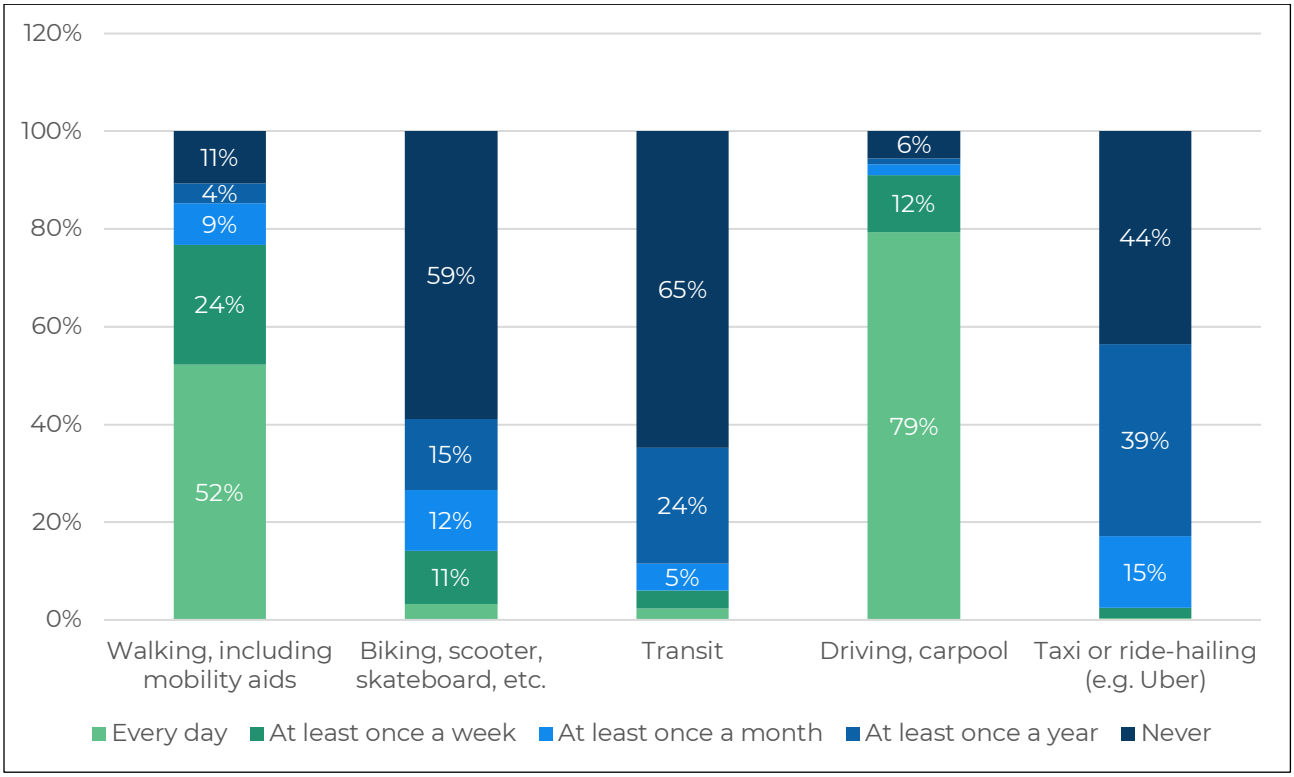
1.2 Engagement Purpose

Engaging with those who live, work, play, learn, and do business in the Township is an important part of this process. The purpose of the engagement was to inform community members and key interest holders about the project and collect broad input around on- and off-street challenges, and opportunities. Two separate surveys were developed for the public and key interest groups that contained specific information and questions to garner useful feedback. Results from both surveys were used to inform draft recommendations and bylaw updates. These survey results are highlighted in the section below.

2.0 What We Heard: Community Survey

Between June 16th and July 7th, 2025, 1,474 community members completed an online survey to share their ideas and concerns regarding parking across the Township. The following section summarizes the findings.

Question 1: How Do You Move Around?

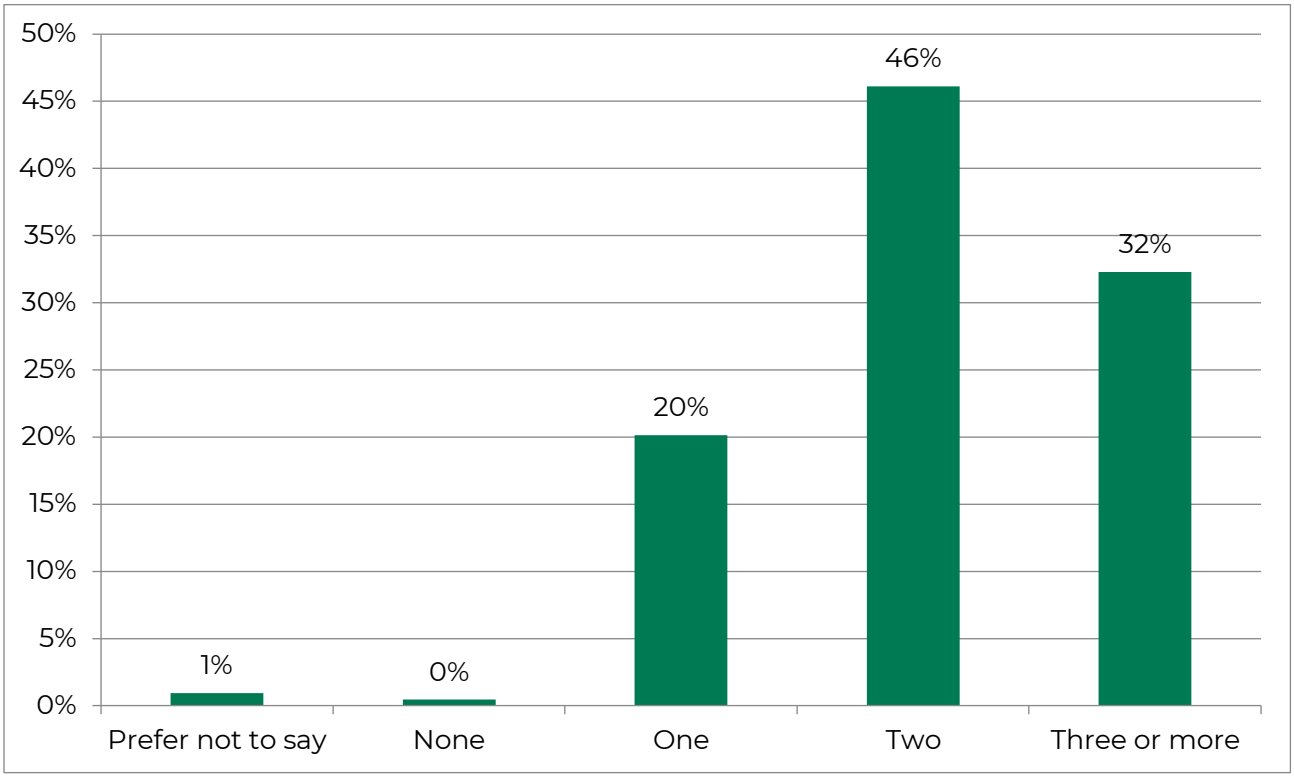


Total respondents: 1,474

Of the 1,474 responses to this question, 79% of respondents drive or carpool every day, and 52% of respondents who walk every day. Only 3% of respondents bike every day and only 2% take transit every day. 64% of respondents never take transit and 59% of respondents never bike or scooter to get around.

The responses indicated that majority of the respondent travel most frequently on private vehicles with minimal transit, cycling, and taxi/ride-hailing usage. The parking study and bylaw update will address on and off-street bicycle parking, as well as management of curbside functions, which may include the prioritization of functions other than on-street parking in some locations.

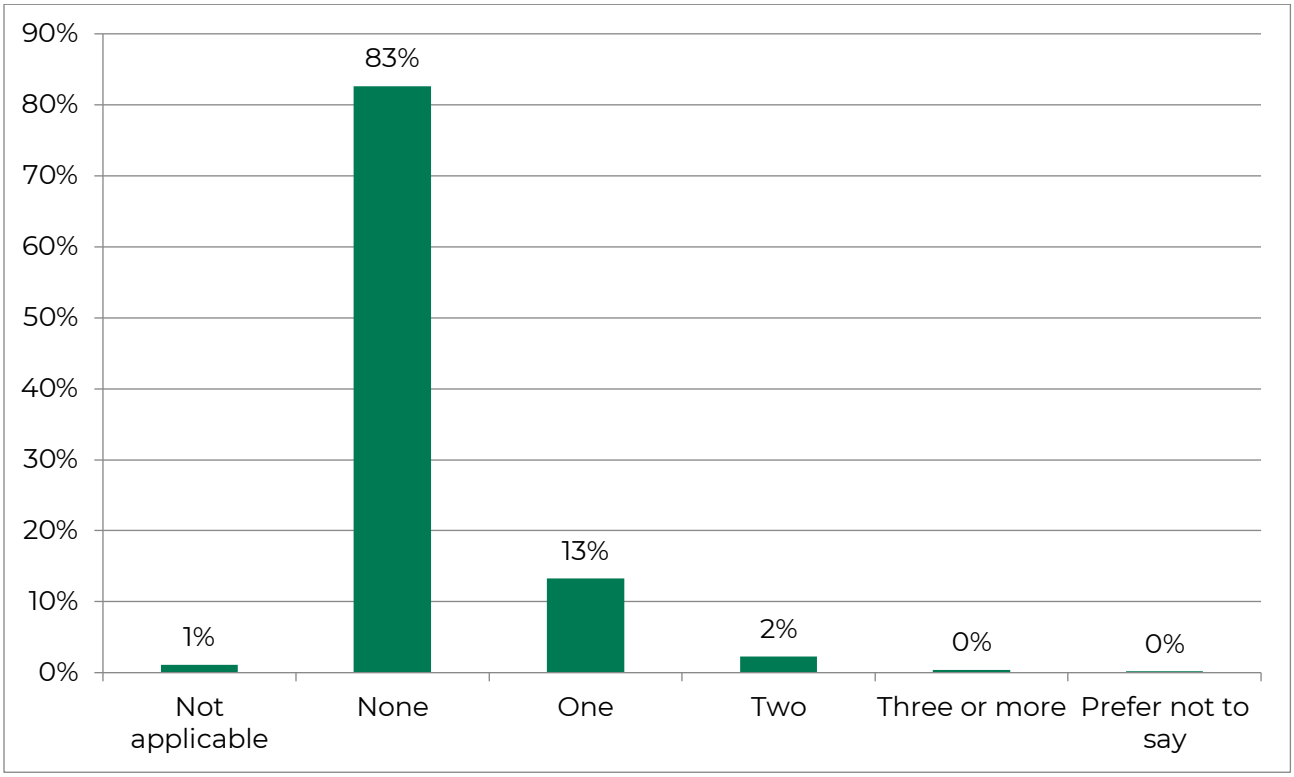
Question 2: How Many Private Vehicles Does Your Household Own or Lease?



Total respondents: 1,474

The highest number of survey respondents own two cars per household (46%), and another 32% of respondents own three or more cars per household. Less than 1% of respondents do not own a car at all. This response indicates that the Township is a very car-dependent community, with high parking needs.

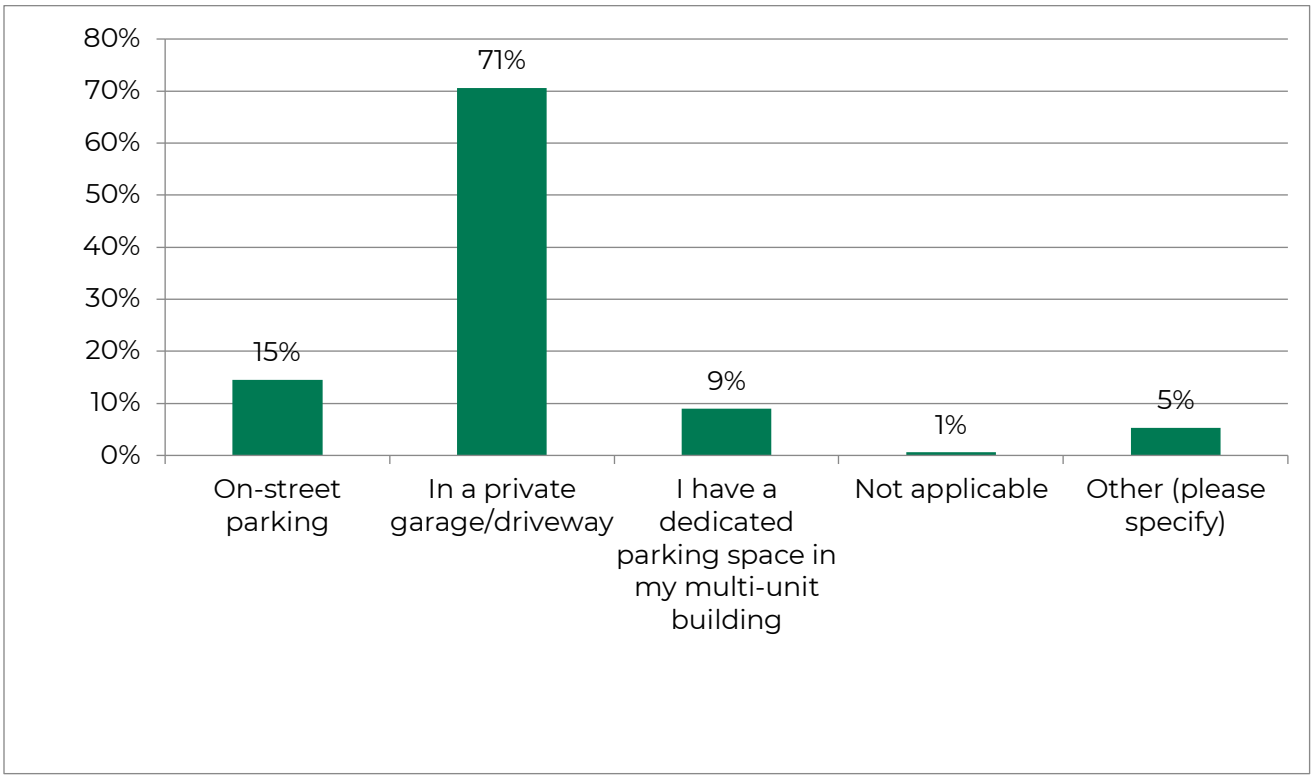
Question 3: Of the total number of vehicles, how many are electric?



Total respondents: 1,474

Of those who own one or more private vehicles, 83% do not own an electric vehicle. This data indicates that on-street electric vehicle ownership currently may not be a priority for Township residents. Focus could be on off-street EV charging in multi-family residential buildings, as well as on-street charging in high-density commercial areas for visitors.

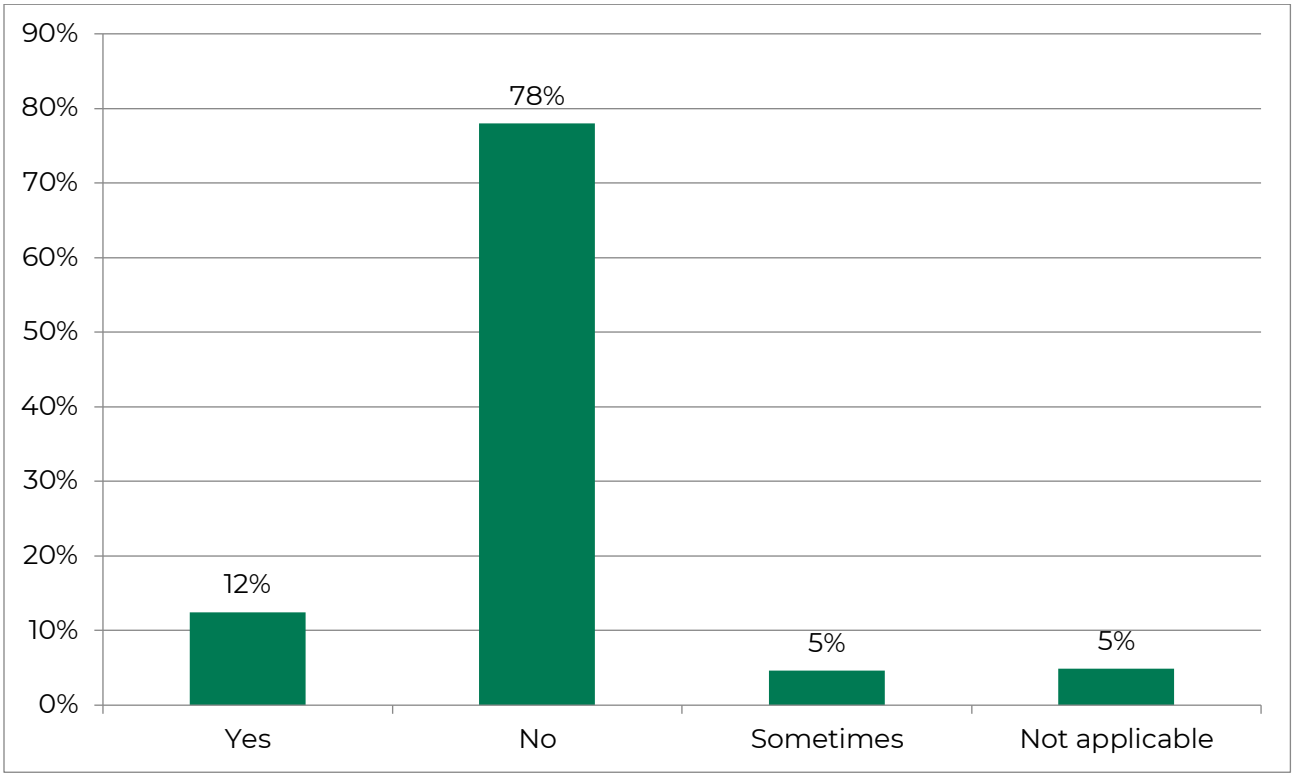
Question 4: When you park your private vehicle at your place of residence, where do you park most often?



Total respondents: 1,474

The majority (70%) of respondents park their vehicle in a private garage or driveway, indicating that most participants live in single family dwellings or townhomes with private access. 15% of respondents park their primary or secondary vehicle on-street.

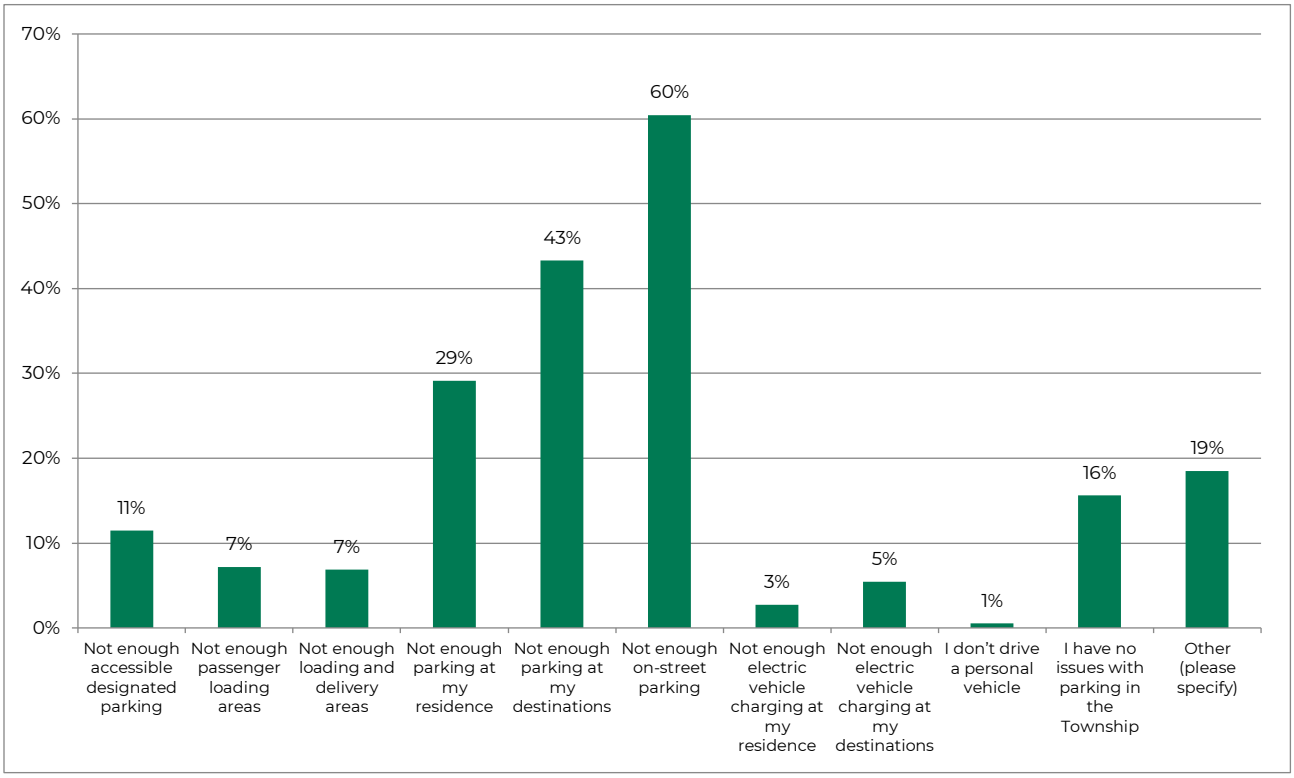
Question 5: Do You Park Any Work-Related Vehicles at Your Place of Residence?



Total respondents: 1,474

Most respondents (78%) do not park work-related vehicles at home, indicating these vehicles do not impact parking demand.

Question 6: In Your Experience, What Types Of Parking Issues Are Most Common In The Township? (Select up to four)



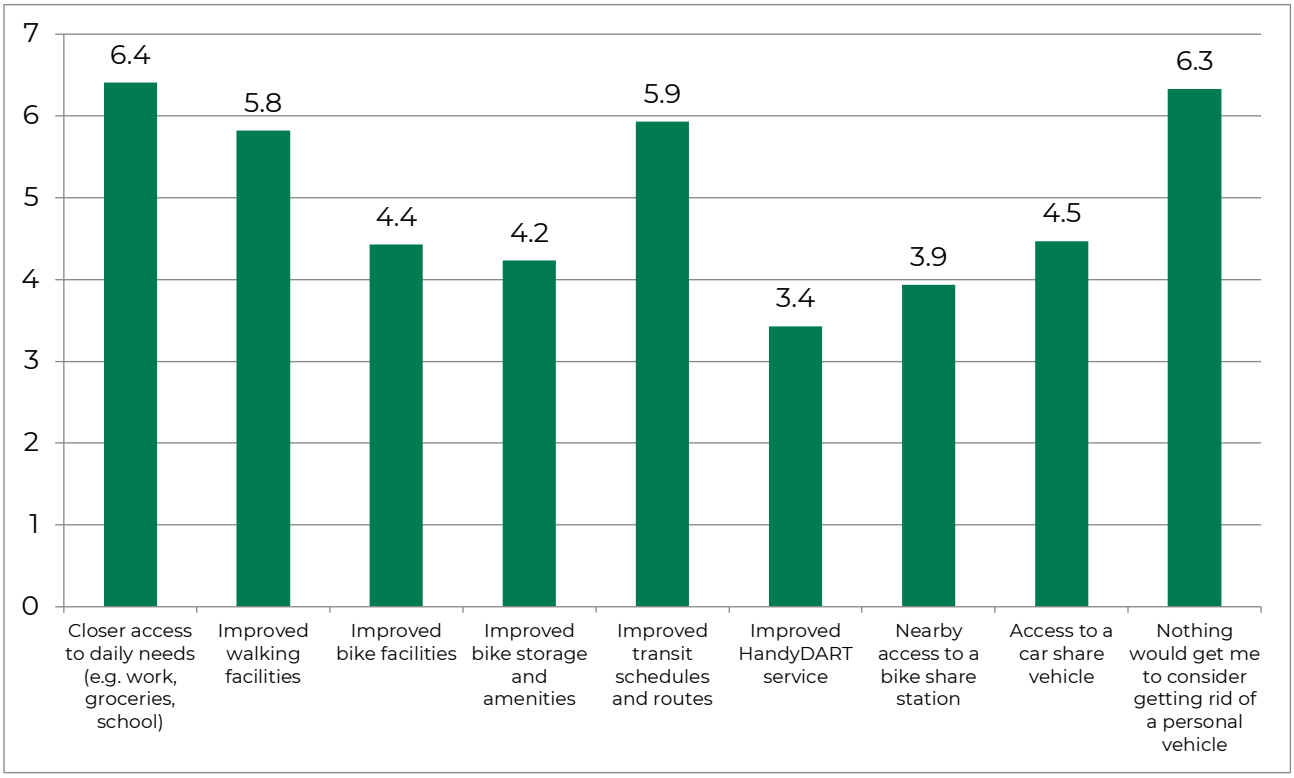
Total respondents: 1,474

60% of respondents indicated that the biggest parking challenge in the Township is not enough on-street parking, followed by not enough parking at destinations (43%).

Respondents were invited to leave "other" responses for this question. Of the 273 other responses provided, some parking challenges that were noted multiple times include the following:

- Non-residents using residential street parking (ie. hospital staff, large work vehicles etc) (20)
- Overcrowded street parking (15)
- Lack of visitor and disabled parking both on and off street (8)
- Not enough bike storage or parking (4)
- Vehicles parking in bicycle or pedestrian lanes (2)

Question 7: Please Rank The Following In The Order Of How Likely They Are To Encourage You To Consider Switching From Using A Personal Vehicle To Alternative Modes Of Transportation.



Total respondents: 1,474

This question was a weighted average question based on ranking various solutions. The solution that would encourage most people to switch from driving to alternative transportation (6.41) was to have closer access to daily needs such as work, school and errands. However, closely followed with a score of 6.33 was "nothing would get me to switch modes." Improved transit schedules and routing received a third highest score of 5.93.

Question 8: Please Identify Locations Where You Currently Experience Challenges Related To On-Street Parking.

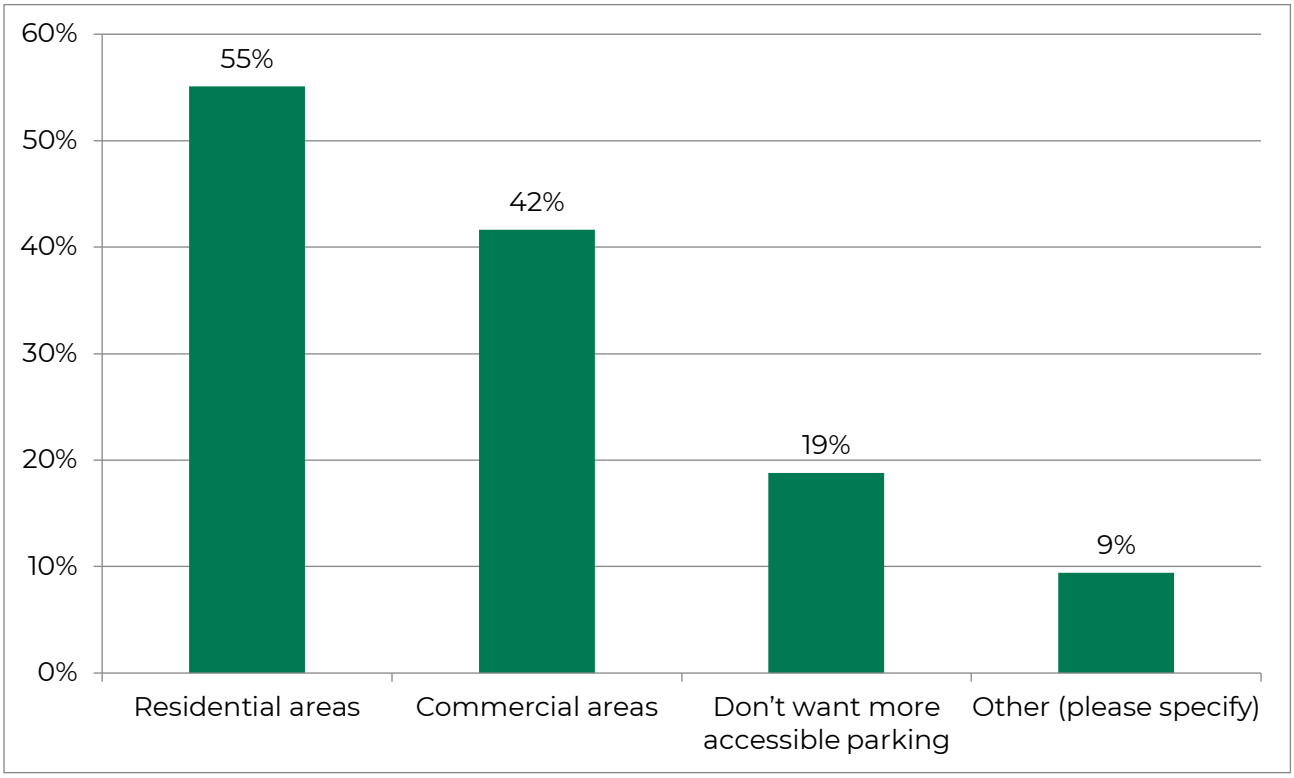
This question was an open response, in which residents had the opportunity to indicate locations relevant to them.

Total respondents: 955

The most common locations where respondents experience challenges related to on-street parking included:

- Willoughby and Willowbrook (100)
  - On-street parking challenges
  - Walking, cycling unsafe
- 208A Street (28)
- 216 Street (26)
- Near Langley Memorial Hospital (23)
- 88B Street (20)
- 209 Street (15)
- Willowbrook commercial area (10)
- 76 Street (8)
- Public parks and recreation areas (6)

Question 9: Where Would You Like To See More/Improved On-Street Accessible Parking? (Select all that apply)



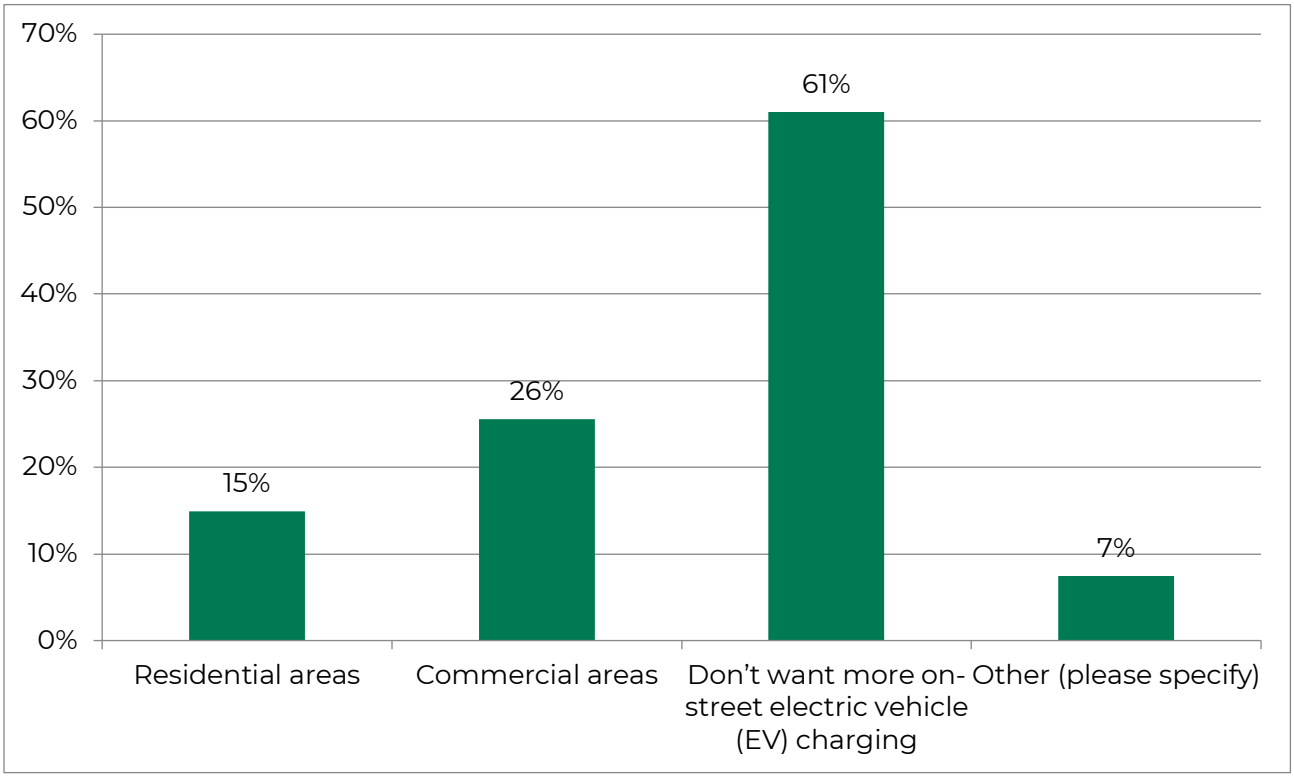
Total respondents: 1,271

The highest number of survey respondents noted that they would like to see more/improved on-street accessible parking in residential areas (55%), followed by commercial areas (41%).

Respondents were invited to leave a comment if they selected "other". Of the 120 other comments, the top comments organized by theme and number of responses are listed below:

- Recreational facilities and parks (10)
- Hospitals/medical clinics (7)
- Schools (6)
- Accessible parking should be off-street (5)
- Near transit stations (2)

Question 10: Where Would You Want To See More On-Street Electric Vehicle Chargers? (Select all that apply)

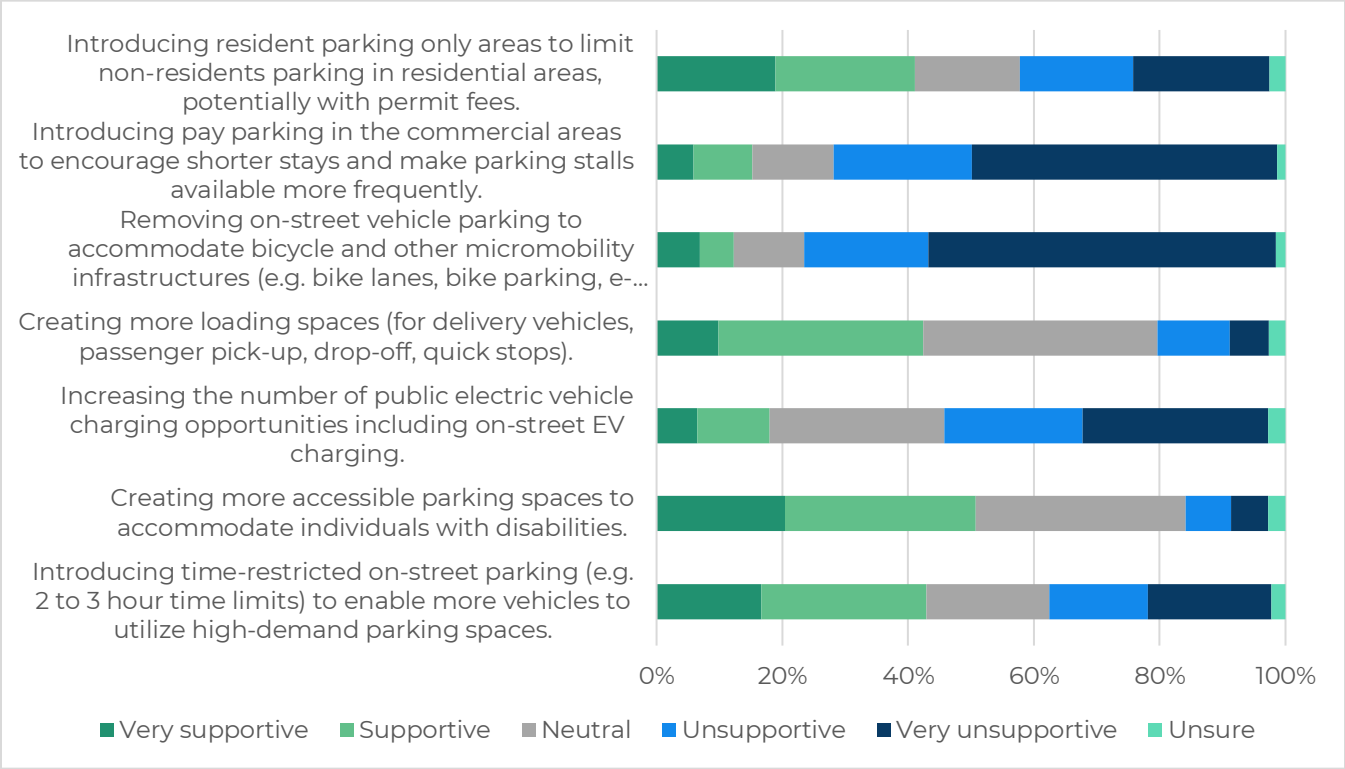


Total respondents: 1,271

More than 60% of respondents do not want to see more on-street EV charging. Of those who do want more on-street EV charging, 26% want to see them in commercial areas. Of the 95 "other" responses, township buildings and public parks (5).

While most respondents are not supportive of introducing more on-street EV charging, there is an opportunity for the Township to focus these locations on high-density commercial urban centres or in off-street public lots around these centres. Alternatively, the Township can focus on amending off-street EV charging requirements to increase supply.

Question 11: For each of the following on-street parking options, please rate how supportive or unsupportive you and/or your household would be.



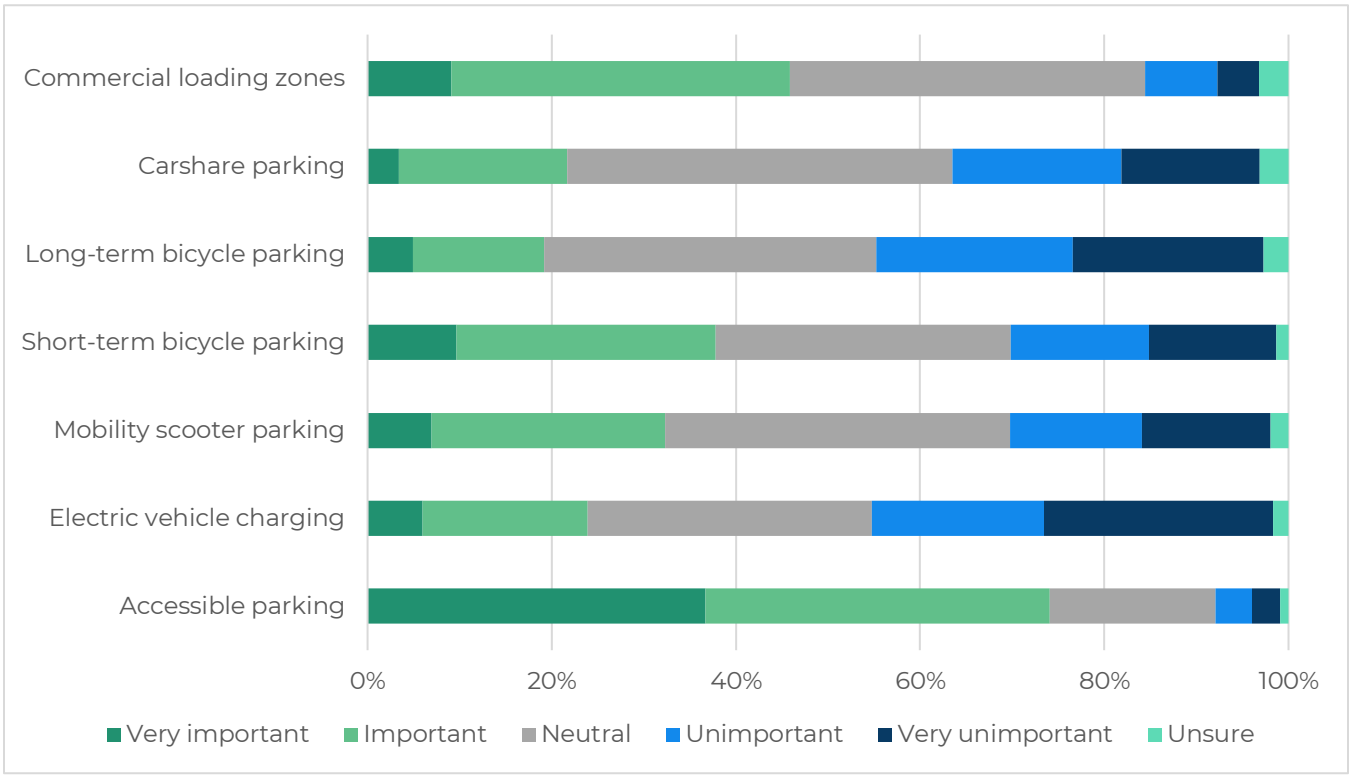
Total respondents: 1,271

The solution that received the most support (very supportive and supportive) was “creating more accessible parking spaces to accommodate individuals with disabilities” (50%), followed by “introducing time-restricted on-street parking” (42%) and “creating more loading spaces” (41%).

The solution with the least support (unsupportive and very unsupportive) was “removing on-street vehicle parking to accommodate bicycles and other modes” (75%), followed by “introducing pay parking in commercial areas to encourage shorter stays” (69%).

Accessible parking and loading space provision proved popular amongst respondents to this question. The Township may also have an opportunity to increase on-street parking turnover in high-demand commercial areas and urban centres such as Willowbrook and Fort Langley through implementing timed parking, rather than pay parking or elimination of parking altogether.

Question 12: How Important Is It For Each Of The Following To Be Provided In The Township?

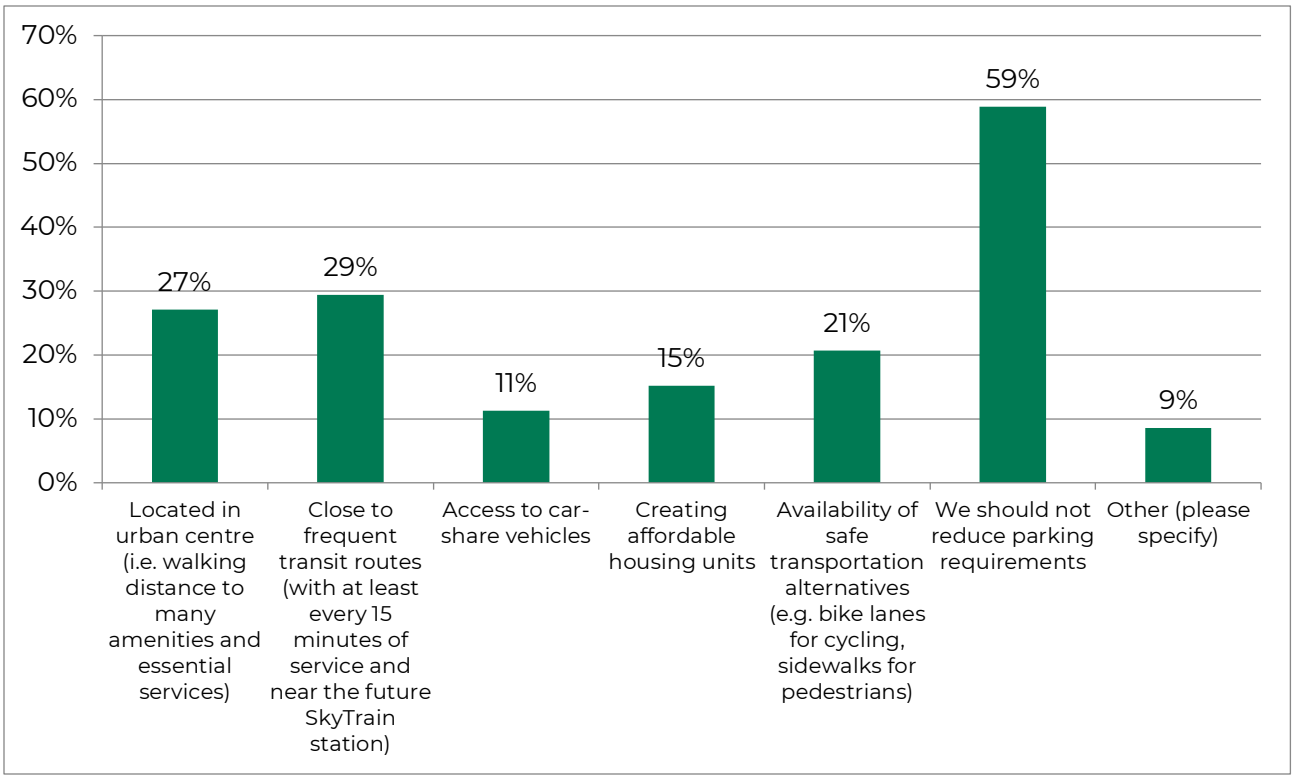


Total respondents: 1,216

Of the options provided, the most supported was accessible parking (73%) followed by commercial loading zones (46%) and short-term bicycle parking (37%).

The provision of more accessible parking can be done for both off-street and on-street locations. Off-street accessible parking supply will require amending the Zoning Bylaw, while on-street accessible parking supply can be provided in commercial areas, near hospitals and seniors homes by re-allocating space previously reserved for private vehicle parking and implementing updated accessible design standards.

Question 13: Reduced Parking Requirements Mean That New Construction Projects Will Need Fewer Parking Spaces. This Bylaw Update Will Consider The Effects Of Reduced Parking Requirements. Which Factors Do You Feel Should Support Reduced Parking Requirements? (Select all that apply)



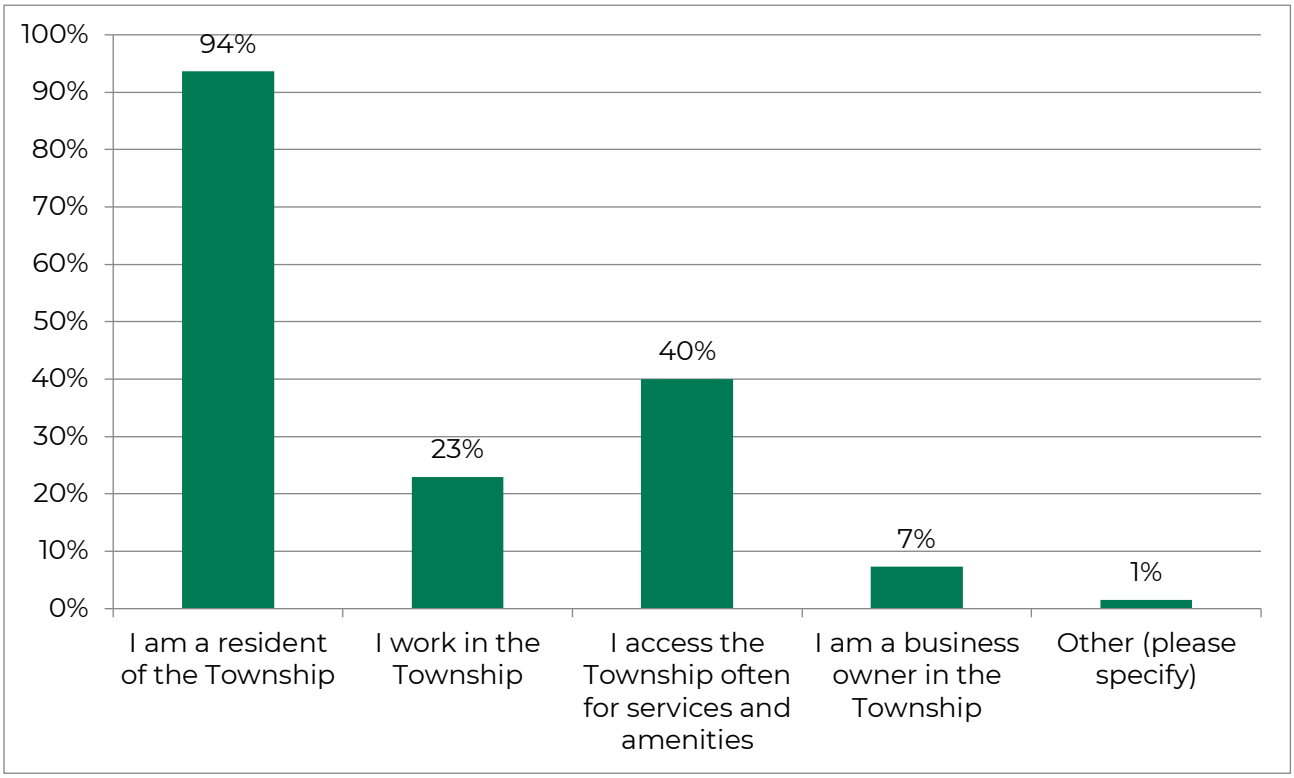
Total respondents: 1,216

The majority of respondents (59%) do not feel that the Township should reduce parking requirements. 29% of respondents support reduced parking requirements if it is near frequent transit, and 27% support reductions if they are located in urban centres.

Of the 104 "other" responses that do not involve responding against reduced parking requirements, the most common themes include:

- Visitors should have more parking
- All new developments should have parking

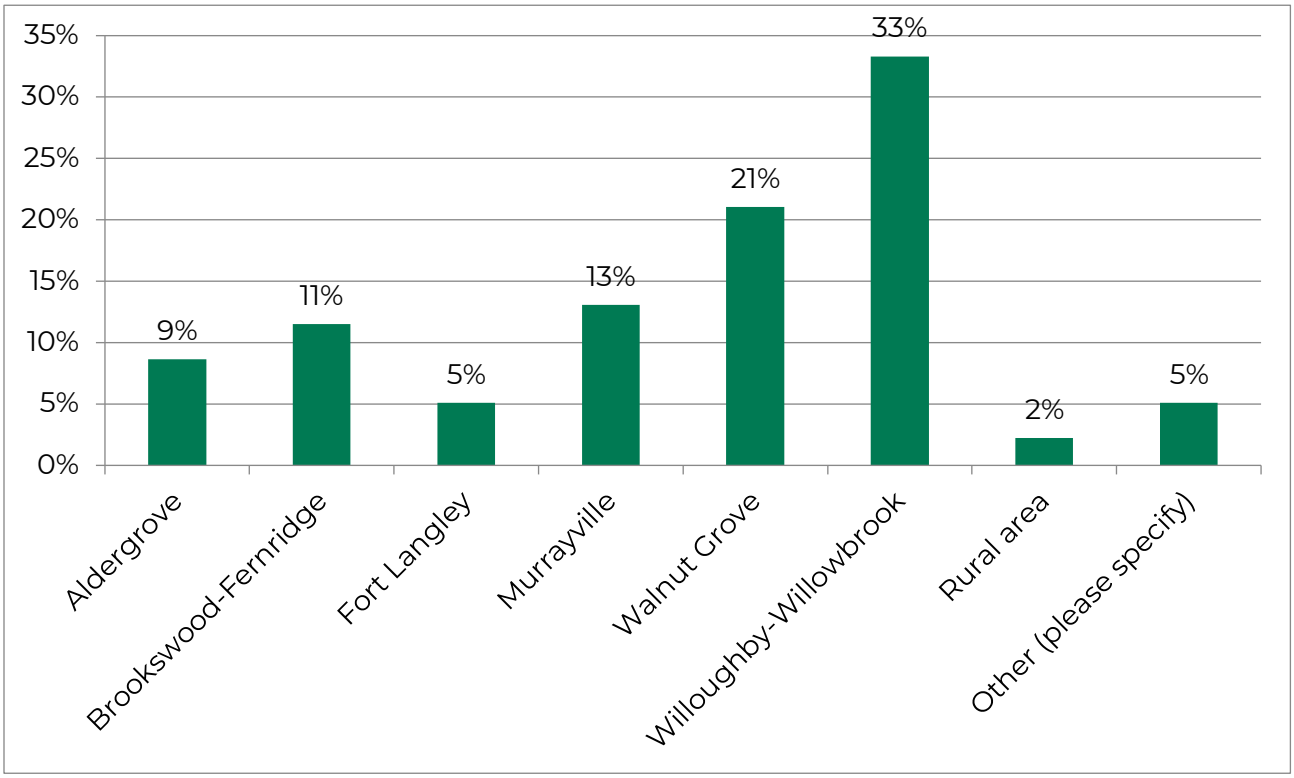
Question 14: Which Option Best Describes You? (Select all that apply)



Total respondents: 1,205

A majority of respondents (94%) live within the Township. 40% of respondents access services and amenities within the Township frequently, whether they indicated living within or outside of the Township.

Question 15: Which Neighborhood(s) Do You Live And/Or Work In?

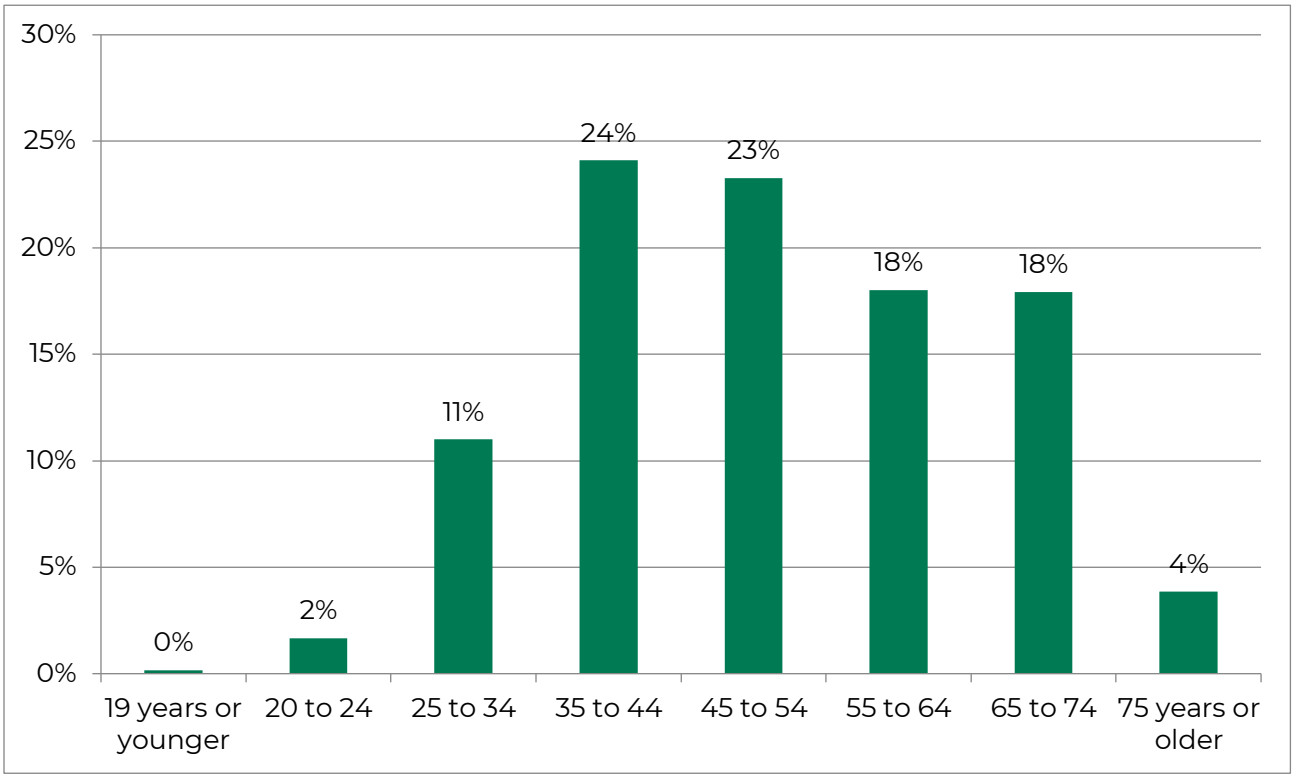


Total respondents: 1,201

Other popular answers within the Township included:

- Milner Heights (5)
- Cloverdale (3)

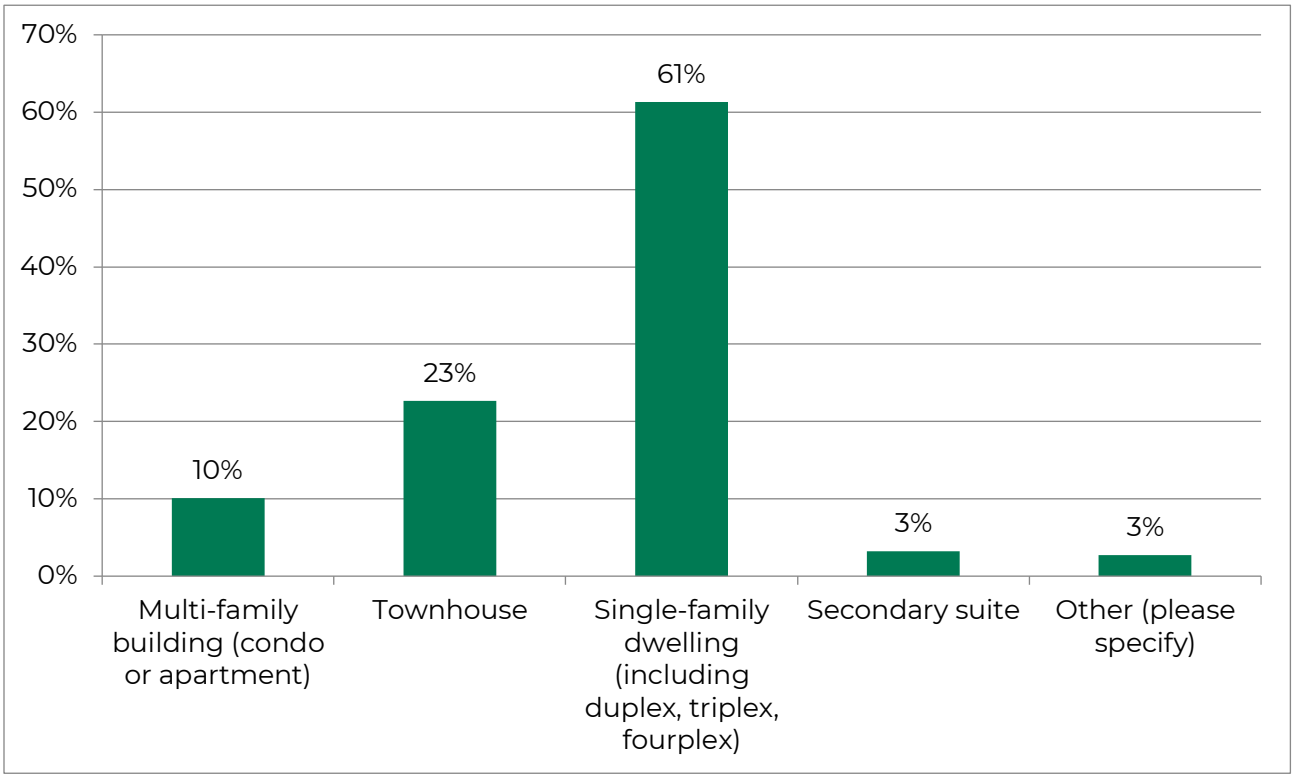
Question 16: Which Age Category Do You Fall Into?



Total respondents: 1,199

The majority of respondents fall within the age categories of 35-44 and 45-54 (47%). This indicates that the majority of respondents are either working professionals who commute to work daily or have additional family members they drive to and from daily activities. Less than 5% of respondents are younger than 24, which may be representative of young people choosing not to drive a personal vehicle or choosing to take alternative modes of transportation such as transit or active transportation. 21% of respondents are 65 years or older.

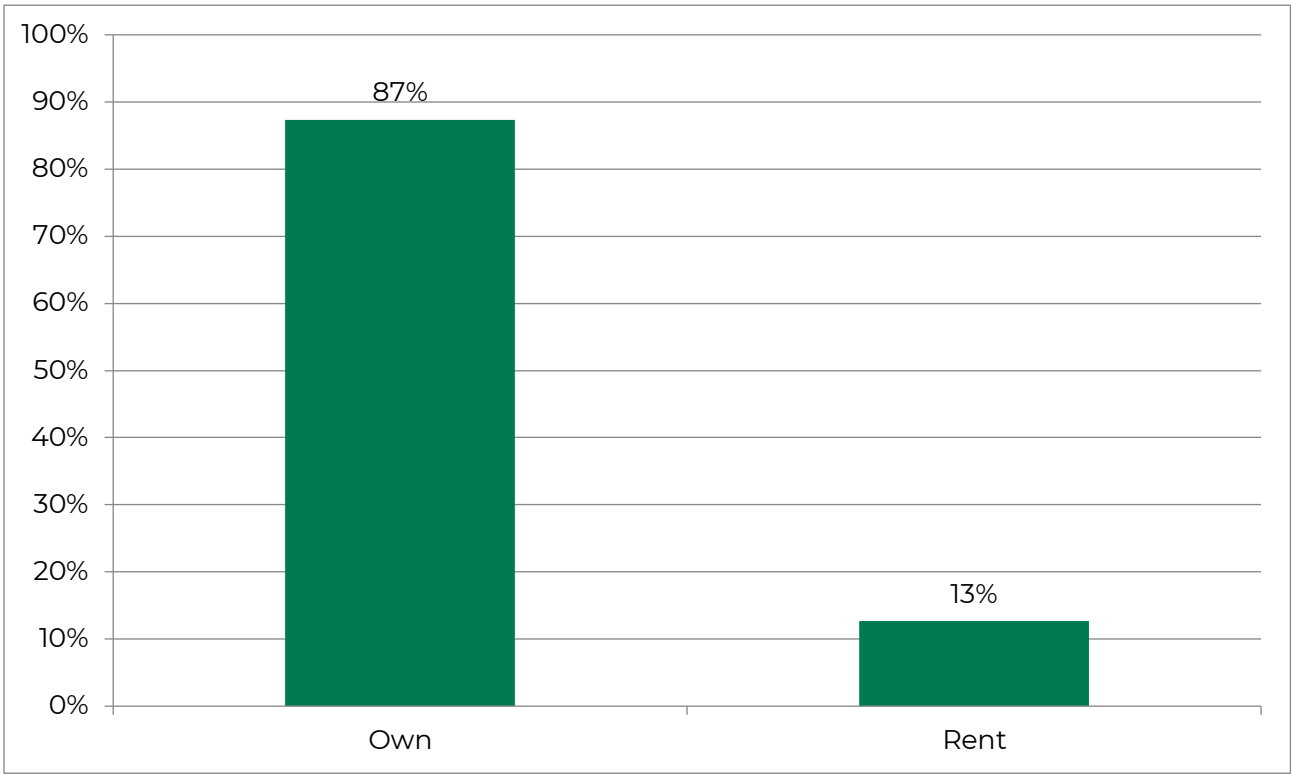
Question 17: If You Live In The Township, Which Of The Following Best Describes Your Residence.



Total respondents: 1,170

The majority of respondents (61%) live in a single-family dwelling. This is consistent with zoning within the Township, also indicating that respondents who drive private vehicles are often parking on-street in front of their residence, or in a private driveway or garage.

Question 18: Do You Own Or Rent Your Residence?



Total respondents: 1,195

Nearly 90% of respondents reported owning their residence, suggesting that survey responses primarily reflect the perspectives of homeowners.

3.0 What We Heard: Key Interest Group Survey

From July 11th to July 27th, 2025, 16 of the following 27 invited key interest groups participated in an online survey to provide feedback and express concerns related to parking throughout the Township.

- Ministry of Transportation and Transit (MoTT)
- TransLink
- School District #35
- Fraser Health
- Metro Vancouver
- Coast Mountain Bus Company (CMBC)
- Langley HUB Cycling
- Strong Towns Langley
- Greater Langley Chamber of Commerce
- Aldergrove Business Association
- Tourism Langley
- Walnut Grove & Willoughby Business Association
- Langley Senior Resources Society
- BC Accessibility HUB
- Ron Care Society
- Urban Development Institute
- Trinity Western University
- BC Trucking Association
- BC Taxi Association
- Langley District Parent Advisory Council (DPAC)
- Stepping Stone Community Services Society
- Langley Seniors in Action
- Inclusion Langley Society
- qʷɑːnƛ̓ən̓ (Kwantlen) First Nation
- qʼicʼəyʼ (Katzie) First Nation
- Máthxwi (Matsqui) First Nation
- seʼmyaʼme (Semiahmoo) First Nation

The following section summarizes the findings.

Question 1. Please select your organization from the list below.

Of the 16 responses to this question, 3 respondents were part of *Langley Seniors in Action*, 2 were part of the *Urban Development Institute*, and 2 were from *Fraser Health*.

Other respondents included representatives from Ministry of Transportation and Transit, School District 35, Metro Vancouver, Strong Towns Langley, Tourism Langley, Trinity Western University, BC Trucking Association, and Langley Senior Resources Society,

Question 2. How does parking impact your organization?

Of the 14 responses, open responses included the following:

Fraser Health - Parking is a component of the built environment and transportation infrastructure that can impact public health in complex ways. Fraser Health can play a role in highlighting these impacts and informing policy decisions. Recent literature finds four pathways through which parking impacts public health: (1) by encouraging driving and car-dependent environments, (2) by increasing coverage of land with impervious surfaces, (3) by increasing housing cost and driving unaffordability, and (4) by mitigating negative impacts of its design, construction, and maintenance.

Trinity Western – paid parking on-campus for staff, students and visitors

Metro Vancouver – conducts off-street parking studies

Question 3. What are the biggest parking challenges you experience in the Township?

Of the 10 responses, themes included the following:

- Congestion at pick up and drop off times
- Expanding off-street parking dataset is an opportunity to increase the precision and reach of our analysis.
- Insufficient on-street and off-street parking for customers and delivery vehicles at local businesses. Rapid growth and densification in areas like Willoughby and Fort Langley have squeezed curbside space, making it tough to find parking for guests, deliveries, or residents in secondary suites.
- Desire for more and better marked parking for the disabled.
- Overnight parking for commercial vehicles, followed by a lack of space to park large vehicles during the day for short period (lunch, washroom breaks, etc).

Question 4. What are some additional parking concerns you would like addressed?

Open responses to this question included the following:

- Safety
- Arterial street parking should be everywhere in off hours.
- An exploration of "unbundling" approaches for strata buildings.
- Reduce parking requirements for multi-family condo projects.
- Make accessible parking close to services - many seniors have mobility issues and walking blocks from a parking lot to a service is not possible and may be a barrier.
- Having more handicap parking for seniors and families closer to venues.

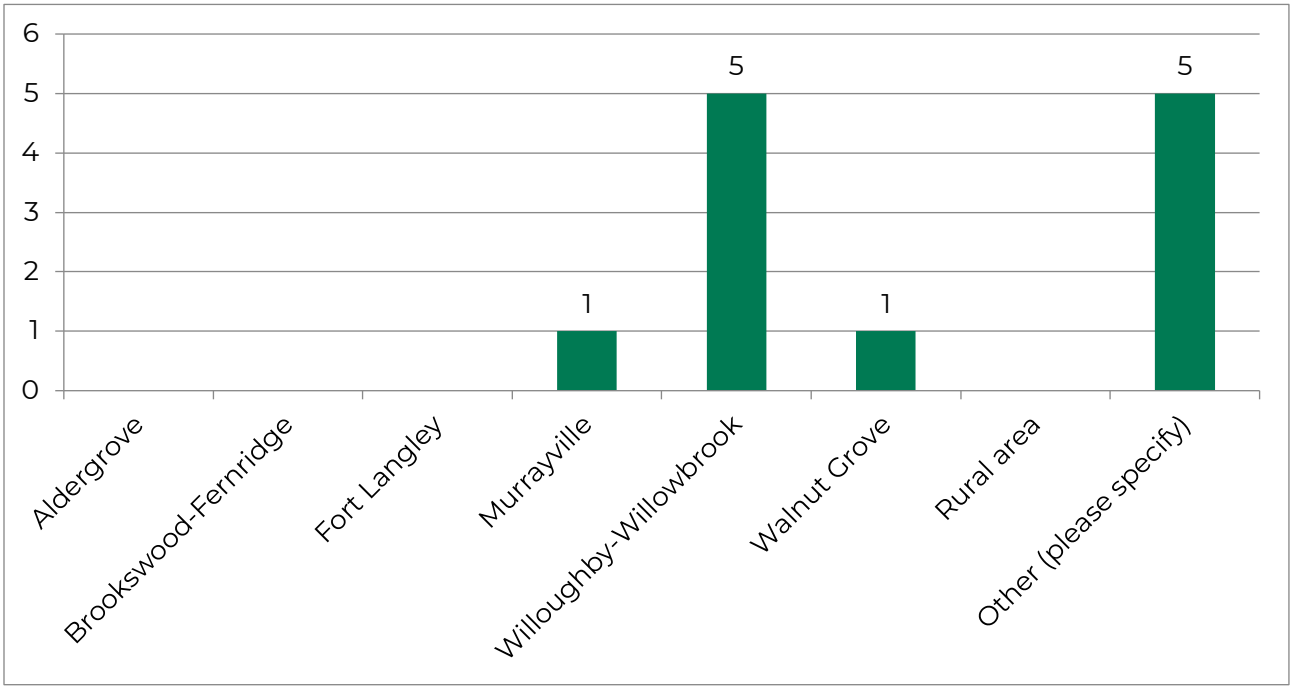
Question 5. What changes would you suggest for improvement?

The nine (9) responses included the following themes:

- Support alternatives to car dependency through limiting on- and off-street parking availability that allow residents to opt out of paying for parking they do not use.
- Revising parking design to better reflect typical usage, rather than peak usage
- Reducing parking minimums for commercial developments and replacing on-street parking allotment with traffic calming features.

- A broad-based policy to eliminate all off-street parking requirements for non-market (i.e. affordable / non-profit) housing.
- Continue to encourage/support alternative modes of transportation (transit, AT)
- Land use decisions must include consideration of opportunistic and overnight truck parking. Zoning must also include these considerations. Overnight parking in commercial areas can be permitted, IF (a big if) enforcement ensures we do not end up with trailers dropped.
- Reducing the parking ratio
- create designated parking spots specifically for the elderly above age 75.
- Consider the additional use of signage to temporarily convert regular parking to handicap parking for major events and other venues that could attract a higher percentage of seniors and families with strollers, etc.

Question 6. What neighborhood is your business/organization located in?



5 respondents are located in Willoughby-Willowbrook, 1 is located in Murrayville and 1 is located in Walnut Grove. Additional responses included Trinity Western, and all of the above destinations.

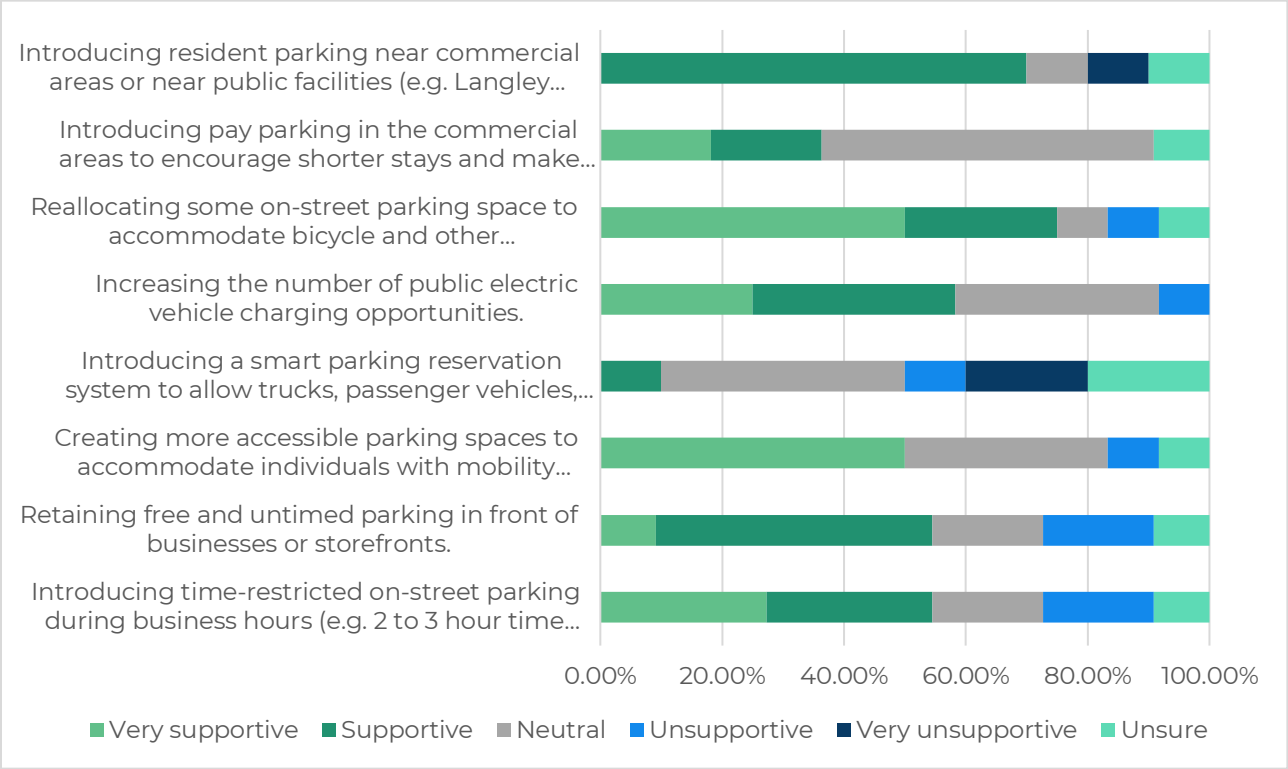
Question 7. Is there adequate onsite parking for your business?

Of the 10 responses to this question, 90% of respondents selected that there is enough onsite parking for their business.

Question 8. What, if any challenges do you face with on-street parking and loading?

Of the 4 open responses provided, children's safety, on-street parking restrictions, high speed traffic and RV parking emerged as the highest priority challenges.

Question 9. For Each of the Following Parking Options, Please Rate How Supportive or Unsupportive Your Business/Organization Would Be.



Parking options with the highest level of support (very supportive and supportive) include “introducing resident parking near commercial areas or near public facilities,” (54%) and “reallocating some on-street parking space to accommodate bicycles and other micromobility infrastructure” (75%).

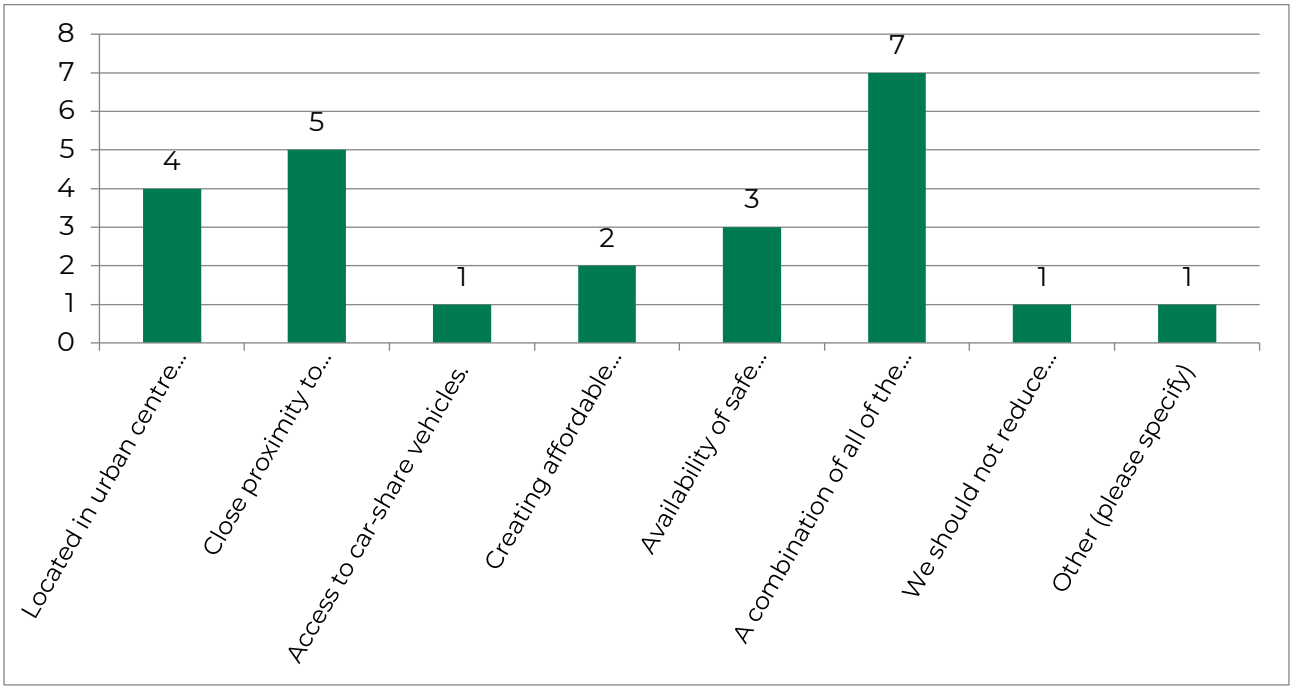
The parking options with the lowest level of support (unsupportive and very unsupportive) include “introducing a smart parking reserve system to allow trucks, passenger vehicles, delivery vehicles or or ride hailing vehicles to find and reserve available on street spaces” (30%) and “Introducing time-restricted on-street parking during business hours (e.g. 2 to 3 hour time limits) to enable more vehicles to utilize high-demand parking spaces and support higher parking turnover” (18.20%).

Question 10. How does Parking Impact Your Organization?

Of the 6 responses to this question, the themes included the following:

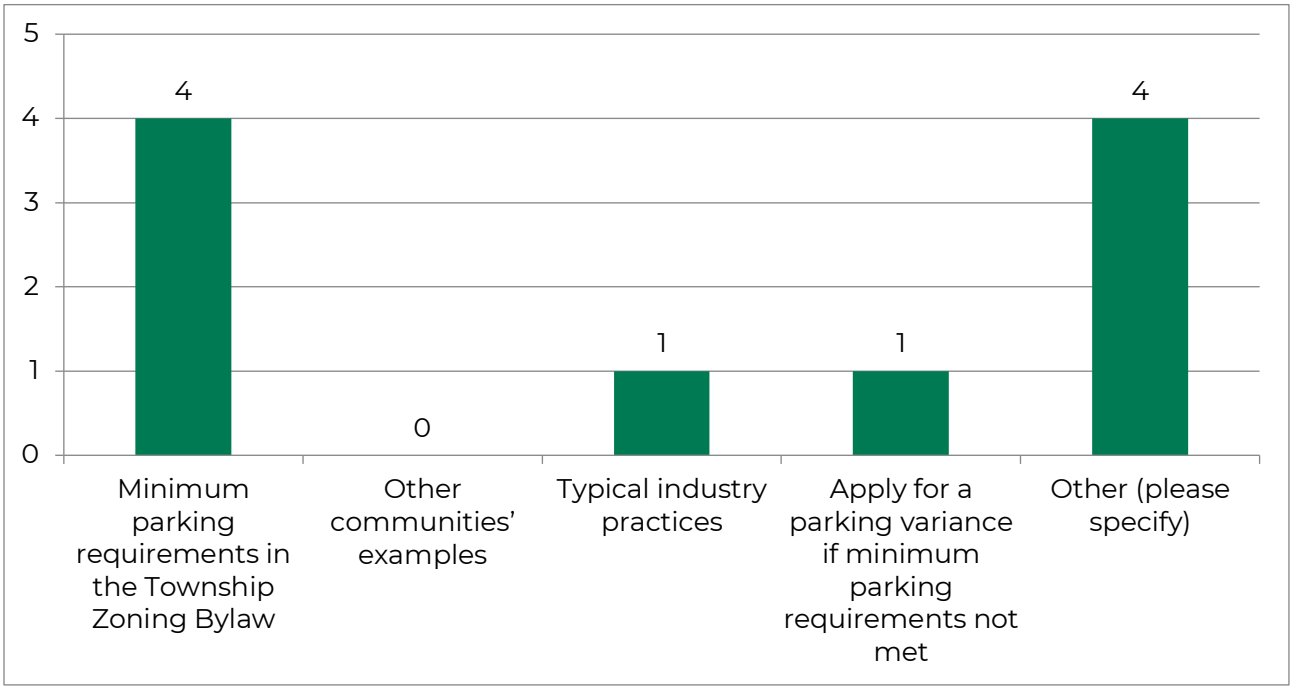
- Paid parking in high demand areas is essential to prevent overuse
- Designated seniors parking stalls
- Prioritize walkable and transit-oriented communities alongside having adequate parking spaces

Question 11. Which factors do you feel should support reduced minimum parking requirements in development? (Select all that apply)



Of the 12 responses to this question, seven (7) respondents support a combination of all factors to support reduced minimum parking requirements in developments. Close proximity to frequent transit routes was the most popular answer, with support from five (5) respondents. Access to car share vehicles and not reducing minimum requirements received the lowest support.

Question 12. What resources do you rely on to determine minimum parking needs you should be following for your development? (Select all that apply)



Of the nine (9) responses to this question, four (4) participants rely on minimum parking requirements in the Township Zoning Bylaw to determine minimum parking needs.

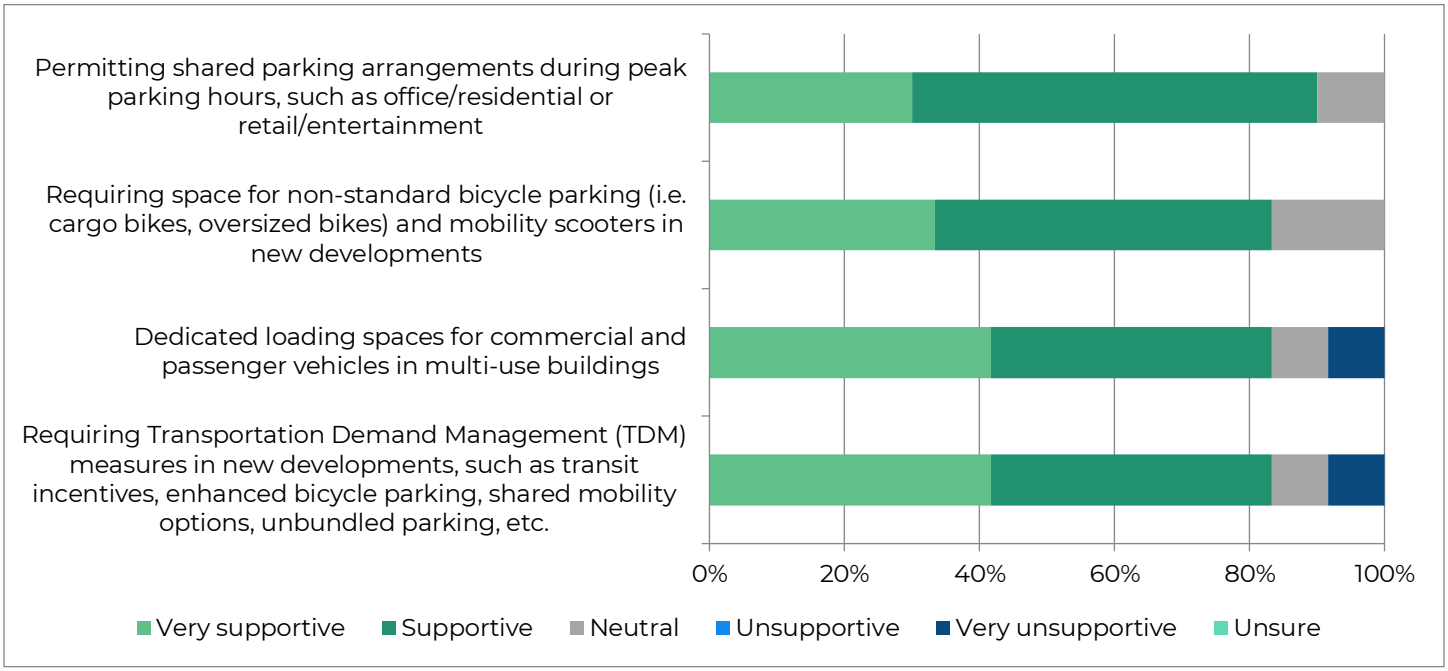
Question 13. Does your organization face challenges related to loading activities within multi-unit buildings or commercial buildings?

Of the 11 responses, 10 indicated not facing any challenges related to loading.

Question 14. Have you dealt with shared parking requirements? If so, please describe your experience.

None of the respondents reported experience with shared parking requirements, so this may represent an unfamiliar concept and require clarity if considered for implementation.

Question 15. For each of the following parking options, please rate how supportive or unsupportive your organization would be.



All TDM options received high level of support, except for 1 "very unsupportive" response for "requiring Transportation Demand Management (TDM) measures in new developments, such as transit incentives, enhanced bicycle parking, shared mobility options, unbundled parking, etc." and "dedicated loading spaces for commercial and passenger vehicles in multi-use buildings."

Question 16. Kindly share your insights or feedback regarding any of the topics mentioned above in the Off-street Parking section of the survey.

Three responses to this open question included the following:

- The biggest problem is the cost of rent/construction not the availability of parking. Parking drives these costs higher for us.
- Provincial TOAs prevent the Township from requiring parking in buildings near the Surrey-Langley-SkyTrain project. Future provincial TOAs may threaten the Township's ability to manage off-street parking if they are introduced around the future 200 St BRT (for example).
- I support shared parking options, especially for developments or businesses that have available space in half an hour times.

Question 17. There is an opportunity to establish a new parking cash-in-lieu policy as well as amend the existing bylaw to allocate a reserve fund specifically for alternative forms of transportation. As part of the process, Township will set eligibility criteria, cash-in-lieu rates, maximum limits for contribution, etc. Please provide any feedback regarding the impacts on your project planning, costs, and decision-making as a result. What improvements or changes would you suggest?

Four (4) respondents are supportive of cash-in-lieu structures that contribute to alternative transportation modes.

Two respondents brought up the cost of cash-in-lieu in relation to other development costs such as DCCs, construction and financing costs. Recommendations include encouraging Council to ensure that any cash-in-lieu charges be nominal and proportionate, and based on market rates.

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JANUARY 26, 2026 - REGULAR MEETING	**REPORT:**	26-07
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	BA000021
SUBJECT:	DEVELOPMENT APPLICATION PROCEDURES COUNCIL POLICY UPDATE		

RECOMMENDATION:

That Council approve the updated Development Application Procedures Council Policy 07-169, presented as Attachment A to this report.

EXECUTIVE SUMMARY:

On February 13, 2023, Council adopted Development Application Procedures Council Policy No. 07-169, which includes a list of development application requirements outlined in Schedule A of the policy. The current requirements include the submission of hard-copy drawings.

The proposed policy amendments pertain to providing digital versus paper submissions for development application materials and application type updates. Proposed amendments are included in Attachment A with a redline version of Schedule A for reference in Attachment B.

PURPOSE:

The report recommends Council adopt the revised Development Application Procedures Policy No. 07-169.

Respectfully submitted,

Samantha Howl
MANAGER, COMMUNITY DEVELOPMENT BUSINESS SUPPORT
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A Updated Development Application Procedures Policy 07-169
ATTACHMENT B Redline Version Schedule A of Policy 07-169

Township of Langley

Est. 1873

ATTACHMENT A

COUNCIL POLICY

DEVELOPMENT APPLICATION PROCEDURES

POLICY NUMBER: 07-169
EFFECTIVE DATE: 2023-02-13

1. Purpose

1.1 To provide administrative guidelines for Development Application Procedures.

1.2 This policy is intended to guide applicants and Township staff as part of the application process but is not intended to fetter Council's discretion when dealing with individual applications, each of which will be evaluated on its own merits.

2. Background

2.1 N/A

3. Related Bylaws

3.1 Development Application Procedures Bylaw No. 5760, Subdivision and Development Servicing Bylaw 2019 No. 5382 and Development Permit Delegation Bylaw 2016 No. 5246.

4. Development Application Requirements

4.1 Schedule A outlines the applicable forms for applications (referenced in Section 4.2 of Development Application Procedures Bylaw No. 5760) including determining all necessary supporting documentation and attachments.

4.2 Site Plan information (Schedule A – Required Items Details G Rezoning) not to extend beyond high-level conceptual site planning with only the minimum required of applicants for public input and Council consideration confirming basic road access and parking, building location(s), site surveys and significant tree schedules.

4.3 Landscape Plan(s) information (Schedule A – Required Items Details I Landscape Plan(s)) is to provide basic conceptual information demonstrating Zoning Bylaw compliance with detailed design after Council consideration and approval in principle meaning third reading of a rezoning bylaw.

5. Reporting Requirements

5.1 Schedule B outlines a landuse model template Report to Council information content referenced in Part 6 – Review by Community Development Division of Development Application Procedures Bylaw No. 5760.

6. Council Notification

6.1 Council shall be notified of all new development applications with summaries of the application along with any requested bylaw amendments or variances and other important considerations for Council to be aware of.

6.2 Council shall be notified of all development permit issuance.

Approval History

Approved 2023-02-13
Revised

Development Application Requirements

SCHEDULE A

Development application requirements have been approved by Council - Incomplete applications will require re-application.

Please note that additional documentation and/or information may be requested after submission to facilitate further processing of the application.

Application Type		Required Items (See next page for details)
1.	**Agricultural Land Commission**	See alc.gov.bc.ca for details
	• Non-Farm Use, Subdivision	C
2.	**Development Permit**	
	• Single-Family Residential (SFD)	A, B, C, J, P
	• Streamside or Sensitive Environmental Protection	A, B, C, G, J, M, P
	• All other Development Permit types	A, B, C, D, E, F, G, H, I, J, P
3.	**Development Variance Permit**	A, B, C, G, J
4.	**Plan Amendment**	A, B, C, J
5.	**Zoning Bylaw Text Amendment**	A, B, C, J
6.	**Rezoning**	
	• Commercial, Industrial, or Institutional	A, B, C, D, E, F, G, J, P
	• Multi-Family Residential (Apt, RH, SD, TH)	A, B, C, D, E, F, G, J, P
	• Single-Family Residential (SFD)	A, B, C, D, E, F, G, J, P
	• Within the Agricultural Land Reserve (ALR)	A, B, C, G, J, K, P
7.	**Subdivision**	
	• Creating five (5) lots or less	A, B, C, D, F, G, P
	• Creating more than five (5) lots	A, B, C, D, E, F, G, P
	• Within the Agricultural Land Reserve (ALR)	A, B, C, G, K, P
8.	**Strata Conversion**	A, B, C, G, J, P
9.	**Temporary Use Permit**	A, B, C, D, E, F, G, H, I, J, P
10.	**Telecommunications Tower**	A, B, C, J, N, O
11.	**Liquor Licence or Cannabis Retail Endorsement**	A, B, C, G, J, L
12.	**Heritage Revitalization Agreement**	A, B, C, D, E, F, G, H, I, J, P

Required Item Details

- Unless otherwise noted, required items must be no older than six months.
- Drawings must be drawn to scale in metric unless otherwise noted.
- Digital submissions must be flattened PDF files at a minimum of 600 dpi.
- All submissions must be complete and legible.

A.	**Development Application Form**
B.	**Title Search** • No older than 30 days. • If property is owned by a company, include: o a BC Company Summary search (available from BC Registries) and o a letter on company letterhead to confirm the owner's authority to sign on the company's behalf.
C.	**Application Fee**
D.	**Tree Survey** • Must be prepared and sealed by a registered BC Land Surveyor. • 1:500 (or suitable) scale of the development application site, showing the surveyed locations of all significant trees on the development site. • Significant trees must be labeled with their tag number, spot elevation at the base of the tree, and common and scientific names. • Background information to be shown, including all existing lot lines, rights of way, easements, watercourses, top of bank, and covenant areas.
E.	**Tree Evaluation Report** • Must be prepared by an arborist or landscape architect. • Significant trees are to be identified by their tag number, described in detail, and assessed for overall health. • Recommendations are made by the arborist as to the suitability of each tree for retention.
F.	**Tree Summary Schedule** • Must be completed by an arborist or landscape architect on the Township's form.
G.	**Site Plan**
H.	**Building Elevations** • A minimum of representative building elevations and 3D renderings must be provided to illustrate the intended general appearance of the proposed structures for public and Council review.
I.	**Landscape Plans** • Conceptual landscape layout and materials.
J.	**Letter of Intent detailing the proposal** • For all development permit applications, include a brief explanation of how the proposal meets the relevant development permit guidelines. • For commercial / industrial / institutional development permit applications indicate the name / type of business and number of employees. • For liquor applications, include the existing (if applicable) and proposed hours of operation and occupant loads.
K.	**Agricultural Land Commission approval letter**
L.	**Provincial Liquor & Cannabis Regulation Branch application** • Including all supporting documentation required through LCRB, and a detailed floor plan.
M.	**Report prepared by Qualified Environmental Professional**
N.	**Tower Design Plans**
O.	**Copies of returned co-location offer letters**
P.	**Site Disclosure Statement (provincial requirement)** • Forms and information can be found **HERE**.

AFTER REVIEW, INSERT INITIAL IN APPROPRIATE COLUMN; CLERK'S OFFICE REQUIRES REPORT AND ATTACHMENTS

BUDGET FUNDS: YES/NO FINANCE INITIAL:

AUTHOR MGR DIR CL ADM

SCHEDULE B

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	DATE – REGULAR MEETING	**REPORT:**	23-
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	xx-xx-xxxx
SUBJECT:	xx FOLDER NUMBER(S) xx (xx PROJECT NAME xx / xx ADDRESSES xx)		

PROPOSAL:

RECOMMENDATION SUMMARY:

RATIONALE:

RECOMMENDATIONS:

EXECUTIVE SUMMARY:

PURPOSE:

REFERENCE:

BACKGROUND/HISTORY:

DISCUSSION/ANALYSIS:

Adjacent Uses:

Community / Neighbourhood Plan Amendment:

Zoning Amendment:

Development Permit:

Community Amenity Contributions:

Tree Protection / Replacement:

Policy Considerations:

Respectfully submitted,

Name of Author
TITLE OF AUTHOR
for
NAME OF DIVISION

ATTACHMENT A Maps and Graphics

DEVELOPMENT APPLICATION REQUIREMENTS

Development application requirements have been approved by Council - Incomplete applications will require re-application.

SCHEDULE A

Please note that additional documentation and/or information may be requested after submission to facilitate further processing of the application.

~~Items listed are required at application submission. Missing items will result in refusal of the application.~~

~~Additional information may be required after application submission, to facilitate further processing of the application.~~

~~**ALL REPORTS AND DRAWINGS MUST BE LEGIBLE**~~

	APPLICATION TYPE	REQUIRED ITEMS *(see ~~reverse~~ next page for details)*
1.	Agricultural Land Commission ~~see application requirements on ALC website (alc.gov.bc.ca)~~	See alc.gov.bc.ca for details
	• Non-Farm Use, Subdivision	C
2.	Development Permit	
	• Single-Family Residential (SFD) • ~~Residential (single family)~~	A, B, C, J, P ~~A,B,C,J,Q,R~~
	• Streamside or Sensitive Environmental Protection • ~~Commercial, Industrial, Institutional, Multi-Family Residential~~	A, B, C, G, J, M, P ~~A, B,C,D,E,F,G,H,I,J,Q,R~~
	• ~~GHG~~	~~A,B,C,J,K,~~
	• All other Development Permit types • ~~Streamside~~	A, B, C, D, E, F, G, H, I, J, P ~~A,B,C,H,J,N,Q~~
3.	Development Variance Permit	A, B, C, G, J
4.	Plan Amendment ~~Official Community Plan, Community Plan, or Neighbourhood Plan Amendment~~	A, B, C, J
5.	Zoning Bylaw Text Amendment	A, B, C, J
6.	Rezoning	
	• Commercial, Industrial, or Institutional • ~~Industrial, Commercial, Institutional, Multi-Family Residential~~	A, B, C, D, E, F, G, J, P ~~A,B,C,D,E,F,G,H,J,Q,R~~
	• Multi-Family Residential (Apt, RH, SD, TH) • ~~Residential - Non-ALR 5 Lots or under~~	A, B, C, D, E, F, G, J, P ~~A,B,C,D,F,G,J,Q,R~~
	• Single-Family Residential (SFD) • ~~Residential - Non-ALR over 5 Lots~~	A, B, C, D, E, F, G, J, P ~~A,B,C,D,E,F,G,,J,Q,R~~
	• Within the Agricultural Land Reserve (ALR)	A, B, C, G, J, K, P ~~A,B,C,G,J,L,Q,R~~
7.	Subdivision	
	• Creating five (5) lots or less • ~~Within the Agricultural Land Reserve~~	A, B, C, D, F, G, P ~~A,B,C,G,L,Q,R~~
	• Creating more than five (5) lots • ~~Non-ALR 5 Lots or under~~	A, B, C, D, E, F, G, P ~~A,B,C,D,F,G,Q,R~~
	• Within the Agricultural Land Reserve (ALR) • ~~Non-ALR over 5 Lots~~	A, B, C, G, K, P ~~A,B,C,D,E,F,G,Q,R~~
	• ~~Strata Conversion~~	~~A,B,C,G,J,Q,R~~
8.	Strata Conversion	A, B, C, G, J, P
~~**8.**~~	Temporary Use Permit	A, B, C, D, E, F, G, H, I, J, P

9.		~~A,B,C,D,E,F,G,H,I,J,R,Q~~
~~**9.**~~ **10.**	Telecommunications Tower	A, B, C, J, N, O ~~A,B,C,J,O,P~~
~~**10.**~~ **11.**	Liquor Licence or Cannabis Retail Endorsement	A, B, C, G, J, L ~~A,B,C,G,J,M~~
~~**11.**~~ **12.**	Heritage Revitalization Agreement or Heritage Alteration Permit	A, B, C, D, E, F, G, H, I, J, P ~~A,B,C,D,E,F,G,H,I,J,Q,R~~
~~**12.**~~	~~Land Use Contract Amendment/Discharge~~	~~A,B,C,J,Q~~

~~Applicant Name:~~ _____

~~Applicant Signature:~~ _____ ~~Date:~~ _____

~~**TOL Use Only**~~

~~Received by:~~ _____ ~~Date:~~ _____

Township of Langley Est. 1873

REQUIRED ITEMS DETAILS

- Unless otherwise noted, required items must be no older than six months.
- Drawings must be drawn to scale in metric unless otherwise noted.
- Digital submissions must be flattened PDF files at a minimum of 600 dpi.
- All submissions must be complete and legible.

~~**Important Note: Hard copies requested below are in addition to digital copies required to be submitted through the Development Application Submission Portal: tol.ca/developmentapplication**~~

~~Unless otherwise noted, required documents must be **no older than 6 months**.~~

~~Please deliver physical submissions to the second level drop box at the Township Civic Facility (20338 65 Avenue).~~

A.	~~**Fully completed**~~ **Development Application Form** • ~~Including signatures of authorization by all property owners.~~
B.	**Title Search** • No older than 30 days. • If property is owned by a company, include a BC Company Summary search (available from ~~the Land Title Office~~ BC Registries); and a letter on company letterhead to confirm the applicant's authority to sign on the company's behalf.
C.	**Application Fee**
D.	**Tree Survey** • Must be prepared and sealed by a registered BC Land Surveyor. • 1:500 (or suitable) scale of the development application site, showing the surveyed locations of all significant trees on the development site. • Significant trees must be labeled with their tag number, spot elevation at the base of the tree, and common and scientific names. • Background information to be shown on the tree survey includes all existing lot lines, rights of way, easements, watercourses, top of bank, and covenant areas.
E.	**Tree Evaluation Report** • Must be prepared by an arborist or landscape architect. • Significant trees are to be identified by their tag number, described in detail, and assessed for overall health. • Recommendations are made by the arborist as to the suitability of each tree for retention.
F.	~~**Fully completed**~~ **Tree Summary Schedule** • ~~To~~ Must be completed by an arborist or landscape architect on the Township's form.
G.	**Site Plan** • ~~One (1) copy drawn to scale in metric & one (1) copy 11x17.~~
H.	**Building Elevation(s)** • A minimum of representative building elevations and 3D renderings must be provided to illustrate the intended general appearance of the proposed structures for public and Council review. • ~~One (1) copy drawn to scale in metric & one (1) copy 11x17.~~ • ~~Minimum of representative elevation(s) and 3D rendering(s) required to outline for the public and Council the intended general appearance of structure(s) for a Development Permit~~
I..	**Landscape Plans** • Conceptual landscape layout and materials • ~~Two (2) copies, drawn to scale in metric & one (1) copy 11x17.~~
J.	**Letter of Intent detailing the proposal** • For all development permit applications, include a brief explanation of how the proposal meets the relevant development permit guidelines. • For commercial / industrial / institutional development permit applications indicate the name / type of business and number of employees. • For liquor applications, include the existing (if applicable) and proposed hours of operation and occupant load(s).
K.	~~**GHG Report prepared by qualified professional**~~ **Agricultural Land Commission approval letter**
L.	**Provincial Liquor & Cannabis Regulation Branch application** • Including all supporting documentation required through LCRB, and a detailed floor plan.
M.	**Report prepared by Qualified Environmental Professional** ~~**Provincial Liquor & Cannabis Regulation Branch application**~~ • ~~Including all supporting documentation required through LCRB, and a detailed floor plan.~~
N.	**Tower Design Plans** ~~**Report prepared by Qualified Environmental Professional**~~ • ~~Two (2) copies.~~
O.	**Copies of returned co-location offer letters** ~~**Tower Design Plans**~~

P.	**Site Disclosure Statement** (provincial requirement) • Forms and information can be found HERE. ~~**Copies of returned co-location offer letters**~~
~~**Q.**~~	~~**Site Disclosure Statement** (provincial requirement) - Forms and information can be found HERE.~~
~~**R.**~~	~~**Familiarize yourself** with the BC Archaeology Branch Property Owner Brochure found HERE.~~ (moved to application acknowledgements)

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JANUARY 26, 2026 - REGULAR MEETING	**REPORT:**	26-09
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	BA000050
SUBJECT:	DEVELOPMENT COST CHARGES BYLAW UPDATE		

RECOMMENDATIONS:

That Council give first, second and third reading to Langley Development Cost Charges Bylaw No. 6189.

EXECUTIVE SUMMARY:

At the December 15, 2025 Council Meeting, consideration of Development Cost Charges (DCC) Bylaw No. 6189 was deferred to January 26, 2026. In the meantime, per Urban Systems Ltd. recommendation, the proposed DCC Program and Bylaw was advanced to the Ministry of Municipal Affairs as a pre-submission to assist in expediting formal approval. The Ministry provided feedback requesting clarification on fire project benefit allocation and consistent with past updates, inclusion of finalized information on project borrowing commitments, which has been incorporated into the DCC Background Report (Attachment A).

PURPOSE:

To request Council consideration of first, second and third reading of DCC Bylaw No. 6189 prior to forwarding the bylaw to the Ministry of Municipal Affairs for approval.

Respectfully submitted,

Stephen Richardson
DIRECTOR, COMMUNITY DEVELOPMENT
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A DCC Background Report by Urban Systems Ltd.
ATTACHMENT B December 15, 2025 Report to Council

ATTACHMENT A

DEVELOPMENT COST CHARGE BYLAW UPDATE

TOWNSHIP OF LANGLEY

Background Report

URBAN SYSTEMS

312 - 645 Fort Street, Victoria, BC V8W 1G2 | T: 250.220.7060

312 - 645 Fort Street, Victoria, BC V8W 1G2 | T: 250.220.7060

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PREPARED FOR:

TOWNSHIP OF LANGLEY

Dave Anderson

Manager of Development Engineering

20338 - 65 Avenue

Langley, BC, V2Y 3J1

PREPARED BY:

Shaun Heffernan
E: sheffernan@urbansystems.ca

Sylvie Ann Lonne
E: slonne@urbansystems.ca

File: 1013.0138.01

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DCC PROGRAM EXECUTIVE SUMMARY

In 2025, the Township of Langley (Township) initiated an update to their current Development Cost Charge (DCC) Bylaw. The development of the Township-wide DCC bylaw included the following elements:

Developing residential and non-residential growth estimates.

As part of the Bylaw update, revised growth projections were prepared. These were primarily developed using projection information prepared by Township staff for the Township's Official Community Plan (OCP) projection data with additional information from Statistics Canada (Census). The selected DCC growth projections align with the Township's introductory Amenity Cost Charge (ACC) Bylaw.

Developing project lists for eligible DCC projects and services.

Project lists for the existing Transportation, Water, Drainage, Sanitary Sewer and Parks programs were updated to reflect the most recent information on the infrastructure needed to service growth in the Township, as indicated in master plans, infrastructure studies, and conversations with staff across departments.

The Parks DCC Program was substantially revised to reflect new provincial DCC best practices for parkland acquisition and development. The project list was developed to clearly identify specific areas for acquisition as per the DCC Best Practices Guide. Application of the Parks DCC was expanded to include industrial, institutional, and commercial development to align with the categories of charge being brought forward in the ACC Bylaw.

In response to new provincial legislation that created new DCC-eligible categories, the Township also opted to develop a new Fire Protection DCC program.

Determining land use categories, units of charge, and infrastructure impact.

This report presents the Township of Langley's proposed DCC rates and program. The draft DCC rates shown in Table ES-2 were developed by applying the key elements, growth projections, and land use equivalencies to identify charges for DCC-eligible projects anticipated based on infrastructure impact within the defined DCC timeframe.

The DCC land use categories were updated to reflect the impacts of small-scale multi-unit housing (Bill 44) and DCC best practices. Additionally, the updated land use categories align with the introductory ACC Bylaw.

DCC KEY ELEMENTS

Prepared by the Ministry of Housing and Municipal Affairs (Ministry), the Development Cost Charge Best Practices Guide (Best Practices Guide) stipulates key elements that should be considered when determining DCC rates. **Table ES-1** outlines the key elements, decisions and supporting rationale used in this update.

Table ES-1: DCC Key Elements in Alignment with the DCC Best Practice Guide

Key Element		Rationale
Time Horizon	Varies by Program	• *25-year time horizon* for Parks, Fire Protection, and Water DCC Programs to reflect timing of infrastructure needs • *35-year time horizon* for the Transportation DCC Program and *40-year time horizon* for Sanitary Sewer and Drainage DCC Programs to reflect timing of infrastructure needs
Benefitting Area	Township-wide charge	• **Township-wide charge:** DCC projects are components of Township-wide infrastructure/parks systems and, therefore, provide a Township-wide benefit.
Programs	Addition of new categories	• As per the *LGA* and DCC Best Practices Guide, the following programs were identified for inclusion into the updated bylaw: o Transportation o Water o Drainage o Sanitary Sewer o Parks o Fire Protection (new)
Grant Assistance	No grants are included. Some projects include cost sharing.	• Specific transportation projects include cost sharing with TransLink and other major funding partners as detailed in Section 2.3 and reflected in Appendix A.
Developer Contribution	None	• No identified DCC projects include a developer contribution.
Financing	Yes	• No new DCC projects include long-term debt financing. • Existing DCC projects that have financing considerations have been identified in Section 2.3 and noted in Appendix A.
Benefit Allocation	25-100%	• Many projects are at 100% allocation since most included project costs only reflect the upsizing component. • Where project cost do not represent only upsizing, specific benefit has been calculated for each project.

Municipal Assist Factor (MAF)	1%	• **1% MAF** to be carried over from previous DCC update.
Units of Charge	Per dwelling unit, and per m^2 Gross Floor Area (GFA)	• ***Per dwelling unit*** for all residential categories. DCCs are levied on Single and Two Family Residential at time of subdivision and at time building permit for Ground Oriented Multi-Family Residential and Apartment Residential when the number of units is known. • ***Per m^2 of Gross Floor Area (GFA)*** for commercial, industrial, and institutional uses as impact on infrastructure is expected to correlate most closely with floor space.

PROPOSED DCC RATES

The proposed 2025 DCC rates are provided in **Table ES-2 (below).**

Table ES-2: Proposed 2025 Township-Wide DCC Rates

Land Use	Single and Two Family Residential	Ground Oriented Multi-Family Residential	Apartment Residential	Commercial	Industrial	Institutional
Unit	Per dwelling unit	Per dwelling unit	Per dwelling unit	Per m^2 of GFA*	Per m^2 of GFA*	Per m^2 of GFA*
Road	$20,504	$13,558	$11,144	$53.00	$11.89	$52.99
Sewage	$4,100	$2,846	$1,809	$14.00	$5.43	$13.75
Water	$7,160	$4,970	$3,159	$24.00	$9.48	$24.01
Drainage	$14,638	$5,898	$4,046	$36.00	$33.67	$31.91
Parkland (Acquisition & Development)	$22,998	$15,963	$10,146	$77.00	$30.44	$77.11
Fire Protection	$2,978	$2,067	$1,314	$10.00	$3.94	$9.98
TOTAL	$72,378	$45,302	$31,618	$214.00	$94.85	$209.75
*Gross Floor Area						

1.0 INTRODUCTION AND BACKGROUND

1.1 CONTEXT

The Township of Langley (Township) currently collects Development Cost Charges (DCCs) for Transportation, Sanitary Sewer, Drainage, Water, and Parks (Acquisition and Development). The existing DCC Program was adopted in 2024.

In 2025, the Township of Langley initiated a process to update the DCC bylaw (Development Cost Charge Bylaw 2025, No. 5897) to align the DCC program, rates, and bylaw with new legislation and to reflect current infrastructure requirements and costs.

The material provided in this background report is meant for information only. The Township's adopted **DCC Bylaw should be referred to for rates and requirements**.

1.2 DRIVERS

Many municipalities across British Columbia (BC) use DCCs as a cost-recovery tool to support municipal financial sustainability. The advantages of implementing a DCC bylaw include:

- **Clear and consistent rules** – It gives developers a predictable and transparent framework to follow.
- **Sustainable funding** – It helps the Township collect money to pay for the services and infrastructure needed as the community grows.
- **Fair cost sharing** – It ensures that developments benefiting from new infrastructure help pay for it, following the "growth pays for growth" principle.
- **Transparency** – It makes it clear how much growth-related infrastructure costs and how those costs are funded.
- **Reduced financial risk** – It allows the Township to plan and save for future infrastructure, avoiding large, unexpected expenses.

The DCC update captures current infrastructure costs for capital projects that are driven by growth. The proposed rates ensures that those who will use and benefit from the services provided by the Township pay their share of the growth-related costs in a fair and equitable manner.

Key drivers for the Township of Langley DCC update include:

- Increasing development pressures, community growth, and changing development patterns;
- New legislation that enables the Township to collect DCCs for fire protection facilities; and
- Refreshing the infrastructure projects needed to support growth, along with updated costs.

1.3 LEGISLATIVE CONTEXT

This DCC update aligns with the legislative requirements outlined in Part 14, Division 19 of the *Local Government Act (LGA)*, the *Community Charter,* and the DCC Best Practices Guide (Best Practices Guide).

SOURCES

The update aligns with the Township's capital planning, historical growth and building permit data, Official Community Plan (OCP) and Amenity Cost Charge (ACC) Bylaw.

As part of the bylaw update, staff from the Transportation; Engineering & Public Works; Finance; and, Parks and Recreation departments also worked closely with the project team to develop project lists and the draft rates.

2.0 DCC CALCULATION METHODOLOGY AND KEY FINDINGS

This section outlines the technical inputs and analysis used to determine the costs of the DCC program and the infrastructure required to support future growth:

- **Scope of the program:** Establishing whether DCCs will be applied across the entire jurisdiction or to specific areas, identifying the services eligible for DCC funding, and determining the planning time frame.
- **Estimating growth:** Projecting population and development growth, classifying development by land use categories, and applying equivalency factors to ensure consistent and fair cost allocation.
- **Identifying projects lists:** Listing growth-related capital projects, determining how much each project benefits new versus existing development, and identifying the portion of costs to be funded by the Township rather than through DCCs.

These technical components, together with Council's discretion in setting the Municipal Assist Factor (MAF), are used to calculate the draft DCC rates.

2.1 SCOPE OF PROGRAM

JURISDICTION-WIDE VERSUS AREA-SPECIFIC CHARGES

DCCs can be applied on a jurisdiction-wide or area-specific basis. Through discussions with staff, it was determined that the Township would implement Township-wide DCCs as the projects included provide a Township-wide benefit.

PROGRAM TIME FRAME

To align with existing documents, such as the Township's OCP, Housing Needs Report, and financial planning, **a 25-year time horizon** is used for the Parks, Fire Protection and Water DCC Programs. **A 35-year time horizon** for the Transportation DCC program and **a 40-year time horizon** is used for the Sewer and Drainage DCC program to reflect the larger infrastructure projects included within the list and to reflect the expected construction timelines

DCC-ELIGIBLE SERVICES

The following services were included in the DCC program:

- Transportation
- Sanitary Sewer
- Drainage
- Water
- Parks (Acquisition and Development)
- Fire Services

There are no DCC eligible police protection or solid waste and recycling services included as part of the Bylaw update. All projects in these programs were vetted against the information provided in the *LGA* and the Best Practices Guide to ensure eligibility.

2.2 ESTIMATING GROWTH

LAND USE CATEGORIES

The proposed DCCs are based on updated land use categories that reflect the impact of different built forms on infrastructure services. The definitions in **Table 1** apply to the land use categories used in the DCC Bylaw.

Table 1: Land Use Categories and Definitions

Updated Land Use Category	Inclusions and Definitions
Single and Two Family Residential	One-Unit Dwelling, which may contain one (1) additional Dwelling Unit in the form of a Secondary Suite or an Accessory Dwelling Unit, or a Two-Unit Dwelling, wherein each unit may also contain one fully enclosed Secondary Suite.
Ground Oriented Multi-Family Residential	Multiple-Unit Dwelling building(s) containing three (3) or more self-contained units accessible through separate, ground-oriented entrances (i.e., not accessed through a common hallway). Forms of development include Accessory Dwelling Units, rowhouses, townhouses, small-scale multi-unit housing, and mobile homes.
Apartment Residential	A building or portion of a building(s) containing three (3) or more self-contained Multiple-Unit Dwellings accessed through a common hallway, one or more of which are wholly or partly above another self-contained Dwelling Unit.
Commercial	Includes commercial development in a commercial zone listed in the Zoning Bylaw or a similar development in another zone permitted in accordance with the Zoning Bylaw, in which the predominant use of the zone, as determined by its purpose and list of permitted uses, is of a commercial nature.
Industrial	Means all developments zoned for industrial uses as defined in the Zoning Bylaw and all developments having industrial uses undertaken in buildings or on land, where the zoning designation under the Zoning Bylaw is other than industrial
Institutional	(a) all developments zoned for institutional use under the Zoning Bylaw; or (b) institutional uses undertaken in buildings or on land where the zoning designation under the Zoning Bylaw is other than institutional, including, but not limited to, schools and other educational facilities, congregate care facilities and other live/care accommodation, hospitals and other medical facilities, government buildings, public recreational facilities, fire halls, police stations, airport facilities, communications and energy facilities, waste disposal and other similar public and utility uses.

DEVELOPMENT FORECAST

Residential growth projections (below) were referenced using multiple sources and references, including:

- Statistics Canada. (2022). Census Profiles, 2016 and 2021 Census of Population. Government of Canada
- Metro Vancouver Regional Growth Strategy 2050
- Langley Development Cost Charges Bylaw 2024 No. 5897

- Township of Langley Official Community Plan, consolidated April 3, 2023
- Conversations with staff across departments.

The above references provided information on the expected population increase and related dwelling unit construction over a 25-year time horizon (2025-2050). This initial projection aligned with the DCC program timeframes for Parks, Fire Protection, and Water. The initial projections were extrapolated to align with the other proposed DCC program time frames (35 years for Transportation, and 40 years for Sanitary Sewer and Drainage).

Growth projections for commercial, industrial, and institutional (ICI) uses are based on:

- Metro Vancouver Regional Growth Strategy 2050
- Langley Development Cost Charges Bylaw 2024 No. 5897
- Township of Langley Official Community Plan, consolidated April 3, 2023
- Conversations with staff across departments.

All projections are outlined in **Table 2** below. The 25-year growth projections align with the Township's ACC Bylaw.

Table 2: Residential and Non-Residential Growth Projections

Land Use	Unit	25-Year Growth Projections	35-Year Growth Projections	40-Year Growth Projections
Single and Two Family Residential	dwelling unit	**1,400**	**1,960**	**2,240**
Ground Oriented Multi-Family Residential	dwelling unit	**19,100**	**26,740**	**30,560**
Apartment Residential	dwelling unit	**32,800**	**45,920**	**52,480**
Commercial	m^2 of GFA	**398,000**	**557,200**	**636,800**
Industrial	m^2 of GFA	**675,000**	**945,000**	**1,080,000**
Institutional	m^2 of GFA	**236,000**	**330,400**	**377,600**

EQUIVALENCIES

Different land uses have different impacts on infrastructure. To reflect these differences, equivalent units are used to allocate DCC costs across land uses.

Table 3: Equivalent Unit Methodology

Water	For residential demand, occupancy rates were used to project demands for water services. For non-residential land uses, equivalent populations per square metre are established.
Sanitary Sewer	For residential demand, occupancy rates were used to project demands for sewer services. For non-residential land uses, equivalent populations per square metre are established.
Transportation	For roads and transportation projects, the cost of development is distributed based on the trips generated by each land use.
Parks (Acquisition and Development)	Parks development equivalents are also based on residential demand, occupancy rates since increases in parks usage are generally reflective of overall population growth.
Drainage	Stormwater equivalents are based on runoff coefficients for various uses.
Fire Services	Fire services equivalencies were based on future service population, anticipated needs for land use, and water equivalencies.

The equivalency units in **Table 4** are aligned with the Township's infrastructure modelling work, past equivalencies, and growth trends. Updates were made to equivalencies for Single and Two-Family Residential land uses to reflect the impact of secondary suites and accessory dwelling units, which are permitted forms of development associated with that land use.

Table 4: Equivalent Units

Land Use	Transportation (trip ends)	Sewer, Water, Fire (population equivalent)	Parks (population equivalent)	Drainage (Impervious factor)
Single and Two Family Residential	1.380	3.400	3.400	1.000
Ground Oriented Multi-Family Residential	0.913	2.360	2.360	0.403
Apartment Residential	0.750	1.500	1.500	0.276
Commercial	0.004	0.011	0.011	0.002
Industrial	0.001	0.005	0.005	0.002
Institutional	0.004	0.011	0.011	0.002

2.3 PROJECT LIST

DCC PROJECT LIST

The proposed projects in this DCC update align the DCC programs to reflect current construction and material costs and were vetted for eligibility according to the Ministerial requirements for DCCs. Capital costs for projects are based on information from the existing project lists, new master planning, capacity modelling, and additional information provided by staff. All costs were updated to include contingency and engineering allowances. Comprehensive DCC project lists are provided in **Appendix A**.

Table 5: DCC Project Summary – Township-wide

Transportation	• Intersection improvements • Sidewalk installations and improvements • Roundabouts • Bicycle lane installation
Sewer	• Sewer upgrades and upsizing • Force main upgrades and upsizing • Lift stations
Water	• Booster station & systems upgrade • New reservoir (Strawberry)
Drainage	• Sanitary main upgrades • Trunk main upgrades • Watershed upgrades (Anderson Creek, Latimer Creek, Yorkson Creek)
Parks	• Parkland developments • Parkland acquisition
Fire	• Fire Hall expansions and upgrades • Fire Master Plan

*Please note: the Township of Langley will own and control all projects in this DCC program.

All parkland development projects in this DCC update align with the eligibility requirements of the legislation. As per the Best Practices Guide, parkland development works are limited to:

- Fencing
- Landscaping
- Drainage and irrigation
- Trails
- Restrooms
- Changing rooms
- Playground equipment

Sports-related improvements and other recreation projects have been included in the Townships proposed ACC Bylaw. The Parks DCC program and the ACC program have been developed together to ensure the appropriate projects are included in the appropriate program.

DETERMINING BENEFIT FACTORS

Project benefit allocations are used to determine to what extent a proposed project benefits future growth versus existing users and are determined on a project-by-project basis.

Some DCC projects may benefit the population at large, in which case the capital costs (or a portion of them) should be shared by the entire community. Other projects will only benefit new growth, in which case the new users benefiting from these services will pay most of the project costs.

Factors considered when determining benefit allocations include:

- Proximity to areas experiencing new growth and /or redevelopment for some active transportation;
- Population growth (new vs. existing population); and,
- Project triggers and timing.

The benefit factor of each DCC eligible project was evaluated on a scale of 25% to 100% using two approaches:

1. **Rule of thumb:**
    - **50%** – Benefits both existing development and new growth by adding capacity that benefits and supports the current and future population of the community.
    - **75%** – Allocated to projects that largely benefit growth but will also support the existing population through increased capacity.
    - **80%** – Allocated to projects that primarily benefit growth, but will also support the existing population (e.g., new projects on primary transportation routes in projected high-density areas).
    - **100%** – Allocated to projects that exclusively benefit growth (i.e., this project would not be built without growth occurring). Many projects are at 100% benefit allocation since included projects costs reflect upsizing only.
2. **Technical Analysis:** Based on utility modelling and capacity analysis/service demand.

USE OF MUNICIPAL ASSIST FACTOR

The Township has opted for 1% assist factors across the DCC programs.

When setting the assist factor, Council considered the impact of the proposed rates on the viability of new development as well as infrastructure needs over the course of the proposed program's time horizons .

TRANSPORTATION DCC COST SHARING

The Transportation program is based on detailed neighbourhood plans and studies. The program includes urban road upgrades, intersection improvements, traffic signals, pedestrian improvements, interchanges, and rail overpasses.

The Transportation program includes various cost-sharing arrangements in alignment with the Township's previous DCC updates:

1. Major Road Network and Bicycle Funding and Bicycle Infrastructure Capital Cost Sharing

TransLink provides all municipalities with annual funding on a 50% cost share basis through the Major Road Network and Bicycle funding (MRNB) and Bicycle Infrastructure Capital Cost Sharing (BICCS) program. The funding has been in place for over a decade and is included in TransLink's long-term plans on an ongoing basis.

The Township receives $2.39M per year of MRNB funding from TransLink that can be used for road capacity and safety improvements on the major road network. Most of the Township's major road network is in urban areas where growth is occurring or on roads linking urban areas, such as Fraser Highway, where growth has increased travel between the Township's urban areas. The transportation program assumes the Township will receive $83.6M over the next 35 years ($2.39M per year).

The Township currently receives $688,000 per year from TransLink for cycling improvements. Accordingly, the DCC program assumes the Township will receive $24.1M over the next 35 years ($688,000 per year). The Township has included its matching contribution of $24.1M in the DCC program. If changes occur to the TransLink funding the Township will update the Transportation DCC accordingly.

2. Major Infrastructure Projects – Ministry of Transportation and Transit (MoTT)

The Township, like other BC municipalities, frequently cost shares with MoTT on infrastructure projects deemed to provide a municipal benefit and needed due to increased population and employment growth. The Township has historically contributed 1/3 to 1/2 of the cost of these projects. The transportation program reflects the Township's remaining portion owing (borrowing costs, principal only) for overpass and interchange projects.

3. Major Infrastructure Projects – Rail Overpasses

In 2007, the Township participated in a Port Metro Vancouver-led Roberts Bank Rail Corridor Study (RBRC) that identified a list of 10 grade separation and road network improvement projects needed to address the increased rail traffic due to economic growth and the increased vehicle traffic due to increased population and employment in developing communities. A RBRC Program partnership between the City of Delta, City of Surrey, City of Langley, Township of Langley, CP Rail, CN Rail, Southern Rail of BC, TransLink, MoTT, ICBC, Port Metro Vancouver, and Transport Canada was then formed. Each party's contribution was based upon the relative jurisdiction and benefit to each party. Under this arrangement, the Township contributed approximately 20% of the cost of the Mufford Overpass with the remaining funding provided by TransLink, MoTT, Port Metro Vancouver, and Transport Canada. The Township received permission from the Ministry to include borrowing for their portion of the cost. The remaining cost is included in the program

One other rail overpass, at 216 Street/Glover Road, was identified and included in the 2018 and 2023 DCC updates as needed to support the Township's growth. The Township's portion continues to be included in the DCC program assuming a cost sharing portion of 30%.

BORROWING COMMITMENTS

As part of this DCC update, the Township has organized the project lists to better delineate which projects have existing borrowing commitments. In the Transportation, Sanitary Sewer, Water and Drainage programs there are projects that have been funded through long-term borrowing. These DCC projects were required prior to the required DCC funds being generated, as such the Township pursued borrowing through various Ministry approved Loan Authorization Bylaws. The capital costs for the projects only represent the DCC recoverable portion and have been updated to reflect the remainder of the principal payments. The MAF portion of each project was paid by the Township at time of project approval except for Bylaw 5921 as demonstrated in the Water DCC program. No interest is included.

3.0 DCC RATES

DCC rates are determined by applying the key elements, growth projections and equivalencies, described earlier in this report, to projects that are DCC eligible and expected to be built within the specified DCC timeframe.

3.1 PROGRAM COSTS

The total Township-wide DCC Program costs amount to **$3.56 B** —of those costs, **$2.89 B** are eligible for recovery through DCCs (i.e., paid by developers) and **$456.2 M** must be funded annually through Township revenues (i.e., from general tax revenue or other revenue) over 25-, 35- and 40-year time horizons. This is a key consideration for Council when considering the Township's financial sustainability and the costs to developers and existing taxpayers. All costs are included in **Table 6** below.

Table 6: Total Cost of Proposed Township-wide DCC Program (25 year; except Transportation [35 y], Drainage & Sewer [40 y])

	Program Inputs		Developer Responsibility		Municipal Responsibility	
Service	Total Capital Costs	Benefit Factor	Municipal Assist Factor	DCC Recoverable Program Costs	Municipal Costs	Annual Municipal Costs
Transportation	$1,257.0 M	50%-100%	1%	$1,023.5 M	$17.7 M	$0.5 M
Sanitary Sewer	$228.8M	67%-100%	1%	$211.3 M	$17.6 M	$0.4 M
Water	$277.9 M	34%-100%	1%	$239.0M	$38.9 M	$1.6 M
Drainage	$526.9 M	25%-100%	1%	$505.1 M	$21.7 M	$0.5 M
Parks	$1,077.7 M	50%-75%	1%	$812.1 M	$265.7 M	$10.6 M
Fire Protection	$190.4 M	35-100%	1%	$95.7 M	$94.7 M	$3.8 M
Total	**$3,558.7 M**			**$2,886.7 M**	**$456.2 M**	**$17.5 M**

Note: numbers may not add due to rounding.

3.2 INTEREST ON LONG-TERM DEBT

No interest on long-term debt is included in the DCC program.

3.3 PROPOSED DCC RATES

A comparison of the existing and proposed rate is provided in **Table 7.**

Table 7: DCC Rate Comparison

Previous Land Use Category	New Land Use Category	Unit	Existing Rate	Proposed Rate (2025)
Residential 1	Single and Two Family Residential	Per Dwelling Unit	**$86,787.00**	**$72,378.00**
Residential 2 & 3	Ground Oriented Multi-Family Residential	Per Dwelling Unit	**$55,268.00***	**$45,302.00**
Residential 4	Apartment Residential	Per Dwelling Unit	**$38,482.00**	**$31,618.00**
Commercial 1, 2 & 3	Commercial	m2 GFA	**$193.72****	**$214.00**
Industrial	Industrial	m2 GFA	**$123.08****	**$94.85**
Institutional	Institutional	m2 GFA	**$129.53****	**$209.75**

GFA = Gross Floor Area.
*Ground Oriented Multi-Family Residential is compared to the average of current Residential 2 and Residential 3 categories
**Existing DCC rates for non-residential land use categories includes conversion factor from area of development to gross floor area

Table 8 outlines the total proposed Township-wide DCC rates, along with each DCC program (as applicable). The DCC calculations use a 1% assist factor for all categories.

Table 8: Draft Township of Langley DCC Rates

Land Use	Single and Two Family Residential	Ground Oriented Multi-Family Residential	Apartment Residential	Commercial	Industrial	Institutional
Unit	Per dwelling unit	Per dwelling unit	Per dwelling unit	Per m^2 of GFA*	Per m^2 of GFA*	Per m^2 of GFA*
Road	$20,504	$13,558	$11,144	$53.00	$11.89	$52.99
Sewage	$4,100	$2,846	$1,809	$14.00	$5.43	$13.75
Water	$7,160	$4,970	$3,159	$24.00	$9.48	$24.01
Drainage	$14,638	$5,898	$4,046	$36.00	$33.67	$31.91
Parkland (Acquisition & Development)	$22,998	$15,963	$10,146	$77.00	$30.44	$77.11
Fire Protection	$2,978	$2,067	$1,314	$10.00	$3.94	$9.98
TOTAL	$72,378	$45,302	$31,618	$214.00	$94.85	$209.75

*Gross Floor Area

4.0 POLICY CONSIDERATIONS & DECISIONS

4.1 INTERESTED PARTIES CONSULTATION

The Township of Langley has reached out to active development stakeholders and the Urban Development Institute (UDI). They have solicited feedback on the draft rates and posted the proposed updated information on the Township's online resource centre. Feedback received was generally supportive of the revised rates being lower than the previous program.

4.2 BYLAW EXEMPTIONS

The *LGA* is clear that a DCC cannot be levied if the proposed development does not impose new capital cost burdens on the Township, or if a DCC has already been paid in regard to the same development. However, if additional further expansion for the same development creates new capital cost burdens or uses up capacity, the DCCs can be levied for the additional costs.

The *LGA* further restricts the levying of the DCC at the time of application for a building permit if:

- The building permit is for a church or place of public worship as per the Community Charter; or
- The value of the work authorized by the building permit does not exceed $50,000 or a higher amount as prescribed by bylaw; or
- Unit size is no larger than 29 sq.m. and only for residential use

Changes to the legislation allow local governments at building permit to charge DCCs at building permit on residential developments of fewer than four self-contained dwelling units, if such a charge is provided for in the local government's DCC bylaw. The Township has included provisions in the proposed DCC bylaw to charge DCCs at building permit on residential developments of fewer than four self-contained dwelling units.

4.3 COLLECTION OF CHARGES – BUILDING PERMIT AND SUBDIVISION

Municipalities can choose to collect DCCs at subdivision approval or building permit issuance. Of the two possible collection times, subdivision approval occurs earlier in the process.

The Township will collect DCCs for Single and Two Family Residential uses at time of final subdivision approval. Collecting DCCs early will allow the Township to ensure timely provision of infrastructure and services. DCCs for other residential land use categories will be collected prior to building permit issuance when the final number of apartment or townhouse units are known. Non-residential land uses will also be levied DCCs at time of building permit when total floor area will be known.

4.4 COLLECTION OF DCCS ON REDEVELOPED OR EXPANDED DEVELOPMENTS

When an existing building or development undergoes an expansion or redevelopment there is usually a need for additional DCC related infrastructure. The new developer/ builder should pay the applicable DCCs based on the additional floor area for, commercial, industrial or institutional land uses at the DCC rates in the current DCC bylaw. In essence, the Township is giving a DCC credit for the existing development or building. DCCs are only levied on the new development/building area.

If a detached dwelling unit is replaced by another detached dwelling unit then no additional DCCs are payable. If a lot is subdivided into two, for example, to construct two small lot single detached dwelling units, then DCCs are payable on the one additional single detached residential lot. If a multi-family residential development is replaced by another multi-family residential development with the same unit mix and number of units, then no additional DCCs are payable.

4.5 IN-STREAM PROTECTION

The new DCC rates will be in force as per the effective date in the DCC Bylaw when it is adopted. Protection from rate increases for development applications that are submitted prior to the adoption date will be provided as per legislation.

There are two ways a developer can qualify for exclusion from the new DCC rates:

1. Pursuant to section 511 of the *LGA* (subdivision).

   If the new DCC Bylaw is adopted after a subdivision application is submitted and the applicable subdivision fee is paid, the new DCC Bylaw has no application to the subdivision for 12 months after the DCC Bylaw is adopted. As such, if the subdivision is approved during the 12 months' in-stream protection period, no DCC rates apply. This only applies in cases where DCCs are levied at subdivision.

OR

2. Pursuant to section 568 of the *LGA* (building permits).

   The new DCC Bylaw is not applicable to a construction, alteration, or extension if: (a) a building permit is issued within 12 months of the new DCC Bylaw adoption, AND (b) either a building permit application, a development permit application or a rezoning application associated with the construction (defined as "precursor application") is in-stream when the new DCC Bylaw is adopted, and the applicable application fee has been paid. The development authorized by the building permit must be entirely within the area subject to the precursor application.

The above is a summary of sections 511 and 568 of the *LGA* and not an interpretation or an explanation of these sections. Developers are responsible for complying with all applicable laws and bylaws and seeking legal advice as needed.

Note: One year in-stream protection is based on the adoption date of the DCC bylaw, not the effective date.

4.6 REBATES AND CREDITS

The Township's Council Policy 07-354 (Development Cost Charges) and Council Policy 07-353 (Latecomer) guide staff in the collection of DCCs and the use of DCC credits and rebates as stipulated in the *LGA* and referenced in the Best Practices Guide.

4.7 DCC MONITORING AND ACCOUNTING

In order to monitor the DCC Program, the Township should enter all the projects contained in the DCC program into its tracking system. The tracking system would monitor the status of the project from the conceptual stage through to its final construction. The tracking system would include information about the estimated costs, the actual construction costs, and the funding sources for the projects. The construction costs would be based on the tender prices received, and the land costs based on the actual price of utility areas and or other land and improvements required for servicing purposes. The tracking system would indicate when projects are completed, their actual costs, and would include new projects that are added to the program.

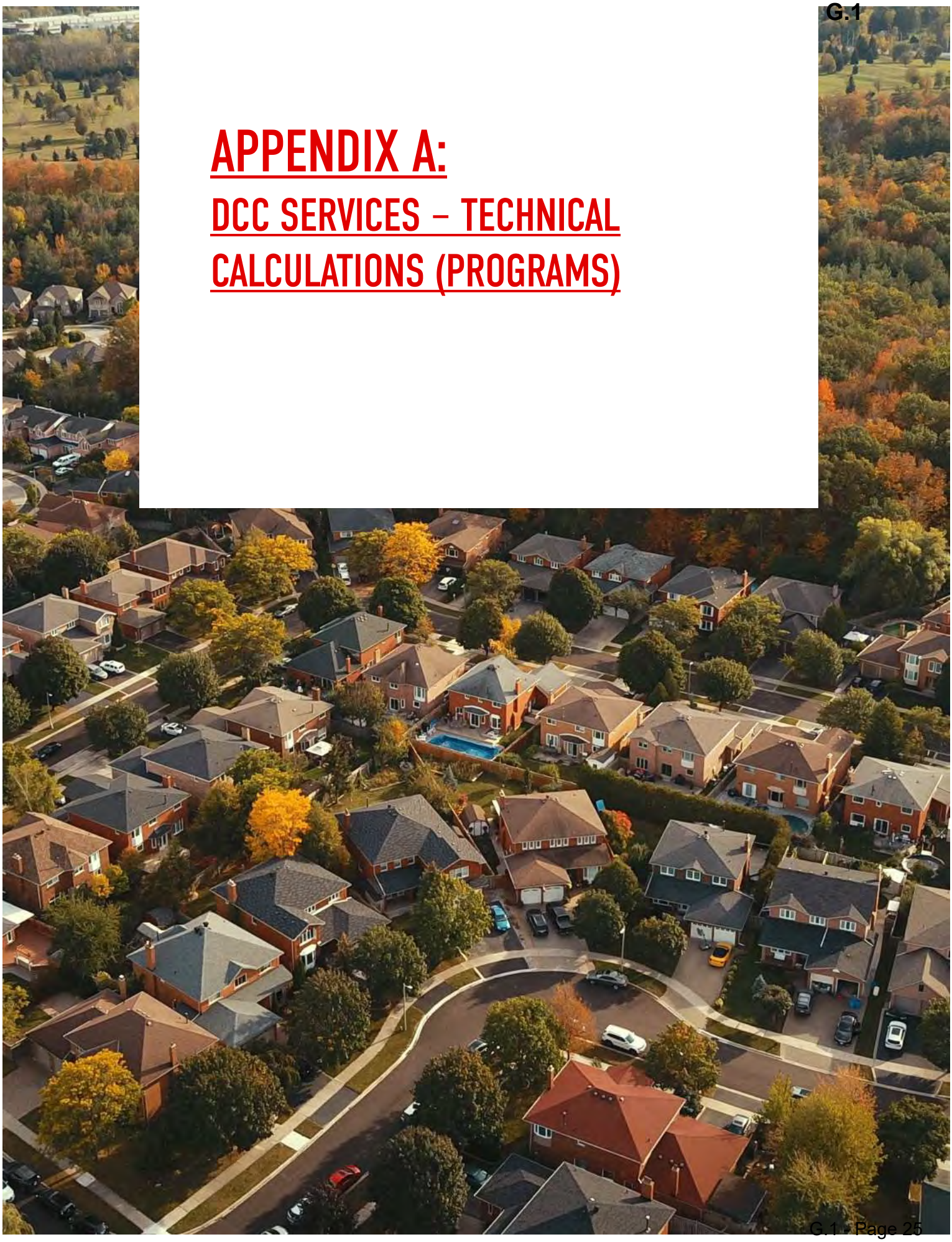
4.8 DCC REVIEWS AND UPDATES

To keep the DCC program as current as possible, the Township should review its program annually. Based on its annual review, the Township may make minor amendments to the DCC rates. The Township should apply a CPI inflation factor, as permitted by the legislation, annually (to a maximum of 4 years). Typically, a major amendment to the DCC program and rates is recommended every 5 years.

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APPENDIX A:

DCC SERVICES – TECHNICAL CALCULATIONS (PROGRAMS)



TOWNSHIP OF LANGLEY
TRANSPORTATION DCC PROGRAM

Township Project ID	Col. (1)			Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (5)	Col. (6) = Col. (4) - Col. (5)	Col. (7) = Col. (2) - Col. (6)
	Project Location	Description / Extent	Township Notes	Total Cost Estimate (2025$)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
26 R 001	16 Ave & 196 St	Traffic Signal	Eligible for TransLink	$ 936,000.00	100%	$936,000	$9,360	$926,640	$ 9,360.00
26 R 002	16 Ave; 196 St - 198 St	Urban Road Construction	Eligible for TransLink	$ 6,846,000.00	100%	$6,846,000	$68,460	$6,777,540	$ 68,460.00
26 R 003	16 Ave; 198 St - 200 St	Rural Road Construction	Eligible for TransLink	$ 3,770,000.00	100%	$3,770,000	$37,700	$3,732,300	$ 37,700.00
26 R 004	16 Ave & 200 St	Expand Existing Signal		$ 425,000.00	100%	$425,000	$4,250	$420,750	$ 4,250.00
26 R 005	16 Ave; 200 St - 208 St	Rural Road Construction	Eligible for TransLink	$ 15,029,000.00	100%	$15,029,000	$150,290	$14,878,710	$ 150,290.00
26 R 006	16 Ave & 208 St	Expand Existing Signal		$ 425,000.00	100%	$425,000	$4,250	$420,750	$ 4,250.00
26 R 007	16 Ave; 208 St - 216 St	Rural Road Construction	Eligible for TransLink	$ 14,967,000.00	100%	$14,967,000	$149,670	$14,817,330	$ 149,670.00
26 R 008	16 Ave & 216 St	Expand Existing Signal		$ 425,000.00	100%	$425,000	$4,250	$420,750	$ 4,250.00
26 R 009	16 Ave; 216 St - 224 St	Rural Road Construction	Eligible for TransLink	$ 14,412,000.00	100%	$14,412,000	$144,120	$14,267,880	$ 144,120.00
26 R 010	16 Ave & 224 St	Traffic Signal	Eligible for TransLink	$ 936,000.00	100%	$936,000	$9,360	$926,640	$ 9,360.00
26 R 011	16 Ave; 224 St - 232 St	Rural Road Construction	Eligible for TransLink	$ 14,703,000.00	100%	$14,703,000	$147,030	$14,555,970	$ 147,030.00
26 R 012	16 Ave; 232 St - 240 St	Rural Road Construction	Eligible for TransLink	$ 15,082,000.00	100%	$15,082,000	$150,820	$14,931,180	$ 150,820.00
26 R 013	16 Ave; 240 St - 246 St	Rural Road Construction	Eligible for TransLink	$ 15,293,000.00	100%	$15,293,000	$152,930	$15,140,070	$ 152,930.00
26 R 014	16 Ave; 250 St - 256 St	Rural Road Construction	Eligible for TransLink	$ 15,049,000.00	100%	$15,049,000	$150,490	$14,898,510	$ 150,490.00
26 R 015	16 Ave & 256 St	Traffic Signal	Eligible for TransLink	$ 936,000.00	100%	$936,000	$9,360	$926,640	$ 9,360.00
26 R 016	16 Ave; 256 St - 264 St	Rural Road Construction	Eligible for TransLink	$ 14,996,000.00	100%	$14,996,000	$149,960	$14,846,040	$ 149,960.00
26 R 017	16 Ave; 264 St - 272 St	Rural Road Construction	Eligible for TransLink	$ 14,781,000.00	100%	$14,781,000	$147,810	$14,633,190	$ 147,810.00
26 R 018	16 Ave; 272 St - 276 St	Rural Road Construction	Eligible for TransLink	$ 7,383,000.00	100%	$7,383,000	$73,830	$7,309,170	$ 73,830.00
26 R 019	24 Ave & 196 St	Traffic Signal		$ 367,000.00	100%	$367,000	$3,670	$363,330	$ 3,670.00
26 R 020	24 Ave; 196 St - 200 St	Urban Road Construction		$ 5,860,000.00	100%	$5,860,000	$58,600	$5,801,400	$ 58,600.00
26 R 021	24 Ave & 198 St	Traffic Signal		$ 794,000.00	100%	$794,000	$7,940	$786,060	$ 7,940.00
26 R 022	24 Ave; 200 St - 208 St	Urban Road Construction		$ 9,636,000.00	100%	$9,636,000	$96,360	$9,539,640	$ 96,360.00
26 R 023	24 Ave & 202 St	Traffic Signal		$ 794,000.00	100%	$794,000	$7,940	$786,060	$ 7,940.00
26 R 024	24 Ave & 204 St	Expand Existing Bridge		$ 6,804,000.00	50%	$3,402,000	$34,020	$3,367,980	$ 3,436,020.00
26 R 025	24 Ave & 204A St	Traffic Signal		$ 668,000.00	100%	$668,000	$6,680	$661,320	$ 6,680.00
26 R 026	24 Ave & 206 St	Traffic Signal		$ 794,000.00	100%	$794,000	$7,940	$786,060	$ 7,940.00
26 R 027	32 Ave & 196 St	Traffic Signal	Eligible for TransLink	$ 668,000.00	100%	$668,000	$6,680	$661,320	$ 6,680.00
26 R 028	32 Ave; 196 St - 200 St	Urban Road Construction	Eligible for TransLink	$ 4,800,000.00	100%	$4,800,000	$48,000	$4,752,000	$ 48,000.00
26 R 029	32 Ave & 198 St	Traffic Signal	Eligible for TransLink	$ 334,000.00	100%	$334,000	$3,340	$330,660	$ 3,340.00
26 R 030	32 Ave; 200 St - 204 St	Urban Road Construction		$ 4,852,000.00	100%	$4,852,000	$48,520	$4,803,480	$ 48,520.00
26 R 031	32 Ave & 201 St	Traffic Signal		$ 794,000.00	100%	$794,000	$7,940	$786,060	$ 7,940.00
26 R 032	32 Ave & 202 St	Traffic Signal		$ 668,000.00	100%	$668,000	$6,680	$661,320	$ 6,680.00

TOWNSHIP OF LANGLEY
TRANSPORTATION DCC PROGRAM

Township Project ID	Col. (1)			Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (5)	Col. (6) = Col. (4) - Col. (5)	Col. (7) = Col. (2) - Col. (6)
	Project Location	Description / Extent	Township Notes	Total Cost Estimate (2025$)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
26 R 033	32 Ave & 204 St	Traffic Signal		$ 668,000.00	100%	$668,000	$6,680	$661,320	$ 6,680.00
26 R 034	32 Ave; 204 St - 205 St	Urban Road Construction		$ 1,517,000.00	100%	$1,517,000	$15,170	$1,501,830	$ 15,170.00
26 R 035	32 Ave & 205 St	Traffic Signal		$ 668,000.00	100%	$668,000	$6,680	$661,320	$ 6,680.00
26 R 036	32 Ave; 205 St - 208 St	Urban Road Construction		$ 3,435,000.00	100%	$3,435,000	$34,350	$3,400,650	$ 34,350.00
26 R 037	32 Ave & 207 St	Bridge		$ 10,206,000.00	75%	$7,654,500	$76,545	$7,577,955	$ 2,628,045.00
26 R 038	32 Ave; 208 St - 210 St	Urban Road Construction		$ 2,665,000.00	100%	$2,665,000	$26,650	$2,638,350	$ 26,650.00
26 R 039	32 Ave & 210 St	Traffic Signal		$ 794,000.00	100%	$794,000	$7,940	$786,060	$ 7,940.00
26 R 040	32 Ave; 210 St - 216 St	Rural Road Construction		$ 11,392,000.00	100%	$11,392,000	$113,920	$11,278,080	$ 113,920.00
26 R 041	36 Ave & 196 St	Traffic Signal		$ 334,000.00	100%	$334,000	$3,340	$330,660	$ 3,340.00
26 R 042	36 Ave; 196 St - 200 St	Urban Road Construction		$ 1,734,000.00	100%	$1,734,000	$17,340	$1,716,660	$ 17,340.00
26 R 043	36 Ave & 198 St	Traffic Signal		$ 668,000.00	100%	$668,000	$6,680	$661,320	$ 6,680.00
26 R 044	36 Ave; 200 St - 208 St	Urban Road Construction		$ 3,467,000.00	100%	$3,467,000	$34,670	$3,432,330	$ 34,670.00
26 R 045	36 Ave & 204 St	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 046	36 Ave & 205 St	Traffic Signal		$ 668,000.00	100%	$668,000	$6,680	$661,320	$ 6,680.00
26 R 047	40 Ave; 200 St - 208 St	Urban Road Construction		$ 3,472,000.00	100%	$3,472,000	$34,720	$3,437,280	$ 34,720.00
26 R 048	40 Ave & 204 St	Traffic Signal		$ 668,000.00	100%	$668,000	$6,680	$661,320	$ 6,680.00
26 R 049	40 Ave; 208 St - 212 St	Urban Road Construction		$ 1,745,000.00	100%	$1,745,000	$17,450	$1,727,550	$ 17,450.00
26 R 050	40 Ave & 212 St	Roundabout		$ 235,000.00	100%	$235,000	$2,350	$232,650	$ 2,350.00
26 R 051	40 Ave; 212 St - 216 St	Urban Road Construction		$ 2,876,000.00	100%	$2,876,000	$28,760	$2,847,240	$ 28,760.00
26 R 052	44 Ave; 219 St - 222 St	Urban Road Construction		$ 4,641,000.00	100%	$4,641,000	$46,410	$4,594,590	$ 46,410.00
26 R 053	47 Ave; 224 St - 228 St	Urban Road Construction		$ 678,000.00	100%	$678,000	$6,780	$671,220	$ 6,780.00
26 R 054	48 Ave; 210 St - 216 St	Shoulder Widening or Sidewalk		$ 1,823,000.00	100%	$1,823,000	$18,230	$1,804,770	$ 18,230.00
26 R 055	48 Ave; 216 St - 219 St	Urban Road Construction		$ 3,451,000.00	100%	$3,451,000	$34,510	$3,416,490	$ 34,510.00
26 R 056	56 Ave; 213A St - 216 St	Urban Road Construction		$ 10,178,000.00	100%	$10,178,000	$101,780	$10,076,220	$ 101,780.00
26 R 057	56 Ave & 224 St	Traffic Signal		$ 1,511,000.00	100%	$1,511,000	$15,110	$1,495,890	$ 15,110.00
26 R 058	56 Ave & 240 St	Traffic Signal		$ 1,511,000.00	100%	$1,511,000	$15,110	$1,495,890	$ 15,110.00
26 R 059	56 Ave & 268 St	Traffic Signal		$ 668,000.00	100%	$668,000	$6,680	$661,320	$ 6,680.00
26 R 060	56 Ave & 275 St	Traffic Signal		$ 668,000.00	100%	$668,000	$6,680	$661,320	$ 6,680.00
26 R 061	56 Ave & Clovermeadow Cres	Traffic Signal		$ 830,000.00	100%	$830,000	$8,300	$821,700	$ 8,300.00
26 R 062	62 Ave; 200 St - 202 St	Urban Road Construction		$ 8,259,000.00	100%	$8,259,000	$82,590	$8,176,410	$ 82,590.00
26 R 063	62 Ave & 201 St	Traffic Signal	Up to 50% City of Langley	$ 334,000.00	100%	$334,000	$3,340	$330,660	$ 3,340.00
26 R 064	62 Ave; 202 St - 204 St	Urban Road Construction	Up to 50% City of Langley	$ 2,966,500.00	100%	$2,966,500	$29,665	$2,936,835	$ 29,665.00

TOWNSHIP OF LANGLEY
TRANSPORTATION DCC PROGRAM

Township Project ID	Col. (1)			Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (5)	Col. (6) = Col. (4) - Col. (5)	Col. (7) = Col. (2) - Col. (6)
	Project Location	Description / Extent	Township Notes	Total Cost Estimate (2025$)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
26 R 065	62 Ave & 203 St	Expand Existing Signal	Up to 50% City of Langley	$ 234,000.00	100%	$234,000	$2,340	$231,660	$ 2,340.00
26 R 066	62 Ave; 204 St - Mufford Cres	Urban Road Construction	Up to 50% City of Langley	$ 1,594,500.00	100%	$1,594,500	$15,945	$1,578,555	$ 15,945.00
26 R 067	72 Ave; 202 St - 204 St	Urban Road Construction		$ 6,672,000.00	100%	$6,672,000	$66,720	$6,605,280	$ 66,720.00
26 R 068	72 Ave & 204 St	Traffic Signal		$ 735,000.00	100%	$735,000	$7,350	$727,650	$ 7,350.00
26 R 069	72 Ave; 204 St - 210 St	Urban Road Construction		$ 32,976,000.00	100%	$32,976,000	$329,760	$32,646,240	$ 329,760.00
26 R 070	72 Ave & 206 St	Traffic Signal		$ 735,000.00	100%	$735,000	$7,350	$727,650	$ 7,350.00
26 R 071	72 Ave; 210 St - Smith Cres	Urban Road Construction		$ 2,119,000.00	100%	$2,119,000	$21,190	$2,097,810	$ 21,190.00
26 R 072	72 Ave & Smith Cres	Traffic Signal		$ 818,000.00	100%	$818,000	$8,180	$809,820	$ 8,180.00
26 R 073	80 Ave & 196 St	Traffic Signal		$ 397,000.00	100%	$397,000	$3,970	$393,030	$ 3,970.00
26 R 074	80 Ave; 196 St - 200 St	Urban Road Construction		$ 5,982,000.00	100%	$5,982,000	$59,820	$5,922,180	$ 59,820.00
26 R 075	80 Ave & 197 St	Expand Existing Signal		$ 425,000.00	100%	$425,000	$4,250	$420,750	$ 4,250.00
26 R 076	80 Ave & 199 St	Traffic Signal		$ 735,000.00	100%	$735,000	$7,350	$727,650	$ 7,350.00
26 R 077	80 Ave; 200 St - 202A St	Urban Road Construction		$ 13,293,000.00	100%	$13,293,000	$132,930	$13,160,070	$ 132,930.00
26 R 078	80 Ave; 202A St - 204 St	Urban Road Construction		$ 8,170,000.00	100%	$8,170,000	$81,700	$8,088,300	$ 81,700.00
26 R 079	80 Ave & 204 St	Expand Existing Signal		$ 425,000.00	100%	$425,000	$4,250	$420,750	$ 4,250.00
26 R 080	80 Ave; 212 St - 214 St	Urban Road Construction		$ 3,495,000.00	100%	$3,495,000	$34,950	$3,460,050	$ 34,950.00
26 R 081	80 Ave; 213 St - 214 St	Urban Road Construction		$ 1,417,000.00	100%	$1,417,000	$14,170	$1,402,830	$ 14,170.00
26 R 082	80 Ave & 214 St	Traffic Signal		$ 668,000.00	100%	$668,000	$6,680	$661,320	$ 6,680.00
26 R 083	80 Ave; 214 St - 216 St	Urban Road Construction		$ 4,293,000.00	100%	$4,293,000	$42,930	$4,250,070	$ 42,930.00
26 R 084	80 Ave & 216 St	Expand Existing Signal		$ 425,000.00	100%	$425,000	$4,250	$420,750	$ 4,250.00
26 R 085	80 Ave; 216 St - EB dual LT	Urban Road Construction		$ 1,425,000.00	100%	$1,425,000	$14,250	$1,410,750	$ 14,250.00
26 R 086	86 Ave & 196 St	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 087	86 Ave; 196 St - 200 St	Urban Road Construction		$ 4,917,000.00	100%	$4,917,000	$49,170	$4,867,830	$ 49,170.00
26 R 088	86 Ave & 198A St	Traffic Signal		$ 668,000.00	100%	$668,000	$6,680	$661,320	$ 6,680.00
26 R 089	86 Ave & 198A St	Traffic Signal		$ 668,000.00	100%	$668,000	$6,680	$661,320	$ 6,680.00
26 R 090	86 Ave & 199 St	Traffic Signal		$ 668,000.00	100%	$668,000	$6,680	$661,320	$ 6,680.00
26 R 091	86 Ave; 200 St - 202 St	Urban Road Construction		$ 2,751,000.00	100%	$2,751,000	$27,510	$2,723,490	$ 27,510.00
26 R 092	86 Ave & 201 St	Traffic Signal		$ 794,000.00	100%	$794,000	$7,940	$786,060	$ 7,940.00
26 R 093	86 Ave & 202 St	Traffic Signal		$ 794,000.00	100%	$794,000	$7,940	$786,060	$ 7,940.00
26 R 094	86 Ave; 202 St - 204 St	Urban Road Construction		$ 716,000.00	100%	$716,000	$7,160	$708,840	$ 7,160.00
26 R 095	86 Ave & 203 St	Pedestrian Signal		$ 340,000.00	100%	$340,000	$3,400	$336,600	$ 3,400.00
26 R 096	86 Ave & 203A St	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00

TOWNSHIP OF LANGLEY
TRANSPORTATION DCC PROGRAM

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	Project Location	Description / Extent	Township Notes	Total Cost Estimate (2025$)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
26 R 097	86 Ave & 204 St	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 098	88 Ave & 196 St	Traffic Signal		$ 334,000.00	100%	$334,000	$3,340	$330,660	$ 3,340.00
26 R 099	88 Ave; 196 St - 200 St	Urban Road Construction		$ 3,756,000.00	100%	$3,756,000	$37,560	$3,718,440	$ 37,560.00
26 R 100	88 Ave & 198 St	Traffic Signal		$ 668,000.00	100%	$668,000	$6,680	$661,320	$ 6,680.00
26 R 101	91 Ave & E Munday Ck	Pedestrian Bridge		$ 1,701,000.00	100%	$1,701,000	$17,010	$1,683,990	$ 17,010.00
26 R 102	96 Ave; 204 St - 208 St	Urban Road Construction		$ 5,876,000.00	100%	$5,876,000	$58,760	$5,817,240	$ 58,760.00
26 R 103	96 Ave; 208 St - 216 St	Urban Road Construction		$ 11,802,000.00	100%	$11,802,000	$118,020	$11,683,980	$ 118,020.00
26 R 104	96 Ave & 210 St	Traffic Signal		$ 735,000.00	100%	$735,000	$7,350	$727,650	$ 7,350.00
26 R 105	96 Ave & 213 St	Traffic Signal		$ 735,000.00	100%	$735,000	$7,350	$727,650	$ 7,350.00
26 R 106	96 Ave & 216 St	Intersection Improvements & Signal		$ 1,426,000.00	100%	$1,426,000	$14,260	$1,411,740	$ 14,260.00
26 R 107	196 St & 20 Ave	Roundabout	Up to 50% City of Surrey	$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 108	196 St & 28 Ave	Traffic Signal or Roundabout	Up to 50% City of Surrey	$ 680,000.00	100%	$680,000	$6,800	$673,200	$ 6,800.00
26 R 109	196 St & 30 Ave	Traffic Signal or Roundabout	Up to 50% City of Surrey	$ 680,000.00	100%	$680,000	$6,800	$673,200	$ 6,800.00
26 R 110	196 St & 33A Ave	Traffic Signal or Roundabout	Up to 50% City of Surrey	$ 680,000.00	100%	$680,000	$6,800	$673,200	$ 6,800.00
26 R 111	196 St & 40 Ave	Traffic Signal		$ 668,000.00	100%	$668,000	$6,680	$661,320	$ 6,680.00
26 R 112	196 Ave; 64 Ave - 68 Ave	Urban Road Construction	Cost Share with other parties. This is TOL portion. ~25%	$ 4,816,000.00	100%	$4,816,000	$48,160	$4,767,840	$ 48,160.00
26 R 113	196 St; 64 Ave - Willowbrook Dr	Urban Road Construction		$ 1,810,000.00	100%	$1,810,000	$18,100	$1,791,900	$ 18,100.00
26 R 114	196 St & 68 Ave	Traffic Signal	Up to 50% City of Surrey	$ 334,000.00	100%	$334,000	$3,340	$330,660	$ 3,340.00
26 R 115	196 Ave; 68 Ave - 72 Ave	Urban Road Construction	Cost Share with other parties. This is TOL portion. ~25%	$ 4,837,000.00	100%	$4,837,000	$48,370	$4,788,630	$ 48,370.00
26 R 116	196 St & 70 Ave	Traffic Signal	Up to 50% City of Surrey	$ 334,000.00	100%	$334,000	$3,340	$330,660	$ 3,340.00
26 R 117	196 St & 74B Ave	Roundabout	Up to 50% City of Surrey	$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 118	196 St & 76 Ave	Roundabout	Up to 50% City of Surrey	$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 119	196 St & 83 Ave	Roundabout	Up to 50% City of Surrey	$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 120	196 St & 87 Ave	Roundabout	Up to 50% City of Surrey	$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 121	197 St & 74B Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 122	197 St & 76 Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 123	197 St & 78 Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 124	198 St & 83 Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 125	198 St & 87 Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 126	198A St & 82 Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 127	198B St & 72 Ave	Expand Existing Signal		$ 425,000.00	100%	$425,000	$4,250	$420,750	$ 4,250.00
26 R 128	198B St & 74B Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00

TOWNSHIP OF LANGLEY
TRANSPORTATION DCC PROGRAM

Township Project ID	Col. (1)			Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (5)	Col. (6) = Col. (4) - Col. (5)	Col. (7) = Col. (2) - Col. (6)
	Project Location	Description / Extent	Township Notes	Total Cost Estimate (2025$)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
26 R 129	198B St & 76 Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 130	198B St & 77 Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 131	199 St & 64 Ave	Traffic Signal		$ 668,000.00	100%	$668,000	$6,680	$661,320	$ 6,680.00
26 R 132	199 St & 77 Ave	Bridge		$ 5,103,000.00	100%	$5,103,000	$51,030	$5,051,970	$ 51,030.00
26 R 133	199 St & 78 Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 134	199 St & 81A Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 135	199 St & 82 Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 136	200 St; 16 Ave - 20 Ave	Rural Road Construction	Eligible for TransLink	$ 7,462,000.00	100%	$7,462,000	$74,620	$7,387,380	$ 74,620.00
26 R 137	200 St & 20 Ave	Traffic Signal	Eligible for TransLink	$ 818,000.00	100%	$818,000	$8,180	$809,820	$ 8,180.00
26 R 138	200 St; 20 Ave - 24 Ave	Urban Road Construction	Eligible for TransLink	$ 4,788,000.00	100%	$4,788,000	$47,880	$4,740,120	$ 47,880.00
26 R 139	200 St & 22 Ave	Traffic Signal		$ 668,000.00	100%	$668,000	$6,680	$661,320	$ 6,680.00
26 R 140	200 St & 24 Ave	Traffic Signal	Eligible for TransLink	$ 873,000.00	100%	$873,000	$8,730	$864,270	$ 8,730.00
26 R 141	200 St; 24 Ave - 28 Ave	Urban Road Construction	Eligible for TransLink	$ 4,810,000.00	100%	$4,810,000	$48,100	$4,761,900	$ 48,100.00
26 R 142	200 St & 26 Ave	Expand Existing Bridge	Eligible for TransLink	$ 8,505,000.00	100%	$8,505,000	$85,050	$8,419,950	$ 85,050.00
26 R 143	200 St & 28 Ave	Traffic Signal	Eligible for TransLink	$ 668,000.00	100%	$668,000	$6,680	$661,320	$ 6,680.00
26 R 144	200 St; 28 Ave - 32 Ave	Urban Road Construction	Eligible for TransLink	$ 4,805,000.00	100%	$4,805,000	$48,050	$4,756,950	$ 48,050.00
26 R 145	200 St & 30 Ave	Traffic Signal	Eligible for TransLink	$ 668,000.00	100%	$668,000	$6,680	$661,320	$ 6,680.00
26 R 146	200 St & 32 Ave	Expand Existing Signal	Eligible for TransLink	$ 425,000.00	100%	$425,000	$4,250	$420,750	$ 4,250.00
26 R 147	200 St; 32 Ave - 36 Ave	Urban Road Construction	Eligible for TransLink	$ 4,816,000.00	100%	$4,816,000	$48,160	$4,767,840	$ 48,160.00
26 R 148	200 St & 33A Ave	Traffic Signal	Eligible for TransLink	$ 668,000.00	100%	$668,000	$6,680	$661,320	$ 6,680.00
26 R 149	200 St & 35 Ave	Traffic Signal	Eligible for TransLink	$ 668,000.00	100%	$668,000	$6,680	$661,320	$ 6,680.00
26 R 150	200 St & 36 Ave	Expand Existing Signal	Eligible for TransLink	$ 425,000.00	100%	$425,000	$4,250	$420,750	$ 4,250.00
26 R 151	200 St; 36 Ave - 44A Ave	Urban Road Construction	Eligible for TransLink	$ 5,854,000.00	100%	$5,854,000	$58,540	$5,795,460	$ 58,540.00
26 R 152	200 St & 38 Ave	Intersection Improvements	Eligible for TransLink	$ 1,001,000.00	100%	$1,001,000	$10,010	$990,990	$ 10,010.00
26 R 153	200 St & 64 Ave	Expand Existing Signal		$ 425,000.00	100%	$425,000	$4,250	$420,750	$ 4,250.00
26 R 154	200 St; 64 Ave - 66 ave	Special Arterial Widening	Eligible for TransLink	$ 2,901,000.00	100%	$2,901,000	$29,010	$2,871,990	$ 29,010.00
26 R 155	200 St & 66 Ave	Expand Existing Signal	Eligible for TransLink	$ 425,000.00	100%	$425,000	$4,250	$420,750	$ 4,250.00
26 R 156	200 St; 66 Ave - 68 Ave	Special Arterial Widening	Eligible for TransLink	$ 5,565,000.00	100%	$5,565,000	$55,650	$5,509,350	$ 55,650.00
26 R 157	200 St; 68 Ave - 70 Ave	Special Arterial Widening	Eligible for TransLink	$ 2,747,000.00	100%	$2,747,000	$27,470	$2,719,530	$ 27,470.00
26 R 158	200 St; 70 Ave - 72 Ave	Median Work	Eligible for TransLink	$ 2,756,000.00	100%	$2,756,000	$27,560	$2,728,440	$ 27,560.00
26 R 159	200 St; 72 Ave - 76 Ave	Special Arterial Widening	Eligible for TransLink	$ 11,592,000.00	100%	$11,592,000	$115,920	$11,476,080	$ 115,920.00
26 R 160	200 St & 74 Ave	Traffic Signal	Eligible for TransLink	$ 668,000.00	100%	$668,000	$6,680	$661,320	$ 6,680.00

TOWNSHIP OF LANGLEY
TRANSPORTATION DCC PROGRAM

Township Project ID	Col. (1)			Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (5)	Col. (6) = Col. (4) - Col. (5)	Col. (7) = Col. (2) - Col. (6)
	Project Location	Description / Extent	Township Notes	Total Cost Estimate (2025$)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
26 R 161	200 St & 76 Ave	Expand Existing Signal	Eligible for TransLink	$ 425,000.00	100%	$425,000	$4,250	$420,750	$ 4,250.00
26 R 162	200 St; 76 Ave - 80 Ave	Special Arterial Widening	Eligible for TransLink	$ 11,688,000.00	100%	$11,688,000	$116,880	$11,571,120	$ 116,880.00
26 R 163	200 St & 78 Ave	Pedestrian Signal	Eligible for TransLink	$ 340,000.00	100%	$340,000	$3,400	$336,600	$ 3,400.00
26 R 164	200 St & 80 Ave	Expand Existing Signal	Eligible for TransLink	$ 425,000.00	100%	$425,000	$4,250	$420,750	$ 4,250.00
26 R 165	200 St; 80 Ave - 82 Ave	Special Arterial Widening	Eligible for TransLink	$ 3,495,000.00	100%	$3,495,000	$34,950	$3,460,050	$ 34,950.00
26 R 166	200 St & 82 Ave	Expand Existing Signal	Eligible for TransLink	$ 425,000.00	100%	$425,000	$4,250	$420,750	$ 4,250.00
26 R 167	200 St; 82 Ave - 84 Ave	Special Arterial Widening	Eligible for TransLink	$ 2,923,000.00	100%	$2,923,000	$29,230	$2,893,770	$ 29,230.00
26 R 168	200 St & 84 Ave	Expand Existing Signal	Eligible for TransLink	$ 425,000.00	100%	$425,000	$4,250	$420,750	$ 4,250.00
26 R 169	200 St; City - Willowbrook Dr	Special Arterial Widening	Eligible for TransLink	$ 1,049,000.00	100%	$1,049,000	$10,490	$1,038,510	$ 10,490.00
26 R 170	200 St & Willowbrook Dr	Intersection Improvements & Signal	Eligible for TransLink	$ 680,000.00	100%	$680,000	$6,800	$673,200	$ 6,800.00
26 R 171	200 St; Willowbrook Dr - 64 Ave	Special Arterial Widening	Eligible for TransLink	$ 1,796,000.00	100%	$1,796,000	$17,960	$1,778,040	$ 17,960.00
26 R 172	201 St & 66 Ave	Traffic Signal		$ 668,000.00	100%	$668,000	$6,680	$661,320	$ 6,680.00
26 R 173	201 St & 74B Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 174	201 St & 76 Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 175	201 St & 82 Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 176	201 St & 83 Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 177	201 St & 84 Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 178	201 St & 85 Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 179	202 St & 28 Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 180	202 St & 30 Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 181	202 / 202A St; 80 Ave - 81 Ave	Urban Road Construction		$ 2,312,000.00	100%	$2,312,000	$23,120	$2,288,880	$ 23,120.00
26 R 182	202 St & 81 Ave	Traffic Signal		$ 668,000.00	100%	$668,000	$6,680	$661,320	$ 6,680.00
26 R 183	202 St; 81 Ave - 84 Ave	Urban Road Construction		$ 3,298,000.00	100%	$3,298,000	$32,980	$3,265,020	$ 32,980.00
27 R 184	202 St & 82B Ave	Intersection Improvements		$ 252,000.00	100%	$252,000	$2,520	$249,480	$ 2,520.00
26 R 185	202 St & 84 Ave	Traffic Signal		$ 735,000.00	100%	$735,000	$7,350	$727,650	$ 7,350.00
26 R 186	202 St; 84 Ave - 85 Ave	Urban Road Construction		$ 2,163,000.00	100%	$2,163,000	$21,630	$2,141,370	$ 21,630.00
26 R 187	202 St & 85 Ave	Traffic Signal		$ 735,000.00	100%	$735,000	$7,350	$727,650	$ 7,350.00
26 R 188	202 St; 85 Ave - 86 Ave	Urban Road Construction		$ 3,102,000.00	100%	$3,102,000	$31,020	$3,070,980	$ 31,020.00
26 R 189	202 St; 86 Ave - 88 Ave	Urban Road Construction		$ 1,805,000.00	100%	$1,805,000	$18,050	$1,786,950	$ 18,050.00
26 R 190	202 St & 92A Ave	Traffic Signal		$ 794,000.00	100%	$794,000	$7,940	$786,060	$ 7,940.00
26 R 191	202A St; 72 Ave - 76 Ave	Urban Road Construction		$ 19,023,000.00	100%	$19,023,000	$190,230	$18,832,770	$ 190,230.00
26 R 192	202A St & 74B Ave	Traffic Signal		$ 735,000.00	100%	$735,000	$7,350	$727,650	$ 7,350.00

TOWNSHIP OF LANGLEY
TRANSPORTATION DCC PROGRAM

Township Project ID	Col. (1)			Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (5)	Col. (6) = Col. (4) - Col. (5)	Col. (7) = Col. (2) - Col. (6)
	Project Location	Description / Extent	Township Notes	Total Cost Estimate (2025$)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
26 R 193	202A St & 76 Ave	Expand Existing Signal		$ 425,000.00	100%	$425,000	$4,250	$420,750	$ 4,250.00
26 R 194	202A St; 76 Ave - 80 Ave	Urban Road Construction		$ 19,349,000.00	100%	$19,349,000	$193,490	$19,155,510	$ 193,490.00
26 R 195	202A St & 77 Ave	Expand Existing Signal		$ 425,000.00	100%	$425,000	$4,250	$420,750	$ 4,250.00
26 R 196	202A St & 79 Ave	Expand Existing Signal		$ 425,000.00	100%	$425,000	$4,250	$420,750	$ 4,250.00
26 R 197	202B St; 68 Ave - 72 Ave	Urban Road Construction		$ 3,446,000.00	100%	$3,446,000	$34,460	$3,411,540	$ 34,460.00
26 R 198	203 St; 62 Ave - 64 Ave	Urban Road Construction		$ 6,939,000.00	100%	$6,939,000	$69,390	$6,869,610	$ 69,390.00
26 R 199	203 St & 64 Ave	Intersection Improvements & Signal		$ 1,701,000.00	100%	$1,701,000	$17,010	$1,683,990	$ 17,010.00
26 R 200	203 St; 64 Ave - 66 Ave	Urban Road Construction		$ 3,984,000.00	100%	$3,984,000	$39,840	$3,944,160	$ 39,840.00
26 R 201	203 St & 65 Ave	Intersection Improvements & Signal		$ 1,701,000.00	100%	$1,701,000	$17,010	$1,683,990	$ 17,010.00
26 R 202	203 St & 66 Ave	Intersection Improvements & Signal		$ 1,701,000.00	100%	$1,701,000	$17,010	$1,683,990	$ 17,010.00
26 R 203	203 St; 66 Ave - 66A Ave	Urban Road Construction		$ 1,939,000.00	100%	$1,939,000	$19,390	$1,919,610	$ 19,390.00
26 R 204	203 St; 66A Ave - 68 Ave	Urban Road Construction		$ 1,443,000.00	100%	$1,443,000	$14,430	$1,428,570	$ 14,430.00
26 R 205	203 St; Langley Bypass - 62 Ave	Road Improvements	w/ City of Langley	$ 5,915,000.00	100%	$5,915,000	$59,150	$5,855,850	$ 59,150.00
26 R 206	204 St & 28 Ave	Traffic Signal		$ 668,000.00	100%	$668,000	$6,680	$661,320	$ 6,680.00
26 R 207	204 St; 32 Ave - 36 Ave	Urban Road Construction		$ 6,075,000.00	100%	$6,075,000	$60,750	$6,014,250	$ 60,750.00
26 R 208	204 St & 42 Ave	Traffic Signal		$ 668,000.00	100%	$668,000	$6,680	$661,320	$ 6,680.00
26 R 209	204 St & 44 Ave	Roundabout	Cost Share with other parties. This is TOL portion	$ 43,000.00	100%	$43,000	$430	$42,570	$ 430.00
26 R 210	204 St & 66 Ave	Intersection Improvements		$ 130,000.00	100%	$130,000	$1,300	$128,700	$ 1,300.00
26 R 211	204 St & 70 Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 212	204 St & 73A Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 213	204 St & 74B Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 214	204 St & 76 Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 215	204 St & 78 Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 216	204 St; 86 Ave - 88 Ave	Urban Road Construction		$ 2,567,000.00	100%	$2,567,000	$25,670	$2,541,330	$ 25,670.00
26 R 217	204 St & Anderson Ck.	Bridge		$ 8,505,000.00	100%	$8,505,000	$85,050	$8,419,950	$ 85,050.00
26 R 218	205 St; 32 Ave - 36 Ave	Urban Road Construction		$ 1,569,000.00	100%	$1,569,000	$15,690	$1,553,310	$ 15,690.00
26 R 219	205 St & 73A Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 220	205 St & 74B Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 221	205 St & Anderson Ck.	Expand Existing Bridge		$ 8,505,000.00	100%	$8,505,000	$85,050	$8,419,950	$ 85,050.00
26 R 222	206 St & 28 Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 223	206 St & 68 Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 224	206 St & 70 Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00

TOWNSHIP OF LANGLEY
TRANSPORTATION DCC PROGRAM

Township Project ID	Col. (1)			Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (5)	Col. (6) = Col. (4) - Col. (5)	Col. (7) = Col. (2) - Col. (6)
	Project Location	Description / Extent	Township Notes	Total Cost Estimate (2025$)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
26 R 225	206 St & 73A Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 226	206 St & 74B Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 227	206 St & 76 Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 228	206 St & 78 Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 229	206A St & 73A Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 230	207 St & 68 Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 231	207 St & 70 Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 232	208 St; 16 St - 20 Ave	Rural Road Construction		$ 7,446,000.00	100%	$7,446,000	$74,460	$7,371,540	$ 74,460.00
26 R 233	208 St & 20 Ave	Traffic Signal		$ 668,000.00	100%	$668,000	$6,680	$661,320	$ 6,680.00
26 R 234	208 St; 20 Ave - 24 Ave	Urban Road Construction		$ 9,769,000.00	100%	$9,769,000	$97,690	$9,671,310	$ 97,690.00
26 R 235	208 St & 24 Ave	Traffic Signal		$ 794,000.00	100%	$794,000	$7,940	$786,060	$ 7,940.00
26 R 236	208 St; 24 Ave - 32 Ave	Urban Road Construction		$ 19,627,000.00	100%	$19,627,000	$196,270	$19,430,730	$ 196,270.00
26 R 237	208 St & 28 Ave	Traffic Signal		$ 668,000.00	100%	$668,000	$6,680	$661,320	$ 6,680.00
26 R 238	208 St & 32 Ave	Traffic Signal		$ 794,000.00	100%	$794,000	$7,940	$786,060	$ 7,940.00
26 R 239	208 St; 32 Ave - 36 Ave	Urban Road Construction		$ 4,827,000.00	100%	$4,827,000	$48,270	$4,778,730	$ 48,270.00
26 R 240	208 St & 34A Ave	Expand Existing Signal		$ 425,000.00	100%	$425,000	$4,250	$420,750	$ 4,250.00
26 R 241	208 St & 36 Ave	Traffic Signal		$ 794,000.00	100%	$794,000	$7,940	$786,060	$ 7,940.00
26 R 242	208 St; 36 Ave - 40 Ave	Urban Road Construction		$ 4,763,000.00	100%	$4,763,000	$47,630	$4,715,370	$ 47,630.00
26 R 243	208 St & 37A Ave	Expand Existing Signal		$ 425,000.00	100%	$425,000	$4,250	$420,750	$ 4,250.00
26 R 244	208 St & 40 Ave	Intersection Improvements & Signal		$ 340,000.00	100%	$340,000	$3,400	$336,600	$ 3,400.00
26 R 245	208 St; 40 Ave - 44 Ave	Urban Road Construction		$ 4,853,000.00	100%	$4,853,000	$48,530	$4,804,470	$ 48,530.00
26 R 246	208 St & 42 Ave	Traffic Signal		$ 668,000.00	100%	$668,000	$6,680	$661,320	$ 6,680.00
26 R 247	208 St & 44 Ave	Expand Existing Signal	Cost Share with other parties. This is TOL portion	$ 319,000.00	100%	$319,000	$3,190	$315,810	$ 3,190.00
26 R 248	208 St & 73A Ave	Traffic Signal		$ 668,000.00	100%	$668,000	$6,680	$661,320	$ 6,680.00
26 R 249	208 St; 76 Ave - 77A Ave	Urban Road Construction		$ 1,642,000.00	100%	$1,642,000	$16,420	$1,625,580	$ 16,420.00
26 R 250	208 St; 77A Ave - 80 Ave	Urban Road Construction		$ 3,205,000.00	100%	$3,205,000	$32,050	$3,172,950	$ 32,050.00
26 R 251	208 St & 80 Ave	Expand Existing Signal		$ 425,000.00	100%	$425,000	$4,250	$420,750	$ 4,250.00
26 R 252	208 St; 80 Ave - 82 Ave	Urban Road Construction		$ 2,915,000.00	100%	$2,915,000	$29,150	$2,885,850	$ 29,150.00
26 R 253	208 St & 82 Ave	Expand Existing Signal		$ 425,000.00	100%	$425,000	$4,250	$420,750	$ 4,250.00
26 R 254	208 St; 82 Ave - 84 Ave	Urban Road Construction		$ 3,082,000.00	100%	$3,082,000	$30,820	$3,051,180	$ 30,820.00
26 R 255	209 St & 76 Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 256	209A St & 73A Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00

TOWNSHIP OF LANGLEY
TRANSPORTATION DCC PROGRAM

Township Project ID	Col. (1)			Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (5)	Col. (6) = Col. (4) - Col. (5)	Col. (7) = Col. (2) - Col. (6)
	Project Location	Description / Extent	Township Notes	Total Cost Estimate (2025$)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
26 R 257	212 Conn & 78 Ave	Traffic Signal		$ 735,000.00	100%	$735,000	$7,350	$727,650	$ 7,350.00
26 R 258	212 Conn; 78 Ave - 80 Ave	Urban Road Construction		$ 8,997,000.00	100%	$8,997,000	$89,970	$8,907,030	$ 89,970.00
26 R 259	212 Conn & 210 St	Traffic Signal		$ 668,000.00	100%	$668,000	$6,680	$661,320	$ 6,680.00
26 R 260	212 Conn; 210 St - 77A Ave	Urban Road Construction		$ 20,454,000.00	100%	$20,454,000	$204,540	$20,249,460	$ 204,540.00
26 R 261	213 St & 78 Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 262	214 St & 78 Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 263	214 St & 79 Ave	Roundabout		$ 85,000.00	100%	$85,000	$850	$84,150	$ 850.00
26 R 264	214 St; 81 Ave - 82 Ave	Urban Road Construction		$ 66,000.00	100%	$66,000	$660	$65,340	$ 660.00
26 R 265	216 St; 16 Ave - 24 Ave	Rural Road Construction - Pave Shoulders		$ 6,140,000.00	100%	$6,140,000	$61,400	$6,078,600	$ 61,400.00
26 R 266	216 St & 24 Ave	Traffic Signal or Roundabout		$ 830,000.00	100%	$830,000	$8,300	$821,700	$ 8,300.00
26 R 267	216 St; 24 Ave - 32 Ave	Rural Road Construction - Pave Shoulders		$ 11,698,000.00	100%	$11,698,000	$116,980	$11,581,020	$ 116,980.00
26 R 268	216 St & 32 Ave	Traffic Signal or Roundabout		$ 830,000.00	100%	$830,000	$8,300	$821,700	$ 8,300.00
26 R 269	216 St; 32 Ave - 40 Ave	Rural Road Construction - Pave Shoulders		$ 11,839,000.00	100%	$11,839,000	$118,390	$11,720,610	$ 118,390.00
26 R 270	216 St & 40 Ave	Traffic Signal or Roundabout		$ 830,000.00	100%	$830,000	$8,300	$821,700	$ 8,300.00
26 R 271	216 St; 40 Ave - 44 Ave	Rural Road Construction - Pave Shoulders		$ 5,884,000.00	100%	$5,884,000	$58,840	$5,825,160	$ 58,840.00
26 R 272	216 St & 44 Ave	Traffic Signal or Roundabout		$ 830,000.00	100%	$830,000	$8,300	$821,700	$ 8,300.00
26 R 273	216 St; 44 Ave - 48 Ave	Urban Road Construction		$ 14,772,000.00	100%	$14,772,000	$147,720	$14,624,280	$ 147,720.00
26 R 274	216 St; 52 Ave - 56 Ave	Urban Road Construction	Eligible for TransLink	$ 5,069,000.00	100%	$5,069,000	$50,690	$5,018,310	$ 50,690.00
26 R 275	216 St & 56 Ave	Expand Existing Signal	Eligible for TransLink	$ 425,000.00	100%	$425,000	$4,250	$420,750	$ 4,250.00
26 R 276	216 St; 56 Ave - 64 Ave	Rural Road Construction	Eligible for TransLink	$ 15,569,000.00	100%	$15,569,000	$155,690	$15,413,310	$ 155,690.00
26 R 277	216 St; 64 Ave - 6700 Block	Rural Road Construction	Eligible for TransLink	$ 4,623,000.00	100%	$4,623,000	$46,230	$4,576,770	$ 46,230.00
26 R 278	216 St & 76 Ave	Traffic Signal		$ 735,000.00	100%	$735,000	$7,350	$727,650	$ 7,350.00
26 R 279	216 St; 76 Ave - 78 Ave	Urban Road Construction		$ 4,835,000.00	100%	$4,835,000	$48,350	$4,786,650	$ 48,350.00
26 R 280	216 St & 78 Ave	Traffic Signal		$ 735,000.00	100%	$735,000	$7,350	$727,650	$ 7,350.00
26 R 281	216 St; 78 Ave - 80 Ave	Urban Road Construction		$ 3,603,000.00	100%	$3,603,000	$36,030	$3,566,970	$ 36,030.00
26 R 282	216 St; 80 Ave - NB dual LT	Urban Road Construction		$ 1,556,000.00	100%	$1,556,000	$15,560	$1,540,440	$ 15,560.00
26 R 283	216 St & 81 Ave	Traffic Signal		$ 735,000.00	100%	$735,000	$7,350	$727,650	$ 7,350.00
26 R 284	216 St; 88 Ave - 96 Ave	Corridor Improvements		$ 5,030,000.00	100%	$5,030,000	$50,300	$4,979,700	$ 50,300.00
26 R 285	216 St; 6700 Block - Glover Rd	Urban Road Construction	Eligible for TransLink	$ 2,328,000.00	100%	$2,328,000	$23,280	$2,304,720	$ 23,280.00
26 R 286	216 St; Glover Rd - 76 Ave	Rural Road Construction		$ 11,720,000.00	100%	$11,720,000	$117,200	$11,602,800	$ 117,200.00
26 R 287	232 St & 48 Ave	Intersection Improvements & Signal	Eligible for TransLink	$ 680,000.00	100%	$680,000	$6,800	$673,200	$ 6,800.00
26 R 288	232 St & Rawlison Cres	Intersection Improvements & Signal		$ 7,748,000.00	100%	$7,748,000	$77,480	$7,670,520	$ 77,480.00

TOWNSHIP OF LANGLEY
TRANSPORTATION DCC PROGRAM

Township Project ID	Col. (1)			Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (5)	Col. (6) = Col. (4) - Col. (5)	Col. (7) = Col. (2) - Col. (6)
	Project Location	Description / Extent	Township Notes	Total Cost Estimate (2025$)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
26 R 289	239 St; 40 Ave - Fraser Hwy	Urban Road Construction		$ 1,329,000.00	100%	$1,329,000	$13,290	$1,315,710	$ 13,290.00
26 R 290	240 St; 86 Ave - 87 Ave	Rural Road Construction		$ 3,442,000.00	100%	$3,442,000	$34,420	$3,407,580	$ 34,420.00
26 R 291	240 St; 88 Ave - 89 Ave	Rural Road Construction		$ 4,442,000.00	100%	$4,442,000	$44,420	$4,397,580	$ 44,420.00
26 R 292	240 St & Rawlison Cres	Intersection Improvements		$ 3,948,000.00	100%	$3,948,000	$39,480	$3,908,520	$ 39,480.00
26 R 293	240 St & River Rd	Intersection Improvements		$ 1,166,000.00	100%	$1,166,000	$11,660	$1,154,340	$ 11,660.00
26 R 294	260 St & 29 Ave	Intersection Improvements		$ 680,000.00	100%	$680,000	$6,800	$673,200	$ 6,800.00
26 R 295	264 St & 24 Ave	Intersection Improvements & Signal		$ 882,000.00	100%	$882,000	$8,820	$873,180	$ 8,820.00
26 R 296	264 St & 26 Ave	Intersection Improvements & Signal		$ 882,000.00	100%	$882,000	$8,820	$873,180	$ 8,820.00
26 R 297	264 St & 29 Ave	Intersection Improvements & Signal		$ 882,000.00	100%	$882,000	$8,820	$873,180	$ 8,820.00
26 R 298	264 St & 30A Ave	Intersection Improvements & Signal		$ 882,000.00	100%	$882,000	$8,820	$873,180	$ 8,820.00
26 R 299	264 St & 35 Ave	Intersection Improvements & Signal		$ 882,000.00	100%	$882,000	$8,820	$873,180	$ 8,820.00
26 R 300	272 St; 8 Ave - 24 Ave	Shoulder Widening or Sidewalk		$ 4,868,000.00	100%	$4,868,000	$48,680	$4,819,320	$ 48,680.00
26 R 301	272 St; 24 Ave - 29 Ave	Shoulder Widening or Sidewalk		$ 1,634,000.00	100%	$1,634,000	$16,340	$1,617,660	$ 16,340.00
26 R 302	272 St & 26 Ave	Intersection Improvements		$ 680,000.00	100%	$680,000	$6,800	$673,200	$ 6,800.00
26 R 303	272 St & 29 Ave	Traffic Signal		$ 668,000.00	100%	$668,000	$6,680	$661,320	$ 6,680.00
26 R 304	272 St; 29 Ave - Fraser Hwy	Urban Road Construction		$ 552,000.00	100%	$552,000	$5,520	$546,480	$ 5,520.00
26 R 305	272 St; 32 Ave - 36 Ave	Shoulder Widening or Sidewalk		$ 1,211,000.00	100%	$1,211,000	$12,110	$1,198,890	$ 12,110.00
26 R 306	272 St & 35 Ave	Traffic Signal		$ 668,000.00	100%	$668,000	$6,680	$661,320	$ 6,680.00
26 R 307	272 St; 35 Ave - 264 St	Shoulder Widening or Sidewalk		$ 6,777,000.00	100%	$6,777,000	$67,770	$6,709,230	$ 67,770.00
26 R 308	272 St; Fraser Hwy - 32 Ave	Urban Road Construction		$ 559,000.00	100%	$559,000	$5,590	$553,410	$ 5,590.00
26 R 309	Crush Cres; 6900 Block - Glover Rd	Urban Road Construction		$ 1,842,000.00	100%	$1,842,000	$18,420	$1,823,580	$ 18,420.00
26 R 310	Crush Cres; Smith Cres - 6900 Block	Rural Road Construction		$ 7,273,000.00	100%	$7,273,000	$72,730	$7,200,270	$ 72,730.00
26 R 311	Fraser Hwy & 221 St	Pedestrian Overpass	Eligible for TransLink	$ 5,103,000.00	100%	$5,103,000	$51,030	$5,051,970	$ 51,030.00
26 R 312	Fraser Hwy & 228 St	Traffic Signal	Eligible for TransLink	$ 794,000.00	100%	$794,000	$7,940	$786,060	$ 7,940.00
26 R 313	Fraser Hwy; 23300 Block - 240 St	Urban Road Construction	Eligible for TransLink	$ 38,327,000.00	100%	$38,327,000	$383,270	$37,943,730	$ 383,270.00
26 R 314	Fraser Hwy & 236 Street	Traffic Signal		$ 794,000.00	100%	$794,000	$7,940	$786,060	$ 7,940.00
26 R 315	Fraser Hwy & 240 St	Expand Existing Signal		$ 425,000.00	100%	$425,000	$4,250	$420,750	$ 4,250.00
26 R 316	Fraser Hwy; 240 St - 243 St	Urban Road Construction	Eligible for TransLink	$ 6,421,000.00	100%	$6,421,000	$64,210	$6,356,790	$ 64,210.00
26 R 317	Fraser Hwy & 244 St	Expand Existing Signal		$ 425,000.00	100%	$425,000	$4,250	$420,750	$ 4,250.00
26 R 318	Fraser Hwy; 249 St - 256 St	Urban Road Construction	Eligible for TransLink	$ 22,108,000.00	100%	$22,108,000	$221,080	$21,886,920	$ 221,080.00
26 R 319	Fraser Hwy & 256 St	Traffic Signal	Eligible for TransLink	$ 873,000.00	100%	$873,000	$8,730	$864,270	$ 8,730.00
26 R 320	Fraser Hwy; 256 St - 260 St	Urban Road Construction	Eligible for TransLink	$ 12,833,000.00	100%	$12,833,000	$128,330	$12,704,670	$ 128,330.00

TOWNSHIP OF LANGLEY
TRANSPORTATION DCC PROGRAM

Township Project ID	Col. (1)			Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (5)	Col. (6) = Col. (4) - Col. (5)	Col. (7) = Col. (2) - Col. (6)
	Project Location	Description / Extent	Township Notes	Total Cost Estimate (2025$)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
26 R 321	Fraser Hwy; 260 St - 264 St	Urban Road Construction	Eligible for TransLink	$ 4,938,000.00	100%	$4,938,000	$49,380	$4,888,620	$ 49,380.00
26 R 322	Fraser Hwy & 262 St	Traffic Signal	Eligible for TransLink	$ 794,000.00	100%	$794,000	$7,940	$786,060	$ 7,940.00
26 R 323	Fraser Hwy; 264St - 268 St	Urban Road Construction	Eligible for TransLink	$ 7,087,000.00	100%	$7,087,000	$70,870	$7,016,130	$ 70,870.00
26 R 324	Fraser Hwy; 270 St - 271 St	Urban Road Construction	Eligible for TransLink	$ 1,879,000.00	100%	$1,879,000	$18,790	$1,860,210	$ 18,790.00
26 R 325	Fraser Hwy & 272 St	Intersection Improvements & Signal	Eligible for TransLink	$ 1,157,000.00	100%	$1,157,000	$11,570	$1,145,430	$ 11,570.00
26 R 326	Fraser Hwy & 273 St	Intersection Improvements & Signal	Eligible for TransLink	$ 1,157,000.00	100%	$1,157,000	$11,570	$1,145,430	$ 11,570.00
26 R 327	Fraser Hwy; 273 St - 276 St	Urban Road Construction	Eligible for TransLink	$ 3,263,000.00	100%	$3,263,000	$32,630	$3,230,370	$ 32,630.00
26 R 328	Glover Rd & 88 Ave	Intersection Improvements & Signal		$ 2,812,000.00	100%	$2,812,000	$28,120	$2,783,880	$ 28,120.00
26 R 329	Glover Rd & 216 St	Rail Overpass	Cost Share with other parties. This is TOL portion. ~30%	$ 37,800,000.00	100%	$37,800,000	$378,000	$37,422,000	$ 378,000.00
26 R 330	Glover Rd & Crush Cres	Intersection Improvements		$ 851,000.00	100%	$851,000	$8,510	$842,490	$ 8,510.00
26 R 331	Glover Rd & Telegraph Tr	Roundabout		$ 830,000.00	100%	$830,000	$8,300	$821,700	$ 8,300.00
26 R 332	Hwy 1 & 272 St	Overpass		$ 17,010,000.00	100%	$17,010,000	$170,100	$16,839,900	$ 170,100.00
26 R 333	Willowbrook Dr & 199 St	Traffic Signal		$ 668,000.00	100%	$668,000	$6,680	$661,320	$ 6,680.00
26 R 334	Willowbrook Dr; Fraser Hwy - 62 Ave	Pedestrian Improvements		$ 44,161,000.00	100%	$44,161,000	$441,610	$43,719,390	$ 441,610.00
26 R 335	Willowbrook Dr & Mall Entrance	Traffic Signal		$ 668,000.00	100%	$668,000	$6,680	$661,320	$ 6,680.00
26 R 336	General	Cycling Network Upgrades in Alignment with TransLink	Cost-share with Translink	$ 24,080,000.00	100%	$24,080,000	$240,800	$23,839,200	$ 240,800.00
26 R 337	General	Frontage Upgrades Parks and other Municipal Lands Roads DCC Projects		$ 28,800,000.00	100%	$28,800,000	$288,000	$28,512,000	$ 288,000.00
Borrowing Commitments									
Borrowing	• 18 R 336 / Mufford Cres / Overpass	Bylaw 4751- Mufford Overpass		$5,428,555.0	100%	$5,428,555	$0	$5,428,555	$ -
Borrowing	• 18 R 269 / 208 St / Overpass Expansion	Bylaw 5232 - 208 Street Overpass		$8,350,854	100%	$8,350,854	$0	$8,350,854	$ -
Borrowing	• 18 R 332 / 216 St / Highway Interchange	Bylaw 5233 - 216 Street Interchange at Highway 1		$9,796,359	100%	$9,796,359	$0	$9,796,359	$ -
Borrowing	• 23 R 232 / 208 St @ 68 Ave / Traffic Signal • 23 R 233 / 208 St; 68 Ave to 70 Ave / Road Construction • 23 R 234 / 208 St @ 70 Ave / Expand Existing Signal • 23 R 235 / 208 St; 70 Ave to 72 Ave / Road Construction • 23 R 236 / 208 St @ 72 Ave / Expand Existing Signal • 23 R 329 / Willowbrook Conn @ 64 Ave / Expand Existing Signal • 23 R 330 / Willowbrook Conn; 64 Ave to 68 Ave / Road Construction • 23 R 331 / Willowbrook Conn @ 65 Ave / Expand Existing Signal	Bylaw 5922 - Civic Infrastructure (Willowbrook Connector Phase 1 & 208 Street Road Widening)		$18,900,000	100%	$18,900,000	$0	$18,900,000	$ -
Borrowing	• 23 R 075 / 80 Ave @ 206 St / Traffic Signal • 23 R 076 / 80 Ave; 208 St to 212 St/ Road Construction • 23 R 237 / 208 St; 72 Ave to 74B Ave / Road Construction • 23 R 238 / 208 St @ 73A Ave / Traffic Signal • 23 R 239 / 208 St @ 74B Ave / Traffic Signal • 23 R 240 / 208 St; 74B Ave to 76 Ave / Road Construction • 23 R 241 / 208 St @ 76 Ave / Traffic Signal	Bylaw 5991 - Civic Infrastructure Phase 2 (Willowbrook Connector Phase 2 & 80 Avenue Road Widening)		$25,355,951	100%	$25,355,951	$0	$25,355,951	$ -

TOWNSHIP OF LANGLEY
TRANSPORTATION DCC PROGRAM

Township Project ID	Col. (1)			Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (5)	Col. (6) = Col. (4) - Col. (5)	Col. (7) = Col. (2) - Col. (6)
	Project Location	Description / Extent	Township Notes	Total Cost Estimate (2025$)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
Borrowing	• 23 R 337 / 208A St; 76 Ave to 212 St Conn / Park Frontage • 23 R 337 / 76 Ave; 208 St to 210 St / Park Frontage	Bylaw 6053 - 208A Street Civic Infrastructure		$10,634,736	100%	$10,634,736	$0	$10,634,736	$ -
Borrowing	• 23 R 253 / 212 Conn; 208 St to 210 St / Road Construction	Bylaw 6054 - 212 Street Connector Civic Infrastructure		$1,947,080	100%	$1,947,080	$0	$1,947,080	$ -
26 R 338	General	DCCFA Commitments		$ 1,074,978.00	100%	$1,074,978	$10,750	$1,064,228	$ 10,749.78
TOTALS				**$1,256,996,513**		**$1,251,043,013**	**$11,706,295**	**$1,239,336,718**	**$17,659,795**

$ 217,995,450	$2,179,955	$ 215,815,496	$ 2,179,955
$1,033,047,563	$9,526,340	$1,023,521,223	$15,479,840

Reductions

	Benefit to New Development	Will Not Complete in 35 yrs.	Reduction
Signals (Group A)	$ 83,755,000	20%	$ 16,751,000
Roundabouts (Group B)	$ 6,451,000	20%	$ 1,290,200
16 Avenue (Group C)	$ 155,119,000	75%	$ 116,339,250
MRNB Contributions	$2.39M/yr * 35yrs		$ 83,615,000
			$ 217,995,450

Notes on Outside Share

(1) Projects with Eligible for Translink label refer to those that are eligible for Major Road Network and Bicycle Funding (MRNB) and Bicycle Infrastrucrure Capital Cost Sharing (BICCS).

(2) Projects with the label Cost-share are those where costs are shared with another municipality. Only the Township of Langley's portion for these projects is included in the Transportation Program.

(3) Cost-sharing for rail overpass projects is based on identifed need in the Roberts Bank Trade Area Study in 2016. The study cited the previous Roberts Bank Rail Corridor Program as a successful model, including the cost sharing agreement, so new rail overpass projects anticipate the same funding agreement from parties such as CP Rail, CN Rail, Southern Rail of BC, TransLink, MoTI, ICBC, Port Metro Vancouver and Transport Canada.

(4) Borrowing line items - Municipal Assist was paid by Township sources at time of project approval, with only DCC eligible amounts borrowed for.

Notes on Reductions Table

A portion of projects for Signals, Roundabouts and 16 Avenue upgrades are not anticipated to be completed within the DCC timeframe. Reductions represent portion of projects anticipated to occur outside the DCC timeframe without restricting specific projects. MRNB contributions of $2.39M/yr will apply towards eligible projects from these categories and will

TOWNSHIP OF LANGLEY
TRANSPORTATION DCC RATE CALCULATION

A: Transportation Calculation					
Land Use	Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)	Col. (5) = (4) / (a)
	Estimated New Development	Unit	Trip Ends	Multiple	% Population Equivalent
Single and Two Family Residential	1,960	dwelling unit	1.380	2,705	4%
Ground Oriented Multi-Family Residential	26,740	dwelling unit	0.913	24,400	37%
Apartment Residential	45,920	dwelling unit	0.750	34,440	53%
Commercial	557,200	m2 gross floor area	0.004	1,987	3%
Industrial	945,000	m2 gross floor area	0.001	756	1%
Institutional	330,400	m2 gross floor area	0.004	1,178	2%
			Total Equivalent Population	65,467 (a)	100%

B: Unit Calculation		
Net DCC Program Recoverable	$1,023,521,223	(b)
Existing Transportation DCC Reserve Monies	$50,782,285.00	(c)
Net Amount to be Paid by DCCs	$972,738,938	(d) = (b) - (c)
Transportation DCC per Equivalent Unit	$14,858.50	(e) = (d) / (a)

C:Transportation Resulting DCCs				DCC Revenue Estimates
Single and Two Family Residential	$20,504.00	per dwelling unit	(e) x Col. (3)	$40,187,840
Ground Oriented Multi-Family Residential	$13,558.00	per dwelling unit	(e) x Col. (3)	$362,540,920
Apartment Residential	$11,144.00	per dwelling unit	(e) x Col. (3)	$511,732,480
Commercial	$53.00 *$4.93*	per m2 gross floor area *per ft2 gross floor area*	(e) x Col. (3)	$29,531,600
Industrial	$11.89 *$2.23*	per m2 gross floor area *per ft2 gross floor area*	(e) x Col. (3)	$11,236,050
Institutional	$52.99 *$4.92*	per m2 gross floor area *per ft2 gross floor area*	(e) x Col. (3)	$17,507,896

TOWNSHIP OF LANGLEY
SANITARY SEWER DCC PROGRAM

Township Sewer Project ID	Col. (1)		Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (5)	Col. (6) = Col. (4) - Col. (5)	Col. (7) = Col. (2) - Col. (6)
	Project Location	Description / Extent	Total Cost Estimate (2025$)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
26 S 001	16 Ave & 196 St	Sanitary PS	$ 3,770,000.00	100%	$3,770,000	$37,700	$3,732,300	$ 37,700.00
26 S 002	16 Ave; 196 St PS - 197A St	Trunk Sewer	$ 56,000.00	100%	$56,000	$560	$55,440	$ 560.00
26 S 003	16 Ave; 196 St PS - 200 St	Forcemain	$ 2,079,000.00	100%	$2,079,000	$20,790	$2,058,210	$ 20,790.00
26 S 004	22 Ave; 200 St - 200A St	Trunk Sewer	$ 47,000.00	100%	$47,000	$470	$46,530	$ 470.00
26 S 005	22 Ave; 200A St - 201 St	Trunk Sewer	$ 22,000.00	100%	$22,000	$220	$21,780	$ 220.00
26 S 006	24 Ave; 196 St - 197 St PS	Trunk Sewer	$ 80,000.00	100%	$80,000	$800	$79,200	$ 800.00
26 S 007	24 Ave & 197 St	Sanitary PS	$ 3,770,000.00	100%	$3,770,000	$37,700	$3,732,300	$ 37,700.00
26 S 008	24 Ave; 197 St PS - 198 St	Trunk Sewer	$ 82,000.00	100%	$82,000	$820	$81,180	$ 820.00
26 S 009	24 Ave; 197 St PS - 200 St	Forcemain	$ 1,832,000.00	100%	$1,832,000	$18,320	$1,813,680	$ 18,320.00
26 S 010	24 Ave; 198 St - 200 St	Trunk Sewer	$ 81,000.00	100%	$81,000	$810	$80,190	$ 810.00
26 S 011	24 Ave; 200 St - 202 St	Trunk Sewer	$ 1,161,000.00	100%	$1,161,000	$11,610	$1,149,390	$ 11,610.00
26 S 012	24 Ave; 204 St - 204A St	Trunk Sewer	$ 332,000.00	100%	$332,000	$3,320	$328,680	$ 3,320.00
26 S 013	24 Ave; 204A St - 206 St	Trunk Sewer	$ 113,000.00	100%	$113,000	$1,130	$111,870	$ 1,130.00
26 S 014	24 Ave; 206 St - 207A St	Trunk Sewer	$ 52,000.00	100%	$52,000	$520	$51,480	$ 520.00
26 S 015	24 Ave & 266 St	Sanitary PS	$ 3,334,000.00	100%	$3,334,000	$33,340	$3,300,660	$ 33,340.00
26 S 016	24 Ave; 268 St - 266 Ave	Forcemain	$ 1,041,000.00	100%	$1,041,000	$10,410	$1,030,590	$ 10,410.00
26 S 017	28 Ave; 204 St - 206 St	Trunk Sewer	$ 1,143,000.00	100%	$1,143,000	$11,430	$1,131,570	$ 11,430.00
26 S 018	28 Ave; 206 St - 208 St	Trunk Sewer	$ 164,000.00	100%	$164,000	$1,640	$162,360	$ 1,640.00
26 S 019	28 Ave & 262 St	Sanitary PS	$ 3,770,000.00	100%	$3,770,000	$37,700	$3,732,300	$ 37,700.00
26 S 020	28 Ave; 264 Ave - 264 Ave	Forcemain	$ 2,220,000.00	100%	$2,220,000	$22,200	$2,197,800	$ 22,200.00
26 S 021	30 Ave; 198 St - 200 St	Trunk Sewer	$ 67,000.00	100%	$67,000	$670	$66,330	$ 670.00
26 S 022	32 Ave; 202 St - 204 St	Trunk Sewer	$ 166,000.00	100%	$166,000	$1,660	$164,340	$ 1,660.00
26 S 023	32 Ave; 204 St - 205 St	Trunk Sewer	$ 50,000.00	100%	$50,000	$500	$49,500	$ 500.00
26 S 024	36 Ave; 208 St - 209 St	Trunk Sewer	$ 108,000.00	100%	$108,000	$1,080	$106,920	$ 1,080.00
26 S 025	36 Ave; 209 St - 210 St	Trunk Sewer	$ 33,000.00	100%	$33,000	$330	$32,670	$ 330.00
26 S 026	40 Ave; 200 St - 201 St	Upsize Existing Sewer	$ 1,406,000.00	80%	$1,124,800	$11,248	$1,113,552	$ 292,448.00
26 S 027	40 Ave; 202 St - 205A St	Trunk Sewer	$ 2,151,000.00	100%	$2,151,000	$21,510	$2,129,490	$ 21,510.00
26 S 028	40 Ave; 205A St - 208 St	Trunk Sewer	$ 1,576,000.00	100%	$1,576,000	$15,760	$1,560,240	$ 15,760.00
26 S 029	40 Ave; 208 St - 209 St	Trunk Sewer	$ 52,000.00	100%	$52,000	$520	$51,480	$ 520.00
26 S 030	40 Ave; 210 St - 40 Ave PS	Forcemain	$ 2,204,000.00	100%	$2,204,000	$22,040	$2,181,960	$ 22,040.00
26 S 031	40 Ave & 213A Ave	Sanitary PS	$ 3,770,000.00	67%	$2,525,900	$25,259	$2,500,641	$ 1,269,359.00
26 S 032	42 Ave; 200 St - 204 St	Trunk Sewer	$ 2,285,000.00	100%	$2,285,000	$22,850	$2,262,150	$ 22,850.00
26 S 033	42 Ave; 204 St - 208 St	Trunk Sewer	$ 2,287,000.00	100%	$2,287,000	$22,870	$2,264,130	$ 22,870.00
26 S 034	42 Ave; 208 St - 210 St	Trunk Sewer	$ 109,000.00	100%	$109,000	$1,090	$107,910	$ 1,090.00
26 S 035	43A Ave; 200A St - 44Ave	Trunk Sewer	$ 93,000.00	100%	$93,000	$930	$92,070	$ 930.00
26 S 036	43A Ave; 200A St - 204 St	Trunk Sewer	$ 144,000.00	100%	$144,000	$1,440	$142,560	$ 1,440.00
26 S 037	52 Ave; 216 St - 217A St	Upsize Existing Sewer	$ 2,091,000.00	80%	$1,672,800	$16,728	$1,656,072	$ 434,928.00
26 S 038	52 Ave; 217A St - 224 St	Upsize Existing Sewer	$ 7,324,000.00	80%	$5,859,200	$58,592	$5,800,608	$ 1,523,392.00
26 S 039	52 Ave & 238 St	Sanitary PS	$ 3,770,000.00	100%	$3,770,000	$37,700	$3,732,300	$ 37,700.00

TOWNSHIP OF LANGLEY
SANITARY SEWER DCC PROGRAM

Township Sewer Project ID	Col. (1)		Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (5)	Col. (6) = Col. (4) - Col. (5)	Col. (7) = Col. (2) - Col. (6)
	Project Location	Description / Extent	Total Cost Estimate (2025$)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
26 S 040	52 Ave; 240 St - 49A Ave	Forcemain	$ 2,900,000.00	100%	$2,900,000	$29,000	$2,871,000	$ 29,000.00
26 S 041	52 Ave; 244 St - 248 St	Forcemain	$ 3,361,000.00	100%	$3,361,000	$33,610	$3,327,390	$ 33,610.00
26 S 042	54 Ave & 245A St	Sanitary PS	$ 3,770,000.00	100%	$3,770,000	$37,700	$3,732,300	$ 37,700.00
26 S 043	54 Ave; 246 St - 248 St	Forcemain	$ 1,253,000.00	100%	$1,253,000	$12,530	$1,240,470	$ 12,530.00
26 S 044	56 Ave; 224 St - 232 St PS	Forcemain	$ 8,585,000.00	100%	$8,585,000	$85,850	$8,499,150	$ 85,850.00
26 S 045	56 Ave & 232 St	Sanitary PS	$ 3,770,000.00	100%	$3,770,000	$37,700	$3,732,300	$ 37,700.00
26 S 046	56 Ave & 246 St	Sanitary PS	$ 3,770,000.00	100%	$3,770,000	$37,700	$3,732,300	$ 37,700.00
26 S 047	62 Ave; 203 St - 205A St	Upsize Existing Sewer	$ 2,819,000.00	80%	$2,255,200	$22,552	$2,232,648	$ 586,352.00
26 S 048	67 Ave; 203 St - 208 St	Upsize Existing Sewer	$ 8,557,000.00	80%	$6,845,600	$68,456	$6,777,144	$ 1,779,856.00
26 S 049	68 Ave; 208 St - 208A St	Upsize Existing Sewer	$ 599,000.00	80%	$479,200	$4,792	$474,408	$ 124,592.00
26 S 050	72 Ave; 230 St PS - Hwy 10	Forcemain	$ 6,812,000.00	100%	$6,812,000	$68,120	$6,743,880	$ 68,120.00
26 S 051	76 Ave; 76 Ave PS - 212 St	Forcemain	$ 2,807,000.00	100%	$2,807,000	$28,070	$2,778,930	$ 28,070.00
26 S 052	76 Ave; 215 St - 76 Ave PS	Trunk Sewer	$ 50,000.00	100%	$50,000	$500	$49,500	$ 500.00
26 S 053	76 Ave & 216 St	Sanitary PS	$ 3,770,000.00	100%	$3,770,000	$37,700	$3,732,300	$ 37,700.00
26 S 054	80 Ave; 199 St - 198A St	Upsize Existing Sewer	$ 589,000.00	80%	$471,200	$4,712	$466,488	$ 122,512.00
26 S 055	80 Ave; 200 St - 202 St	Upsize Existing Sewer	$ 2,172,000.00	80%	$1,737,600	$17,376	$1,720,224	$ 451,776.00
26 S 056	80 Ave; 202 St - 202A St	Upsize Existing Sewer	$ 373,000.00	80%	$298,400	$2,984	$295,416	$ 77,584.00
26 S 057	80 Ave; 215 St - 216 St	Trunk Sewer	$ 82,000.00	100%	$82,000	$820	$81,180	$ 820.00
26 S 058	81 Ave; 81 Ave PS - 213 St	Forcemain	$ 2,981,000.00	100%	$2,981,000	$29,810	$2,951,190	$ 29,810.00
26 S 059	81 Ave & 216 St	Sanitary PS	$ 4,388,000.00	100%	$4,388,000	$43,880	$4,344,120	$ 43,880.00
26 S 060	83 Ave; 214 St - 81 Ave PS	Trunk Sewer	$ 160,000.00	100%	$160,000	$1,600	$158,400	$ 1,600.00
26 S 061	86 Ave; 200 St - 201 St	Upsize Existing Sewer	$ 1,431,000.00	80%	$1,144,800	$11,448	$1,133,352	$ 297,648.00
26 S 062	96 Ave & 96 Ave Pump Station Inlet	Upsize Existing Sewer	$ 223,000.00	80%	$178,400	$1,784	$176,616	$ 46,384.00
26 S 063	96 Ave; 201 St - 204 St	Upsize Existing Sewer	$ 2,356,000.00	80%	$1,884,800	$18,848	$1,865,952	$ 490,048.00
26 S 064	96 Ave; 213 St - 215A St	Upsize Existing Sewer	$ 2,216,000.00	80%	$1,772,800	$17,728	$1,755,072	$ 460,928.00
26 S 065	196 St; 28 Ave - 30 Ave	Trunk Sewer	$ 82,000.00	100%	$82,000	$820	$81,180	$ 820.00
26 S 066	196 St; 30 Ave - 32 Ave	Trunk Sewer	$ 81,000.00	100%	$81,000	$810	$80,190	$ 810.00
26 S 067	196 St; 33A Ave PS - 36 Ave	Trunk Sewer	$ 107,000.00	100%	$107,000	$1,070	$105,930	$ 1,070.00
26 S 068	196 St & 85 Ave	PS Upgrade	$ 819,000.00	100%	$819,000	$8,190	$810,810	$ 8,190.00
26 S 069	197A St; 16 Ave - 18 Ave	Trunk Sewer	$ 84,000.00	100%	$84,000	$840	$83,160	$ 840.00
26 S 070	198 St; 21 Ave - 22 Ave	Trunk Sewer	$ 31,000.00	100%	$31,000	$310	$30,690	$ 310.00
26 S 071	198 St; 22 Ave - 24 Ave	Trunk Sewer	$ 162,000.00	100%	$162,000	$1,620	$160,380	$ 1,620.00
26 S 072	198B St; 76A Ave - 76B Ave	Trunk Sewer	$ 18,000.00	100%	$18,000	$180	$17,820	$ 180.00
26 S 073	199 St; 76B Ave - 80 Ave	Trunk Sewer	$ 1,872,000.00	100%	$1,872,000	$18,720	$1,853,280	$ 18,720.00
26 S 074	200 St; 15 Ave - 17 Ave	Upsize Existing Sewer	$ 1,401,000.00	80%	$1,120,800	$11,208	$1,109,592	$ 291,408.00
26 S 075	200 St; 17 Ave - 19 Ave	Upsize Existing Sewer	$ 1,360,000.00	80%	$1,088,000	$10,880	$1,077,120	$ 282,880.00
26 S 076	200 St; 19 Ave - 21 Ave	Upsize Existing Sewer	$ 2,402,000.00	80%	$1,921,600	$19,216	$1,902,384	$ 499,616.00
26 S 077	200 St; 21 Ave - 24 Ave	Upsize Existing Sewer	$ 3,669,000.00	80%	$2,935,200	$29,352	$2,905,848	$ 763,152.00
26 S 078	200 St; 36 Ave - 40 Ave	Upsize Existing Sewer	$ 6,791,000.00	80%	$5,432,800	$54,328	$5,378,472	$ 1,412,528.00

TOWNSHIP OF LANGLEY
SANITARY SEWER DCC PROGRAM

Township Sewer Project ID	Col. (1)		Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (5)	Col. (6) = Col. (4) - Col. (5)	Col. (7) = Col. (2) - Col. (6)
	Project Location	Description / Extent	Total Cost Estimate (2025$)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
26 S 079	202 St; 24 Ave - 25 Ave	Trunk Sewer	$ 87,000.00	100%	$87,000	$870	$86,130	$ 870.00
26 S 080	202B St; 68 Ave - 73A Ave	Upsize Existing Sewer	$ 3,486,000.00	80%	$2,788,800	$27,888	$2,760,912	$ 725,088.00
26 S 081	203 St; 67 Ave - 68 Ave	Upsize Existing Sewer	$ 620,000.00	80%	$496,000	$4,960	$491,040	$ 128,960.00
26 S 082	204 St; 24 Ave - 28 Ave	Trunk Sewer	$ 2,287,000.00	100%	$2,287,000	$22,870	$2,264,130	$ 22,870.00
26 S 083	204 St; 30A Ave - 32 Ave	Trunk Sewer	$ 48,000.00	100%	$48,000	$480	$47,520	$ 480.00
26 S 084	204 St; 88 Ave - 96 Ave	Upsize Existing Sewer	$ 4,725,000.00	80%	$3,780,000	$37,800	$3,742,200	$ 982,800.00
26 S 085	204 St; Hwy 1 - 88 Ave	Upsize Existing Sewer	$ 920,000.00	80%	$736,000	$7,360	$728,640	$ 191,360.00
26 S 086	206 St; 25 Ave - 27 Ave	Trunk Sewer	$ 75,000.00	100%	$75,000	$750	$74,250	$ 750.00
26 S 087	206 St; 27 Ave - 28 Ave	Trunk Sewer	$ 103,000.00	100%	$103,000	$1,030	$101,970	$ 1,030.00
26 S 088	208 St; 28 Ave - 28A Ave	Trunk Sewer	$ 52,000.00	100%	$52,000	$520	$51,480	$ 520.00
26 S 089	208 St; 28A Ave - 29 Ave	Trunk Sewer	$ 30,000.00	100%	$30,000	$300	$29,700	$ 300.00
26 S 090	208 St; 38 Ave - 40 Ave	Trunk Sewer	$ 163,000.00	100%	$163,000	$1,630	$161,370	$ 1,630.00
26 S 091	216 St; 81 Ave - 81 Ave PS	Trunk Sewer	$ 170,000.00	100%	$170,000	$1,700	$168,300	$ 1,700.00
26 S 092	216 St; 6700 Block - Hwy 10	Upsize Existing Sewer	$ 1,144,000.00	80%	$915,200	$9,152	$906,048	$ 237,952.00
26 S 093	227 St & 78 Ave	Sanitary PS	$ 3,770,000.00	100%	$3,770,000	$37,700	$3,732,300	$ 37,700.00
26 S 094	230 St & 71A Ave	Sanitary PS	$ 3,770,000.00	100%	$3,770,000	$37,700	$3,732,300	$ 37,700.00
26 S 095	244 St & 53 Ave	Sanitary PS	$ 3,770,000.00	100%	$3,770,000	$37,700	$3,732,300	$ 37,700.00
26 S 096	248 St; 56 Ave - Roberston Cres	Forcemain	$ 9,889,000.00	100%	$9,889,000	$98,890	$9,790,110	$ 98,890.00
26 S 097	264A St; 29 Ave - Fraser Hwy	Trunk Sewer	$ 229,000.00	100%	$229,000	$2,290	$226,710	$ 2,290.00
26 S 098	272 St & Fraser Hwy	Upsize Existing Sewer	$ 176,000.00	80%	$140,800	$1,408	$139,392	$ 36,608.00
26 S 099	272 St & Fraser Hwy	Upsize Existing Sewer	$ 790,000.00	80%	$632,000	$6,320	$625,680	$ 164,320.00
26 S 100	Carvolth - Latimer - Willowbrook	Carvolth - Latimer - Willowbrook Sanitary Upgrades	$ 10,239,000.00	100%	$10,239,000	$102,390	$10,136,610	$ 102,390.00
26 S 101	Church St; Mary Ave - Fort Langley PS	Upsize Existing Sewer	$ 763,000.00	80%	$610,400	$6,104	$604,296	$ 158,704.00
26 S 102	Fort Langley	PS Upgrade	$ 819,000.00	100%	$819,000	$8,190	$810,810	$ 8,190.00
26 S 103	Fraser Hwy; 240 St - 244 St	Trunk Sewer	$ 2,803,000.00	100%	$2,803,000	$28,030	$2,774,970	$ 28,030.00
26 S 104	Fraser Hwy; 244 St - 248 St	Trunk Sewer	$ 2,433,000.00	100%	$2,433,000	$24,330	$2,408,670	$ 24,330.00
26 S 105	Glover Rd; 78 Ave PS - Church St	Forcemain	$ 11,067,000.00	100%	$11,067,000	$110,670	$10,956,330	$ 110,670.00
26 S 106	Hwy 10; 216 St - Maxwell Cres	Upsize Existing Sewer	$ 1,688,000.00	80%	$1,350,400	$13,504	$1,336,896	$ 351,104.00
26 S 107	Hwy 10; Worrel Ave - 216 St	Upsize Existing Sewer	$ 2,620,000.00	80%	$2,096,000	$20,960	$2,075,040	$ 544,960.00
26 S 108	Metro Connection & City of Langley	Upsize Existing Sewer	$ 1,203,000.00	80%	$962,400	$9,624	$952,776	$ 250,224.00
26 S 109	Metro Connection & Fraser Hwy	Upsize Existing Sewer	$ 3,316,000.00	80%	$2,652,800	$26,528	$2,626,272	$ 689,728.00
26 S 110	Metro Connection & Old Yale	Upsize Existing Sewer	$ 1,752,000.00	80%	$1,401,600	$14,016	$1,387,584	$ 364,416.00
26 S 111	Milner	PS Upgrade	$ 819,000.00	100%	$819,000	$8,190	$810,810	$ 8,190.00
26 S 112	ROW N of Fraser Hwy; 236 St - 240 St	Trunk Sewer	$ 2,698,000.00	100%	$2,698,000	$26,980	$2,671,020	$ 26,980.00
Borrowing Commitments								
Borrowing	• 23 S 043 / 208 St; 70 Ave to 60 Ave / Upsize Existing Sewer • 23 S 044 / 208 St; 72 Ave to 70 Ave / Upsize Existing Sewer	Bylaw 5922 - Civic Infrastructure (Willowbrook Connector Phase 1 & 208 Street Road Widening Sewerworks)	$ 1,650,000.00	100%	$1,650,000	$0	$1,650,000	$ -
26 S 114	General	DCCFA Commitments	$ 5,138,877.49	100%	$5,138,877	$51,389	$5,087,489	$ 51,388.77
TOTALS			**$228,820,877**		**$213,380,377**	**$2,117,304**	**$211,263,074**	**$17,557,804**

TOWNSHIP OF LANGLEY
SANITARY SEWER DCC PROGRAM

Township Sewer Project ID	Col. (1)		Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (5)	Col. (6) = Col. (4) - Col. (5)	Col. (7) = Col. (2) - Col. (6)
	Project Location	Description / Extent	Total Cost Estimate (2025$)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility

Notes:
Borrowing line items - Municipal Assist was paid by Township sources at time of project approval, with only DCC eligible amounts borrowed for.

TOWNSHIP OF LANGLEY
SANITARY SEWER DCC RATE CALCULATION

2026-01-15

A: Sanitary Sewer Calculation					
Land Use	Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)	Col. (5) = (4) / (a)
	Estimated New Development	Unit	Equivalent Population	Multiple	% Population Equivalent
Single and Two Family Residential	2,240	dwelling unit	3.400	7,616	4%
Ground Oriented Multi-Family Residential	30,560	dwelling unit	2.360	72,122	41%
Apartment Residential	52,480	dwelling unit	1.500	78,720	45%
Commercial	636,800	m2 gross floor area	0.011	7,260	4%
Industrial	1,080,000	m2 gross floor area	0.005	4,860	3%
Institutional	377,600	m2 gross floor area	0.011	4,305	2%
			Total Equivalent Population	174,882 (a)	100%

B: Sanitary Sewer Unit Calculation			
Net DCC Program Recoverable	$211,263,074	(b)	
Existing Sewer DCC Reserve Monies	$372,959	(c)	
Net Amount to be Paid by DCCs	$210,890,115	(d) = (b) - (c)	
Sewer DCC per Equivalent Unit	$1,205.90	(e) = (d) / (a)	

C: Resulting Sanitary Sewer DCCs				DCC Revenue Estimates
Single and Two Family Residential	$4,100.00	per dwelling unit	(e) x Col. (3)	$9,184,000
Ground Oriented Multi-Family Residential	$2,846.00	per dwelling unit	(e) x Col. (3)	$86,973,760
Apartment Residential	$1,809.00	per dwelling unit	(e) x Col. (3)	$94,936,320
Commercial	$14.00 *$1.30*	per m2 gross floor area *per ft2 gross floor area*	(e) x Col. (3)	$8,915,200
Industrial	$5.43 *$0.50*	per m2 gross floor area *per ft2 gross floor area*	(e) x Col. (3)	$5,864,400
Institutional	$13.75 *$1.28*	per m2 gross floor area *per ft2 gross floor area*	(e) x Col. (3)	$5,192,000

TOWNSHIP OF LANGLEY
WATER DCC PROGRAM

Township Water Project ID	Col. (1)		Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (5)	Col. (6) = Col. (4) - Col. (5)	Col. (7) = Col. (2) - Col. (6)
	Project Location	Description / Extent	Total Cost Estimate (2025$)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
26 W 001	20 Ave; 198 St - 200 St	New Watermain	$ 147,000.00	100%	$147,000	$1,470	$145,530	$ 1,470.00
26 W 002	20 Ave; 202 St - 204A St	New Watermain	$ 248,000.00	100%	$248,000	$2,480	$245,520	$ 2,480.00
26 W 003	20 Ave; 204A St - 206 St	Upsize Ex. Watermain	$ 674,000.00	80%	$539,200	$5,392	$533,808	$ 140,192.00
26 W 004	24 Ave; 196 St - 200 St	New Watermain	$ 294,000.00	100%	$294,000	$2,940	$291,060	$ 2,940.00
26 W 005	24 Ave; 204A St - 208 St	New Watermain	$ 341,000.00	100%	$341,000	$3,410	$337,590	$ 3,410.00
26 W 006	32 Ave; 198 St - 200 St	New Watermain	$ 163,000.00	100%	$163,000	$1,630	$161,370	$ 1,630.00
26 W 007	32 Ave; 200 St - 201 St	Upsize Ex. Watermain (Transmission)	$ 660,000.00	80%	$528,000	$5,280	$522,720	$ 137,280.00
26 W 008	32 Ave; 201 St - 203 St	Upsize Ex. Watermain (Transmission)	$ 1,952,000.00	80%	$1,561,600	$15,616	$1,545,984	$ 406,016.00
26 W 009	32 Ave; 203 St - Reservoir	Upsize Ex. Watermain (Transmission)	$ 5,941,000.00	80%	$4,752,800	$47,528	$4,705,272	$ 1,235,728.00
26 W 010	32 Ave; Reservoir - 208 St	Upsize Ex. Watermain (Transmission)	$ 1,076,000.00	80%	$860,800	$8,608	$852,192	$ 223,808.00
26 W 011	36 Ave; 208 St - 212 St / 40 Ave	New Watermain (Transmission)	$ 12,438,000.00	100%	$12,438,000	$124,380	$12,313,620	$ 124,380.00
26 W 012	40 Ave; 212 St - 216 St / 44Ave	New Watermain (Transmission)	$ 12,681,000.00	100%	$12,681,000	$126,810	$12,554,190	$ 126,810.00
26 W 013	44 Ave; 216 St - Old Yale Rd	Upsize Ex. Watermain (Transmission)	$ 15,339,000.00	80%	$12,271,200	$122,712	$12,148,488	$ 3,190,512.00
26 W 014	72 Ave; 204A St - 206 St	Upsize Ex. Watermain	$ 777,000.00	80%	$621,600	$6,216	$615,384	$ 161,616.00
26 W 015	72B Ave & 204 St	Booster Upgrade	$ 29,445,000.00	100%	$29,445,000	$294,450	$29,150,550	$ 294,450.00
26 W 016	73A; WPS - 208 St	Upsize Ex. Watermain (Transmission)	$ 3,551,000.00	80%	$2,840,800	$28,408	$2,812,392	$ 738,608.00
26 W 017	76 Ave; 200 St - 202A St	New Watermain	$ 182,000.00	100%	$182,000	$1,820	$180,180	$ 1,820.00
26 W 018	77A Ave; 212 St - 213 St	New Watermain	$ 57,000.00	100%	$57,000	$570	$56,430	$ 570.00
26 W 019	78 Ave & 214 St	PRV	$ 897,000.00	100%	$897,000	$8,970	$888,030	$ 8,970.00
26 W 020	80 Ave; 203 St - 206 St	New Watermain	$ 201,000.00	100%	$201,000	$2,010	$198,990	$ 2,010.00
26 W 021	80 Ave; 212 St - 213 St	New Watermain	$ 121,000.00	100%	$121,000	$1,210	$119,790	$ 1,210.00
26 W 022	80 Ave; 213 St - 214 St	Upsize Ex. Watermain	$ 357,000.00	80%	$285,600	$2,856	$282,744	$ 74,256.00
26 W 023	81 Ave; 214 St - 216 St	New Watermain	$ 149,000.00	100%	$149,000	$1,490	$147,510	$ 1,490.00
26 W 024	82 Ave; 199 St - 200 St	New Watermain	$ 39,000.00	100%	$39,000	$390	$38,610	$ 390.00
26 W 025	83 Ave & 200 St	PRV	$ 897,000.00	100%	$897,000	$8,970	$888,030	$ 8,970.00
26 W 026	83 Ave; 212 St - 213 St	Upsize Ex. Watermain	$ 484,000.00	80%	$387,200	$3,872	$383,328	$ 100,672.00
26 W 027	83 Ave; 213 St - 214 St	Upsize Ex. Watermain	$ 511,000.00	80%	$408,800	$4,088	$404,712	$ 106,288.00
26 W 028	85 Ave; 212 St - Telegraph Tr	Upsize Ex. Watermain	$ 272,000.00	80%	$217,600	$2,176	$215,424	$ 56,576.00
26 W 029	86 Ave; 201 St - 202 St	New Watermain	$ 642,000.00	100%	$642,000	$6,420	$635,580	$ 6,420.00
26 W 030	86 Ave & 202 St	PRV	$ 897,000.00	100%	$897,000	$8,970	$888,030	$ 8,970.00
26 W 031	196 St; 24 Ave - 32 Ave	New Watermain	$ 587,000.00	100%	$587,000	$5,870	$581,130	$ 5,870.00
26 W 032	196 St; 33A Ave - 36 Ave	Upsize Ex. Watermain	$ 1,258,000.00	80%	$1,006,400	$10,064	$996,336	$ 261,664.00
26 W 033	198 St; 20 Ave - 24 Ave	New Watermain	$ 296,000.00	100%	$296,000	$2,960	$293,040	$ 2,960.00
26 W 034	200 St; 24 Ave - 28 Ave	New Watermain	$ 591,000.00	100%	$591,000	$5,910	$585,090	$ 5,910.00
26 W 035	200 St; 28 Ave - 32 Ave	New Watermain	$ 595,000.00	100%	$595,000	$5,950	$589,050	$ 5,950.00
26 W 036	200 St; 76 Ave - 80 Ave	New Watermain	$ 605,000.00	100%	$605,000	$6,050	$598,950	$ 6,050.00
26 W 037	201 St; 27A Ave - 28 Ave	New Watermain	$ 41,000.00	100%	$41,000	$410	$40,590	$ 410.00
26 W 038	201 St; 28 Ave - 28A Ave	Upsize Ex. Watermain	$ 149,000.00	80%	$119,200	$1,192	$118,008	$ 30,992.00
26 W 039	201 St; 28A Ave - 32 Ave	New Watermain	$ 275,000.00	100%	$275,000	$2,750	$272,250	$ 2,750.00

TOWNSHIP OF LANGLEY
WATER DCC PROGRAM

Township Water Project ID	Col. (1) Project Location	Description / Extent	Col. (2) Total Cost Estimate (2025$)	Col. (3) Benefit Factor %	Col. (4) = Col. (2) x Col. (3) Benefit to New Development	Col. (5) Municipal Assist Factor 1%	Col. (6) = Col. (4) - Col. (5) DCC Recoverable	Col. (7) = Col. (2) - Col. (6) Total Municipal Responsibility
26 W 040	202 St; 24 Ave - 27 Ave	New Watermain	$ 220,000.00	100%	$220,000	$2,200	$217,800	$ 2,200.00
26 W 041	203 St; 27 Ave - 28 Ave	New Watermain	$ 39,000.00	100%	$39,000	$390	$38,610	$ 390.00
26 W 042	203 St; 28 Ave - 29 Ave	Upsize Ex. Watermain	$ 474,000.00	80%	$379,200	$3,792	$375,408	$ 98,592.00
26 W 043	203 St; 29 Ave - 32 Ave	New Watermain	$ 226,000.00	100%	$226,000	$2,260	$223,740	$ 2,260.00
26 W 044	204 St; 73A Ave - 82 Ave	New Watermain (Transmission)	$ 11,483,000.00	100%	$11,483,000	$114,830	$11,368,170	$ 114,830.00
26 W 045	206 St; 20 Ave - 24 Ave	New Watermain	$ 293,000.00	100%	$293,000	$2,930	$290,070	$ 2,930.00
26 W 046	206 St; 67B Ave - 68 Ave	Upsize PRV Inlet / Outlet	$ 224,000.00	80%	$179,200	$1,792	$177,408	$ 46,592.00
26 W 047	208 St; 24 Ave - 32 Ave	New Watermain	$ 595,000.00	100%	$595,000	$5,950	$589,050	$ 5,950.00
26 W 048	208 St; 28 Ave - 32 Ave	Upsize Ex. Watermain	$ 2,239,000.00	80%	$1,791,200	$17,912	$1,773,288	$ 465,712.00
26 W 049	208 St; 32 Ave - 36 Ave	New Watermain (Transmission)	$ 6,229,000.00	100%	$6,229,000	$62,290	$6,166,710	$ 62,290.00
26 W 050	208 St & 32 Ave	Booster Station	$ 6,300,000.00	100%	$6,300,000	$63,000	$6,237,000	$ 63,000.00
26 W 051	212 Conn; 208 St - 79 Ave	New Watermain (Transmission)	$ 4,989,000.00	100%	$4,989,000	$49,890	$4,939,110	$ 49,890.00
26 W 052	214 St; 80 Ave - 81 Ave	New Watermain	$ 76,000.00	100%	$76,000	$760	$75,240	$ 760.00
26 W 053	232 St; Fraser Hwy - 240 St / 48 Ave	New Watermain	$ 885,000.00	100%	$885,000	$8,850	$876,150	$ 8,850.00
26 W 054	236 St; 48 Ave - 52 Ave	New Watermain	$ 603,000.00	100%	$603,000	$6,030	$596,970	$ 6,030.00
26 W 055	240 St; 48 Ave - 52 Ave	New Watermain (Transmission)	$ 3,888,000.00	100%	$3,888,000	$38,880	$3,849,120	$ 38,880.00
26 W 056	240 St; Fraser Hwy - Robertson Cres	New Watermain (Transmission)	$ 5,220,000.00	100%	$5,220,000	$52,200	$5,167,800	$ 52,200.00
26 W 057	240 St; Roberston Cres - 48 Ave	New Watermain (Transmission)	$ 2,726,000.00	100%	$2,726,000	$27,260	$2,698,740	$ 27,260.00
26 W 058	252 St; 58 Ave - 59 Ave	New Watermain	$ 77,000.00	100%	$77,000	$770	$76,230	$ 770.00
26 W 059	271 St; Fraser Hwy - 32 Ave	New Watermain (Transmission)	$ 1,304,000.00	100%	$1,304,000	$13,040	$1,290,960	$ 13,040.00
26 W 060	272 St; 32 Ave - 34 Ave	New Watermain (Transmission)	$ 1,942,000.00	100%	$1,942,000	$19,420	$1,922,580	$ 19,420.00
26 W 061	272 St; 34 Ave - 35A Ave	New Watermain (Transmission)	$ 1,056,000.00	100%	$1,056,000	$10,560	$1,045,440	$ 10,560.00
26 W 062	Aldergrove - East	New Reservoir	$ 63,630,000.00	67%	$42,632,100	$426,321	$42,205,779	$ 21,424,221.00
26 W 063	Fraser Hwy; 44 Ave - 240 St	New Watermain	$ 675,000.00	100%	$675,000	$6,750	$668,250	$ 6,750.00
26 W 064	Fraser Hwy; 230 St - 232 St	New Watermain	$ 181,000.00	100%	$181,000	$1,810	$179,190	$ 1,810.00
26 W 065	Fraser Hwy; 240 St - 244 St	New Watermain (Transmission)	$ 4,105,000.00	100%	$4,105,000	$41,050	$4,063,950	$ 41,050.00
26 W 066	Fraser Hwy; 244 St - 248 St	New Watermain (Transmission)	$ 4,081,000.00	100%	$4,081,000	$40,810	$4,040,190	$ 40,810.00
26 W 067	Fraser Hwy; 248 St - 265A St	New Watermain (Transmission)	$ 17,435,000.00	100%	$17,435,000	$174,350	$17,260,650	$ 174,350.00
26 W 068	Fraser Hwy; 265A St - 268 St	New Watermain (Transmission)	$ 2,737,000.00	100%	$2,737,000	$27,370	$2,709,630	$ 27,370.00
26 W 069	Fraser Hwy; 268 St - 270 St	New Watermain (Transmission)	$ 1,807,000.00	100%	$1,807,000	$18,070	$1,788,930	$ 18,070.00
26 W 070	Fraser Hwy; 270 St - 271 St	New Watermain (Transmission)	$ 2,047,000.00	100%	$2,047,000	$20,470	$2,026,530	$ 20,470.00
26 W 071	Strawberry	Booster Station	$ 6,300,000.00	100%	$6,300,000	$63,000	$6,237,000	$ 63,000.00
26 W 072	Strawberry	New Reservoir	$ 12,500,000.00	34%	$4,200,000	$42,000	$4,158,000	$ 8,342,000.00
Borrowing Commitments								
Borrowing	• 18 W 047 / Jericho / New Reservoir	Bylaw 5921 - Jericho Booster Station	$ 14,232,538.00	100%	$14,232,538	$142,325	$14,090,213	$ 142,325.38
Borrowing	• 23 W 031/ 208 St; 68 Ave to 71B Ave / Upsize Existing Watermain • 23 W 045 / Willowbrook Conn; 66A Ave to 68 Ave / New Watermain	Bylaw 5922 - Civic Infrastructure (Willowbrook Connector Phase 1 & 208 Street Road Widening Waterworks)	$ 1,250,000.00	100%	$1,250,000	$0	$1,250,000	$ -
TOTALS			**$277,898,538**		**$241,413,038**	**$2,401,630**	**$239,011,408**	**$38,887,130**

TOWNSHIP OF LANGLEY
WATER DCC PROGRAM

Township Water Project ID	Col. (1)		Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (5)	Col. (6) = Col. (4) - Col. (5)	Col. (7) = Col. (2) - Col. (6)
	Project Location	Description / Extent	Total Cost Estimate (2025$)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility

Notes:
Borrowing line items - Municipal Assist was paid by Township sources at time of project approval, with only DCC eligible amounts borrowed for. Bylaw 5921 has not paid Municipal Assist and therefore remains in the Water DCC Program.

TOWNSHIP OF LANGLEY
WATER DCC RATE CALCULATION

A: Water Calculation					
Land Use	Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)	Col. (5) = (4) / (a)
	Estimated New Development	Unit	Equivalent Population	Multiple	% Population Equivalent
Single and Two Family Residential	1,400	dwelling unit	3.400	4,760	4%
Ground Oriented Multi-Family Residential	19,100	dwelling unit	2.360	45,076	41%
Apartment Residential	32,800	dwelling unit	1.500	49,200	45%
Commercial	398,000	m2 gross floor area	0.011	4,537	4%
Industrial	675,000	m2 gross floor area	0.005	3,038	3%
Institutional	236,000	m2 gross floor area	0.011	2,690	2%
			Total Equivalent Population	109,301 (a)	100%

B: Water Unit Calculation		
Net DCC Program Recoverable	$239,011,408	(b)
Existing Water DCC Reserve Monies	$8,823,526.00	(c)
Net Amount to be Paid by DCCs	$230,187,882	(d) = (b) - (c)
Water DCC per Equivalent Unit	$2,106.00	(e) = (d) / (a)

C: Water Resulting DCCs				DCC Revenue Estimates
Single and Two Family Residential	$7,160.00	per dwelling unit	(e) x Col. (3)	$10,024,000
Ground Oriented Multi-Family Residential	$4,970.00	per dwelling unit	(e) x Col. (3)	$94,927,000
Apartment Residential	$3,159.00	per dwelling unit	(e) x Col. (3)	$103,615,200
Commercial	$24.00 *$2.23*	per m2 gross floor area *per ft2 gross floor area*	(e) x Col. (3)	$9,552,000
Industrial	$9.48 *$0.88*	per m2 gross floor area *per ft2 gross floor area*	(e) x Col. (3)	$6,399,000
Institutional	$24.01 *$2.23*	per m2 gross floor area *per ft2 gross floor area*	(e) x Col. (3)	$5,666,360

TOWNSHIP OF LANGLEY
DRAINAGE DCC RATE CALCULATION

Township Drainage Project ID	Col. (1)		Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (5)	Col. (6) = Col. (4) - Col. (5)	Col. (7) = Col. (2) - Col. (6)
	Project Location	Description / Extent	Total Cost Estimate (2025$)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
26 D 001	24 Ave & 198 St	Pond P13B	$27,424,000	100%	$27,424,000	$274,240	$27,149,760	$274,240
26 D 002	24 Ave & 261 St	Culvert	$75,000	100%	$75,000	$750	$74,250	$750
26 D 003	26 Ave & 260 St	Culvert	$53,000	100%	$53,000	$530	$52,470	$530
26 D 004	26 Ave & 261 St	Culvert	$53,000	100%	$53,000	$530	$52,470	$530
26 D 005	28 Ave & 260 St	Culvert	$40,000	100%	$40,000	$400	$39,600	$400
26 D 006	28 Ave & 261 St	Culvert	$53,000	100%	$53,000	$530	$52,470	$530
26 D 007	28B Ave; 270A Ave - 272 St	Upsize Existing Sewer	$4,514,000	80%	$3,611,200	$36,112	$3,575,088	$938,912
26 D 008	28B Ave; 27200 Block - 273 St	Upsize Existing Sewer	$895,000	80%	$716,000	$7,160	$708,840	$186,160
26 D 009	28B Ave; 273 St - Bertrand Cr	Upsize Existing Sewer	$2,468,000	80%	$1,974,400	$19,744	$1,954,656	$513,344
26 D 010	29 Ave & 27000 Block	Upsize Existing Sewer	$96,000	80%	$76,800	$768	$76,032	$19,968
26 D 011	29 Ave; 270A Ave - 270B Ave	Upsize Existing Sewer	$805,000	80%	$644,000	$6,440	$637,560	$167,440
26 D 012	29A Ave; 27200 Block - 273 St	Upsize Existing Sewer	$643,000	80%	$514,400	$5,144	$509,256	$133,744
26 D 013	30 Ave; 27200 Block - 273 St	Upsize Existing Sewer	$491,000	80%	$392,800	$3,928	$388,872	$102,128
26 D 014	30 Ave; 273 St - Bertrand Cr	Upsize Existing Sewer	$1,651,000	80%	$1,320,800	$13,208	$1,307,592	$343,408
26 D 015	30A Ave; 273 St - Bertrand Cr	Upsize Existing Sewer	$745,000	80%	$596,000	$5,960	$590,040	$154,960
26 D 016	31 Ave; 27300 Block - Bertrand Cr	Upsize Existing Sewer	$598,000	80%	$478,400	$4,784	$473,616	$124,384
26 D 017	32A Ave & 273 St	Culvert	$595,000	100%	$595,000	$5,950	$589,050	$5,950
26 D 018	33A Ave & 272 St	Culvert	$255,000	100%	$255,000	$2,550	$252,450	$2,550
26 D 019	35 Ave; 200 St - Anderson Cr	Trunk Sewer	$523,000	100%	$523,000	$5,230	$517,770	$5,230
26 D 020	36 Ave & 201 St	Pond 1	$26,999,000	100%	$26,999,000	$269,990	$26,729,010	$269,990
26 D 021	40 Ave & 210 St	Pond P22	$11,259,000	100%	$11,259,000	$112,590	$11,146,410	$112,590
26 D 022	40 Ave; 210 St - 212 St	Trunk Sewer	$117,000	100%	$117,000	$1,170	$115,830	$1,170
26 D 023	40 Ave & 212 St	Pond P23	$10,369,000	100%	$10,369,000	$103,690	$10,265,310	$103,690
26 D 024	40 Ave; 212 St - Murray Cr	Trunk Sewer	$503,000	100%	$503,000	$5,030	$497,970	$5,030
26 D 025	42 Ave & 213 St	Pond P24	$9,776,000	100%	$9,776,000	$97,760	$9,678,240	$97,760
26 D 026	44 Ave & 21700 Block	Enlarge Control Structure Orifice	$34,000	100%	$34,000	$340	$33,660	$340
26 D 027	48 Ave & 21400 blk	Upsize Existing Sewer	$117,000	80%	$93,600	$936	$92,664	$24,336
26 D 028	50 Ave & 23000 Block	Culvert	$537,000	100%	$537,000	$5,370	$531,630	$5,370
26 D 029	52 Ave & 221A St	Reduce Control Structure Orifice	$34,000	100%	$34,000	$340	$33,660	$340
26 D 030	64 Ave & 21800 Block	Culvert	$2,072,000	50%	$1,036,000	$10,360	$1,025,640	$1,046,360
26 D 031	64 Ave & 22700 Block	Culvert	$1,939,000	50%	$969,500	$9,695	$959,805	$979,195
26 D 032	66 Ave; 200A St - 202A St	Trunk Sewer	$568,000	100%	$568,000	$5,680	$562,320	$5,680
26 D 033	67 Ave; 206 St - Pond 2	Trunk Sewer	$157,000	100%	$157,000	$1,570	$155,430	$1,570
26 D 034	68 Ave; 206A St - 207 St	Trunk Sewer	$88,000	100%	$88,000	$880	$87,120	$880
26 D 035	68 Ave & 208 St	Pond 9	$10,419,000	100%	$10,419,000	$104,190	$10,314,810	$104,190
26 D 036	68 Ave; 208 St - Pond 3	Upsize Existing Sewer	$3,479,000	80%	$2,783,200	$27,832	$2,755,368	$723,632

TOWNSHIP OF LANGLEY
DRAINAGE DCC RATE CALCULATION

Township Drainage Project ID	Col. (1)		Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (5)	Col. (6) = Col. (4) - Col. (5)	Col. (7) = Col. (2) - Col. (6)
	Project Location	Description / Extent	Total Cost Estimate (2025$)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
26 D 037	72 Ave; 206A St - Pond 6	Trunk Sewer	$260,000	100%	$260,000	$2,600	$257,400	$2,600
26 D 038	72 Ave & 208 St	Pond 6	$19,854,000	100%	$19,854,000	$198,540	$19,655,460	$198,540
26 D 039	73 Ave & 200 St	Raise Overflow Weir	$9,000	100%	$9,000	$90	$8,910	$90
26 D 040	73 Ave; 206 St - 206A St	Trunk Sewer	$98,000	100%	$98,000	$980	$97,020	$980
26 D 041	74B Ave; 206 A St - 208 St	Trunk Sewer	$281,000	100%	$281,000	$2,810	$278,190	$2,810
26 D 042	76 Ave & 200B St	Pond 6	$25,248,000	100%	$25,248,000	$252,480	$24,995,520	$252,480
26 D 043	76 Ave; 201 St - Pond 6	Trunk Sewer	$106,000	100%	$106,000	$1,060	$104,940	$1,060
26 D 044	76 Ave; 214 St - 215 St	Trunk Sewer	$180,000	100%	$180,000	$1,800	$178,200	$1,800
26 D 045	76 Ave; 215 St - Pond S	Trunk Sewer	$241,000	100%	$241,000	$2,410	$238,590	$2,410
26 D 046	76 Ave & 216 St	Pond S	$9,951,000	100%	$9,951,000	$99,510	$9,851,490	$99,510
26 D 047	80 Ave; 19800 Block - 200 St	Replace Sewer	$3,523,000	100%	$3,523,000	$35,230	$3,487,770	$35,230
26 D 048	80 Ave; 213 St - 214 St	Trunk Sewer	$227,000	100%	$227,000	$2,270	$224,730	$2,270
26 D 049	80 Ave; 214 St - 215 St	Trunk Sewer	$306,000	100%	$306,000	$3,060	$302,940	$3,060
26 D 050	81 Ave; 214 St - 216 St	Trunk Sewer	$1,137,000	100%	$1,137,000	$11,370	$1,125,630	$11,370
26 D 051	83 Ave & 216 St	Pond N	$18,237,000	100%	$18,237,000	$182,370	$18,054,630	$182,370
26 D 052	84 Ave & 196B St	Pond 2B	$9,022,000	100%	$9,022,000	$90,220	$8,931,780	$90,220
26 D 053	84 Ave; Pond 2B - Latimer Ck	Trunk Sewer	$131,000	100%	$131,000	$1,310	$129,690	$1,310
26 D 054	85 Ave & Munday Ck	Culvert	$1,316,250	100%	$1,316,250	$13,163	$1,303,088	$13,163
26 D 055	86 Ave & 196 St	Pond 3	$14,240,000	100%	$14,240,000	$142,400	$14,097,600	$142,400
26 D 056	86 Ave; 196 St - Pond 3	Trunk Sewer	$108,000	100%	$108,000	$1,080	$106,920	$1,080
26 D 057	86 Ave; Pond 3 - Latimer Ck	Trunk Sewer	$289,000	100%	$289,000	$2,890	$286,110	$2,890
26 D 058	88B Ave; Pond ToL52 - Latimer Ck	Upsize Existing Sewer	$375,000	80%	$300,000	$3,000	$297,000	$78,000
26 D 059	92A Ave; 196A St - 196 St	Upsize Existing Sewer	$1,982,000	80%	$1,585,600	$15,856	$1,569,744	$412,256
26 D 060	96 Ave; 20100 Block - 20000 Block	Upsize Existing Sewer	$1,262,000	80%	$1,009,600	$10,096	$999,504	$262,496
26 D 061	96 Ave; 198 St - 196 St	Upsize Existing Sewer	$4,427,000	80%	$3,541,600	$35,416	$3,506,184	$920,816
26 D 062	100A Ave; 197 St - 19600 Block	Upsize Existing Sewer	$1,637,000	80%	$1,309,600	$13,096	$1,296,504	$340,496
26 D 063	19600 Block; 96 Ave - Telegraph Trail	Upsize Existing Sewer	$4,347,000	80%	$3,477,600	$34,776	$3,442,824	$904,176
26 D 064	19600 Block & 9500 Block	Pond 18 - Expansion	$187,000	100%	$187,000	$1,870	$185,130	$1,870
26 D 065	19600 Block & 9500 Block	Pond 18 - Environmental Enhancements	$187,000	100%	$187,000	$1,870	$185,130	$1,870
26 D 066	196 St & 16 Ave	Pond P15B	$7,997,000	100%	$7,997,000	$79,970	$7,917,030	$79,970
26 D 067	196 St; 17 Ave - 16 Ave	Trunk Sewer	$60,000	100%	$60,000	$600	$59,400	$600
26 D 068	196 St & 18 Ave	Pond P15A	$6,910,000	100%	$6,910,000	$69,100	$6,840,900	$69,100
26 D 069	196 St & 28 Ave	Pond P25A	$11,358,000	100%	$11,358,000	$113,580	$11,244,420	$113,580
26 D 070	196 St; 87A Ave - 86 Ave	Trunk Sewer	$522,000	100%	$522,000	$5,220	$516,780	$5,220
26 D 071	196 St & 6700 blk	Upsize Existing Sewer	$70,000	80%	$56,000	$560	$55,440	$14,560
26 D 072	196A St; 9100 Block - 92A Ave	Upsize Existing Sewer	$1,188,000	100%	$1,188,000	$11,880	$1,176,120	$11,880

TOWNSHIP OF LANGLEY
DRAINAGE DCC RATE CALCULATION

Township Drainage Project ID	Col. (1)		Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (5)	Col. (6) = Col. (4) - Col. (5)	Col. (7) = Col. (2) - Col. (6)
	Project Location	Description / Extent	Total Cost Estimate (2025$)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
26 D 073	197A St & 28 Ave	Pond P25B	$11,259,000	100%	$11,259,000	$112,590	$11,146,410	$112,590
26 D 074	198 St & 22 Ave	Pond P14C	$8,294,000	100%	$8,294,000	$82,940	$8,211,060	$82,940
26 D 075	198 St & 22A Ave	Pond P14B	$8,590,000	100%	$8,590,000	$85,900	$8,504,100	$85,900
26 D 076	198 Street; 9300 Block - 96 Ave	Upsize Existing Sewer	$5,626,000	80%	$4,500,800	$45,008	$4,455,792	$1,170,208
26 D 077	199 St & 26 Ave	Pond P26	$4,834,000	100%	$4,834,000	$48,340	$4,785,660	$48,340
26 D 078	199A St; 9700 Block - Rail Corridor	Upsize Existing Sewer	$3,239,000	80%	$2,591,200	$25,912	$2,565,288	$673,712
26 D 079	199A St & 9800 Block	Upsize Existing Sewer	$419,000	80%	$335,200	$3,352	$331,848	$87,152
26 D 080	199B St; 99A Ave - 100A Ave	Trunk Sewer	$178,000	100%	$178,000	$1,780	$176,220	$1,780
26 D 081	200 St & 22 Ave	Pond P14A	$7,700,000	100%	$7,700,000	$77,000	$7,623,000	$77,000
26 D 082	200 St & 30Ave	Pond P3A	$15,608,000	100%	$15,608,000	$156,080	$15,451,920	$156,080
26 D 083	200 St & 32 Ave	Pond P3B	$11,753,000	100%	$11,753,000	$117,530	$11,635,470	$117,530
26 D 084	200 St; 32 Ave - 35 Ave	Trunk Sewer	$592,000	100%	$592,000	$5,920	$586,080	$5,920
26 D 085	200 St & 33 Ave	Pond P3C	$12,544,000	100%	$12,544,000	$125,440	$12,418,560	$125,440
26 D 086	201 St to 203 St ROW; 68 Ave - 66 Ave	Open Channel - Jeffrey Brook Reconstruction	$1,701,000	100%	$1,701,000	$17,010	$1,683,990	$17,010
26 D 087	201 St & 9700 Block	Upsize Existing Sewer	$165,000	80%	$132,000	$1,320	$130,680	$34,320
26 D 088	202 St & 24 Ave	Pond P13A	$6,119,000	100%	$6,119,000	$61,190	$6,057,810	$61,190
26 D 089	202 St & 32 Ave	Pond P3E	$12,544,000	100%	$12,544,000	$125,440	$12,418,560	$125,440
26 D 090	202A St; 74B Ave - 76 Ave	Trunk Sewer	$233,000	100%	$233,000	$2,330	$230,670	$2,330
26 D 091	203 St & 62 Ave	Enlarge Detention Pond	$5,847,000	100%	$5,847,000	$58,470	$5,788,530	$58,470
26 D 092	204 St & 24 Ave	Pond P17	$5,032,000	100%	$5,032,000	$50,320	$4,981,680	$50,320
26 D 093	205 St; 70 Ave - Pond 5	Trunk Sewer	$553,000	100%	$553,000	$5,530	$547,470	$5,530
26 D 094	206A St; 72B Ave - 72 Ave	Trunk Sewer	$108,000	100%	$108,000	$1,080	$106,920	$1,080
26 D 095	207 St; 68 Ave - Pond 2	Trunk Sewer	$359,000	100%	$359,000	$3,590	$355,410	$3,590
26 D 096	207 St; 71A Ave - Pond 1	Trunk Sewer	$568,000	100%	$568,000	$5,680	$562,320	$5,680
26 D 097	208 St & 31 Ave	Pond P7A	$16,003,000	100%	$16,003,000	$160,030	$15,842,970	$160,030
26 D 098	208 St & 32 Ave	Pond P7B	$15,410,000	100%	$15,410,000	$154,100	$15,255,900	$154,100
26 D 099	209 St; 81A Ave - 83 Ave	Trunk Sewer	$261,000	100%	$261,000	$2,610	$258,390	$2,610
26 D 100	210 St & 37 Ave	Pond P21	$7,700,000	100%	$7,700,000	$77,000	$7,623,000	$77,000
26 D 101	214 St; 83 Ave - 81 Ave	Trunk Sewer	$279,000	100%	$279,000	$2,790	$276,210	$2,790
26 D 102	216 St; 81 Ave - 81A Ave	Upsize Existing Sewer	$281,000	80%	$224,800	$2,248	$222,552	$58,448
26 D 103	216 St; Pond S - Outfall	Upsize Existing Sewer	$628,000	80%	$502,400	$5,024	$497,376	$130,624
26 D 104	228 St & 6300 Block	Culvert	$1,831,000	50%	$915,500	$9,155	$906,345	$924,655
26 D 105	270A Ave; 29 Ave - 28B Ave	Upsize Existing Sewer	$720,000	80%	$576,000	$5,760	$570,240	$149,760
26 D 106	271 St; 32 Ave - Bertrand Cr	Upsize Existing Sewer	$637,000	80%	$509,600	$5,096	$504,504	$132,496
26 D 107	271 St; 3100 Block - Bertrand Cr	Upsize Existing Sewer	$1,014,000	80%	$811,200	$8,112	$803,088	$210,912
26 D 108	272 St; 24 Ave - 26 Ave	Trunk Sewer	$1,355,000	100%	$1,355,000	$13,550	$1,341,450	$13,550

TOWNSHIP OF LANGLEY
DRAINAGE DCC RATE CALCULATION

Township Drainage Project ID	Col. (1)		Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (5)	Col. (6) = Col. (4) - Col. (5)	Col. (7) = Col. (2) - Col. (6)
	Project Location	Description / Extent	Total Cost Estimate (2025$)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
26 D 109	272 St; 2900 Block - Fraser Hwy	Upsize Existing Sewer	$706,000	80%	$564,800	$5,648	$559,152	$146,848
26 D 110	272 St; Fraser Hwy - Bertrand Cr	Upsize Existing Sewer	$2,230,000	80%	$1,784,000	$17,840	$1,766,160	$463,840
26 D 111	273 St; 29 Ave - 28B Ave	Upsize Existing Sewer	$675,000	80%	$540,000	$5,400	$534,600	$140,400
26 D 112	273 St; 29A Ave - 30 Ave	Upsize Existing Sewer	$491,000	80%	$392,800	$3,928	$388,872	$102,128
26 D 113	274 St; Bertrand Ck - Fraser Hwy	Trunk Sewer	$812,000	100%	$812,000	$8,120	$803,880	$8,120
26 D 114	Anderson Ck Watershed	Anderson Creek ISMP Update	$441,000	100%	$441,000	$4,410	$436,590	$4,410
26 D 115	Bertrand Ck	Erosion Repair	$504,000	100%	$504,000	$5,040	$498,960	$5,040
26 D 116	Bertrand Creek ISMP	Bertrand Creek ISMP	$400,000	100%	$400,000	$4,000	$396,000	$4,000
26 D 117	Campbell River Watershed	Drainage Improvements	$553,000	100%	$553,000	$5,530	$547,470	$5,530
26 D 118	Fraser Hwy; 27000 Block - 27100 Block	Upsize Existing Sewer	$490,000	80%	$392,000	$3,920	$388,080	$101,920
26 D 119	Fraser Hwy; 27100 Block - 272 St	Upsize Existing Sewer	$1,228,000	80%	$982,400	$9,824	$972,576	$255,424
26 D 120	Fraser Hwy; Bertrand Cr - 275 St	Trunk Sewer	$2,358,000	100%	$2,358,000	$23,580	$2,334,420	$23,580
26 D 121	Glover Rd & 210 St	Culvert	$1,108,000	25%	$277,000	$2,770	$274,230	$833,770
26 D 122	Latimer Ck Watershed	Latimer Creek / Willoughby West ISMP	$567,000	100%	$567,000	$5,670	$561,330	$5,670
26 D 123	Nicomekl River Watershed	Nicomekl River ISMP	$441,000	100%	$441,000	$4,410	$436,590	$4,410
26 D 124	Rail Corridor & 95 Ave	Upsize Existing Sewer	$511,000	80%	$408,800	$4,088	$404,712	$106,288
26 D 125	Rail Corridor; 199A St - 19600 Block	Upsize Existing Sewer	$11,252,000	80%	$9,001,600	$90,016	$8,911,584	$2,340,416
26 D 126	Telegraph Trail; 9700 Block - Rail Corridor	Upsize Existing Sewer	$3,708,000	80%	$2,966,400	$29,664	$2,936,736	$771,264
26 D 127	West Ck Watershed	West Creek ISMP & Improvements	$1,232,000	80%	$985,600	$9,856	$975,744	$256,256
26 D 128	Willowbrook Conn; 208 St - Pond 2	Trunk Sewer	$201,000	100%	$201,000	$2,010	$198,990	$2,010
26 D 129	Yorkson Ck & 102B Ave	Drainage Outlet Structure	$44,000	100%	$44,000	$440	$43,560	$440
26 D 130	Yorkson Creek - Lowlands Improvements	Yorkson Creek - Lowlands Improvements	$6,804,000	100%	$6,804,000	$68,040	$6,735,960	$68,040
26 D 131	Yorkson Creek ISMP	Yorkson Creek ISMP	$400,000	100%	$400,000	$4,000	$396,000	$4,000
26 D 132	South Langley Drainage Connections	Miscellaneous New Drainage Connections	$5,940,000	100%	$5,940,000	$59,400	$5,880,600	$59,400
Borrowing Commitments								
Borrowing	• 23 D 038 / 74B Ave @ 208 St / Pond 7A	Bylaw 5999 - Smith Athletic Park Detention Works	$6,092,929	100%	$6,092,929	$0	$6,092,929	$0
Borrowing	• 23 D 034 / 72 Ave @ 210 St / Pond 7B • 23 D 084 / 209A St; 73A Ave to Pond B / Trunk Sewer • 23 D 113 / Pond 7B to North Creek / Trunk Sewer	Bylaw 6052 - Smith Neighborhood Storm Works	$19,758,600	100%	$19,758,600	$0	$19,758,600	$0
23 D 141	General	DCCFA Commitments	$20,254,807	100%	$20,254,807	$202,548	$20,052,259	$202,548
TOTALS			**$ 526,903,586**		**$509,980,786**	**$4,841,293**	**$505,139,493**	**$21,764,093**

Notes:
Borrowing line items - Municipal Assist was paid by Township sources at time of project approval, with only DCC eligible amounts borrowed for.

TOWNSHIP OF LANGLEY
DRAINAGE DCC RATE CALCULATION

A: Drainage Calculation					
Land Use	Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)	Col. (5) = (4) / (a)
	Estimated New Development	Unit	Impervious Factor	Multiple	% Population Equivalent
Single and Two Family Residential	2,240	dwelling unit	1.000	2,240	7%
Ground Oriented Multi-Family Residential	30,560	dwelling unit	0.403	12,313	36%
Apartment Residential	52,480	dwelling unit	0.276	14,505	43%
Commercial	636,800	m2 gross floor area	0.002	1,560	5%
Industrial	1,080,000	m2 gross floor area	0.002	2,484	7%
Institutional	377,600	m2 gross floor area	0.002	823	2%
			Total Equivalent Population	33,925	100%

B: Drainage Unit Calculation			
Net DCC Program Recoverable	$505,139,493	(b)	
Existing Drainage DCC Reserve Monies	$8,531,569.00	(c)	
Net Amount to be Paid by DCCs	$496,607,924	(d) = (b) - (c)	
Drainage DCC per Equivalent Unit	$14,638.22	(e) = (d) / (a)	

C: Drainage Resulting DCCs				DCC Revenue Estimates
Single and Two Family Residential	$14,638.00	per dwelling unit	(e) x Col. (3)	$32,789,120
Ground Oriented Multi-Family Residential	$5,898.00	per dwelling unit	(e) x Col. (3)	$180,242,880
Apartment Residential	$4,046.00	per dwelling unit	(e) x Col. (3)	$212,334,080
Commercial	$36.00 *$3.35*	per m2 gross floor area *per ft2 gross floor area*	(e) x Col. (3)	$22,924,800
Industrial	$33.67 *$3.13*	per m2 gross floor area *per ft2 gross floor area*	(e) x Col. (3)	$36,363,600
Institutional	$31.91 *$2.97*	per m2 gross floor area *per ft2 gross floor area*	(e) x Col. (3)	$12,049,216

Notes:

TOWNSHIP OF LANGLEY
PARKS DCC PROGRAM

Parks Project ID	Col. (1)					Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (5)	Col. (6) = Col. (4) - Col. (5)	Col. (7) = Col. (2) - Col. (6)
	Project Name	Description / Extent	Undeveloped (Acres)	Notes	Development Acre ($)	Total Cost Estimate (2025$)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
25 P 01	Aldergrove Athletic Park	Community Park	3	Additional Park development required due to neighbourhood development	$ 1,250,000	$5,312,500	50%	$2,656,250	$26,563	$2,629,688	$2,682,813
25 P 02	Brookswood Community park	Community Park	29.5	New	$ 1,250,000	$47,031,250	75%	$35,273,438	$352,734	$34,920,703	$12,110,547
25 P 03	Booth Park #1	Neighbourhood Park	7	New	$ 1,000,000	$9,375,000	75%	$7,031,250	$70,313	$6,960,938	$2,414,063
25 P 04	Booth Park #2	Neighbourhood Park	7	New	$ 1,000,000	$9,375,000	75%	$7,031,250	$70,313	$6,960,938	$2,414,063
25 P 05	Booth Park #3	Neighbourhood Park	7	New	$ 1,000,000	$9,375,000	75%	$7,031,250	$70,313	$6,960,938	$2,414,063
25 P 06	Booth Park #4	Neighbourhood Park	7	New	$ 1,000,000	$9,375,000	75%	$7,031,250	$70,313	$6,960,938	$2,414,063
25 P 08	Noel Booth Park	Community park	10	Booth Neighbourhood Plan includes development of remaining park area	$ 1,250,000	$15,625,000	50%	$7,812,500	$78,125	$7,734,375	$7,890,625
25 P 09	Noel Booth park Expansion	Community Park	10	Booth Neighbourhood Plan included park expansion	$ 1,250,000	$16,562,500	50%	$8,281,250	$82,813	$8,198,438	$8,364,063
25 P 010	Bell Park	Neighbourhood Park	11.75	Additional Park development required due to neighbourhood development	$ 1,000,000	$15,625,000	50%	$7,812,500	$78,125	$7,734,375	$7,890,625
25 P 011	Fernridge Park #1	Neighbourhood Park	7	New	$ 1,000,000	$9,375,000	75%	$7,031,250	$70,313	$6,960,938	$2,414,063
25 P 012	Fernridge Park #2	Neighbourhood Park	7	New	$ 1,000,000	$9,375,000	75%	$7,031,250	$70,313	$6,960,938	$2,414,063
25 P 013	Fernridge Park #3	Neighbourhood Park	7	New	$ 1,000,000	$9,375,000	75%	$7,031,250	$70,313	$6,960,938	$2,414,063
25 P 014	Fernridge Park #4	Neighbourhood Park	7	New	$ 1,000,000	$9,375,000	75%	$7,031,250	$70,313	$6,960,938	$2,414,063
25 P 015	Fernridge Park #5	Neighbourhood Park	7	New	$ 1,000,000	$9,375,000	75%	$7,031,250	$70,313	$6,960,938	$2,414,063
25 P 021	Fernridge Community Park	Community Park	10	New	$ 1,250,000	$16,562,500	75%	$12,421,875	$124,219	$12,297,656	$4,264,844
25 P 022	Rinn Park #1	Neighbourhood Park	7	New	$ 1,000,000	$9,375,000	75%	$7,031,250	$70,313	$6,960,938	$2,414,063
25 P 023	Rinn Park #2	Neighbourhood Park	7	New	$ 1,000,000	$9,375,000	75%	$7,031,250	$70,313	$6,960,938	$2,414,063
25 P 024	Rinn Park #3	Neighbourhood Park	7	New	$ 1,000,000	$9,375,000	75%	$7,031,250	$70,313	$6,960,938	$2,414,063
25 P 025	Rinn Park #4	Neighbourhood Park	7	New	$ 1,000,000	$9,375,000	75%	$7,031,250	$70,313	$6,960,938	$2,414,063
25 P 027	Fort Langley Community park	Community Park	2	Additional Park development required due to neighbourhood development	$ 1,250,000	$3,125,000	50%	$1,562,500	$15,625	$1,546,875	$1,578,125
25 P 028	Marina Park	Municipal Park	2.5	Additional Park development required due to neighbourhood development	$ 1,250,000	$4,531,250	50%	$2,265,625	$22,656	$2,242,969	$2,288,281
25 P 029	Murrayville Outdoor Aactivity park	Neighbourhood Park	0	Additional Park development required due to neighbourhood development	$ 1,000,000	$625,000	50%	$312,500	$3,125	$309,375	$315,625
25 P 031	Walnut Grove Community park	Community Park	5	Additional Park development required due to neighbourhood development	$ 1,250,000	$7,812,500	50%	$3,906,250	$39,063	$3,867,188	$3,945,313
25 P 033	Northwest Latimer Park	Neighbourhood Park	5	New	$ 1,000,000	$6,875,000	75%	$5,156,250	$51,563	$5,104,688	$1,770,313
25 P 034	Southeast Latimer Park	Neighbourhood Park	5	New	$ 1,000,000	$6,875,000	75%	$5,156,250	$51,563	$5,104,688	$1,770,313
25 P 035	Southwest Latimer Park	Neighbourhood Park	5	New	$ 1,000,000	$6,875,000	75%	$5,156,250	$51,563	$5,104,688	$1,770,313
25 P 037	Smith neighbourhood Park	Neighbourhood Park	5	New	$ 1,000,000	$6,875,000	75%	$5,156,250	$51,563	$5,104,688	$1,770,313
25 P 038	Smith View park	View Park	4		$ 1,000,000	$5,000,000	75%	$3,750,000	$37,500	$3,712,500	$1,287,500
25 P 039	Smith Municipal Park	Municipal urban Park	50	New	$ 1,250,000	$79,062,500	75%	$59,296,875	$592,969	$58,703,906	$20,358,594
25 P 040	Northeast Gordon Estates park	Neighbourhood Park	5	relocated from NEGordon Neighbourhood Plan	$ 1,000,000	$6,875,000	50%	$3,437,500	$34,375	$3,403,125	$3,471,875

TOWNSHIP OF LANGLEY
PARKS DCC PROGRAM

Parks Project ID	Col. (1)					Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (5)	Col. (6) = Col. (4) - Col. (5)	Col. (7) = Col. (2) - Col. (6)
	Project Name	Description / Extent	Undeveloped (Acres)	Notes	Development Acre ($)	Total Cost Estimate (2025$)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
25 P 041	Williams Neighbourhood Park	Neighbourhood Park	5	New	$ 1,000,000	$6,875,000	75%	$5,156,250	$51,563	$5,104,688	$1,770,313
25 P 045	Yorkson Community Park	Community Park	7.9	Additional Park development required due to neighbourhood development	$ 1,250,000	$12,968,750	50%	$6,484,375	$64,844	$6,419,531	$6,549,219
		Park Type	**Total Acres to be Acquired**	**Cost Per Acre**							
25 P 46	Brookswood Community park	Community Park	29.5	$ 3,000,000.00		$88,500,000	80%	$70,800,000	$708,000	$70,092,000	$18,408,000
25 P 47	Booth Park Neighbourhood Parks	Neighbourhood Park	29.5	$ 3,500,000.00		$103,250,000	80%	$82,600,000	$826,000	$81,774,000	$21,476,000
25 P 48	Noel Booth Park Expansion	Community Park	10	$ 3,000,000.00		$30,000,000	80%	$24,000,000	$240,000	$23,760,000	$6,240,000
26 P 49	Fernridge Neighbourhood Parks	Neighbourhood Park	35	$ 3,500,000.00		$122,500,000	80%	$98,000,000	$980,000	$97,020,000	$25,480,000
26 P 50	Fernridge Community Park	Community Park	10	$ 3,000,000.00		$30,000,000	80%	$24,000,000	$240,000	$23,760,000	$6,240,000
27 P 51	Rinn Neighbourhood Parks	Neighbourhood Park	28	$ 3,500,000.00		$98,000,000	80%	$78,400,000	$784,000	$77,616,000	$20,384,000
27 P 52	Latimer Neighbourhood Parks	Neighbourhood Park	15	$ 3,500,000.00		$52,500,000	80%	$42,000,000	$420,000	$41,580,000	$10,920,000
27 P 53	Smith neighbourhood Park	Neighbourhood Park	5	$ 3,500,000.00		$17,500,000	80%	$14,000,000	$140,000	$13,860,000	$3,640,000
28 P 54	Smith Municipal Park	Municipal urban Park	50	$ 2,500,000.00		$125,000,000	80%	$100,000,000	$1,000,000	$99,000,000	$26,000,000
28 P 55	Williams Neighbourhood Park	Neighbourhood Park	5	$ 3,500,000.00		$17,500,000	80%	$14,000,000	$140,000	$13,860,000	$3,640,000
TOTALS		**Total Acres to be Acquired**	**217**			**$1,077,718,750**		**$820,260,938**	**$8,202,609**	**$812,058,328**	**$265,660,422**

TOWNSHIP OF LANGLEY
PARKS DCC RATE CALCULATION

2026-01-15

A: Parks Calculation					
Land Use	Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)	Col. (5) = (4) / (a)
	Estimated New Development	Unit	Equivalent Population	Multiple	% Population Equivalent
Single and Two Family Residential	1,400	dwelling unit	3.400	4,760	4%
Ground Oriented Multi-Family Residential	19,100	dwelling unit	2.360	45,076	41%
Apartment Residential	32,800	dwelling unit	1.500	49,200	45%
Commercial	398,000	m2 gross floor area	0.011	4,537	4%
Industrial	675,000	m2 gross floor area	0.005	3,038	3%
Institutional	236,000	m2 gross floor area	0.011	2,690	2%
			Total Equivalent Population	109,301 (a)	100%

B: Parks Unit Calculation		
Net DCC Program Recoverable	$ 812,058,328.13	(b)
Existing Parks DCC Reserve Monies	$72,734,738.00	(c)
Net Amount to be Paid by DCCs	$739,323,590	(d) = (b) - (c)
Parks DCC per Equivalent Unit	$6,764.10	(e) = (d) / (a)

C: Parks Resulting DCCs				DCC Revenue Estimates
Single and Two Family Residential	$22,998.00	per dwelling unit	(e) x Col. (3)	$32,197,200
Ground Oriented Multi-Family Residential	$15,963.00	per dwelling unit	(e) x Col. (3)	$304,893,300
Apartment Residential	$10,146.00	per dwelling unit	(e) x Col. (3)	$332,788,800
Commercial	$77.00 *$7.16*	per m2 gross floor area *per ft2 gross floor area*	(e) x Col. (3)	$30,646,000
Industrial	$30.44 *$2.83*	per m2 gross floor area *per ft2 gross floor area*	(e) x Col. (3)	$20,547,000
Institutional	$77.11 *$7.17*	per m2 gross floor area *per ft2 gross floor area*	(e) x Col. (3)	$18,197,960

TOWNSHIP OF LANGLEY
FIRE PROTECTION DCC PROGRAM

S	Col. (1)			Col. (2)	Col. (3)	Col. (4) = Col. (2) x Col. (3)	Col. (6)	Col. (7) = Col. (4) - Col. (6)
	Project Name	Description	Total Cost Estimate (2025$)	Benefit Factor %	Benefit to New Development	Municipal Assist Factor 1%	DCC Recoverable	Total Municipal Responsibility
F-001	Fire Hall 8 (Walnut Grove)	Expansion + Emergency Operations Centre	$44,200,000	50%	$22,100,000	$221,000	$21,879,000	$22,321,000
F-002	Fire Hall 7 (Otter)	Expansion	$29,800,000	75%	$22,350,000	$223,500	$22,126,500	$7,673,500
F-003	Fire Hall 6 (Murrayville)	Expansion + Staff Quarters	$48,600,000	50%	$24,300,000	$243,000	$24,057,000	$24,543,000
F-004	Fire Hall 3 (Aldergrove)	Expansion	$27,000,000	35%	$9,450,000	$94,500	$9,355,500	$17,644,500
F-005	Fire Hall 4 (Willoughby)	Expansion	$27,000,000	35%	$9,450,000	$94,500	$9,355,500	$17,644,500
F-006	Hall 2 (Fort Langley)	Staff Quarter Upgrades	$3,500,000	100%	$3,500,000	$35,000	$3,465,000	$35,000
F-007	Training Centre	Upgrade of old Fire Hall 5 to dedicated training centre.	$9,500,000	50%	$4,750,000	$47,500	$4,702,500	$4,797,500
F-008	Fire Master Plan/Strategic Plan	5 Year Master Planning	$800,000	100%	$800,000	$8,000	$792,000	$8,000
TOTALS			**$190,400,000**		**$96,700,000**	**$967,000**	**$95,733,000**	**$94,667,000**

Notes:

Assumption Fire Halls will be replaced at approximately 50 years of age

-Benefit allocation was assigned to reflect the portion of fire hall / training centre expansions that is attributable to growth as informed by Township Staff based on specific neighborhood growth and demands for service

-100% benefit allocation was attributed to fire protection projects that would not be required without population or employment growth

TOWNSHIP OF LANGLEY
FIRE PROTECTION DCC RATE CALCULATION

A: Fire Calculation					
Land Use	Col. (1)	Col. (2)	Col. (3)	Col. (4) = (1) x (3)	Col. (5) = (4) / (a)
	Estimated New Development	Unit	Equivalent Population	Multiple	% Population Equivalent
Single and Two Family Residential	1,400	dwelling unit	3.400	4,760	4%
Ground Oriented Multi-Family Residential	19,100	dwelling unit	2.360	45,076	41%
Apartment Residential	32,800	dwelling unit	1.500	49,200	45%
Commercial	398,000	m2 gross floor area	0.011	4,537	4%
Industrial	675,000	m2 gross floor area	0.005	3,038	3%
Institutional	236,000	m2 gross floor area	0.011	2,690	2%
			Total Equivalent Population	109,301 (a)	100%

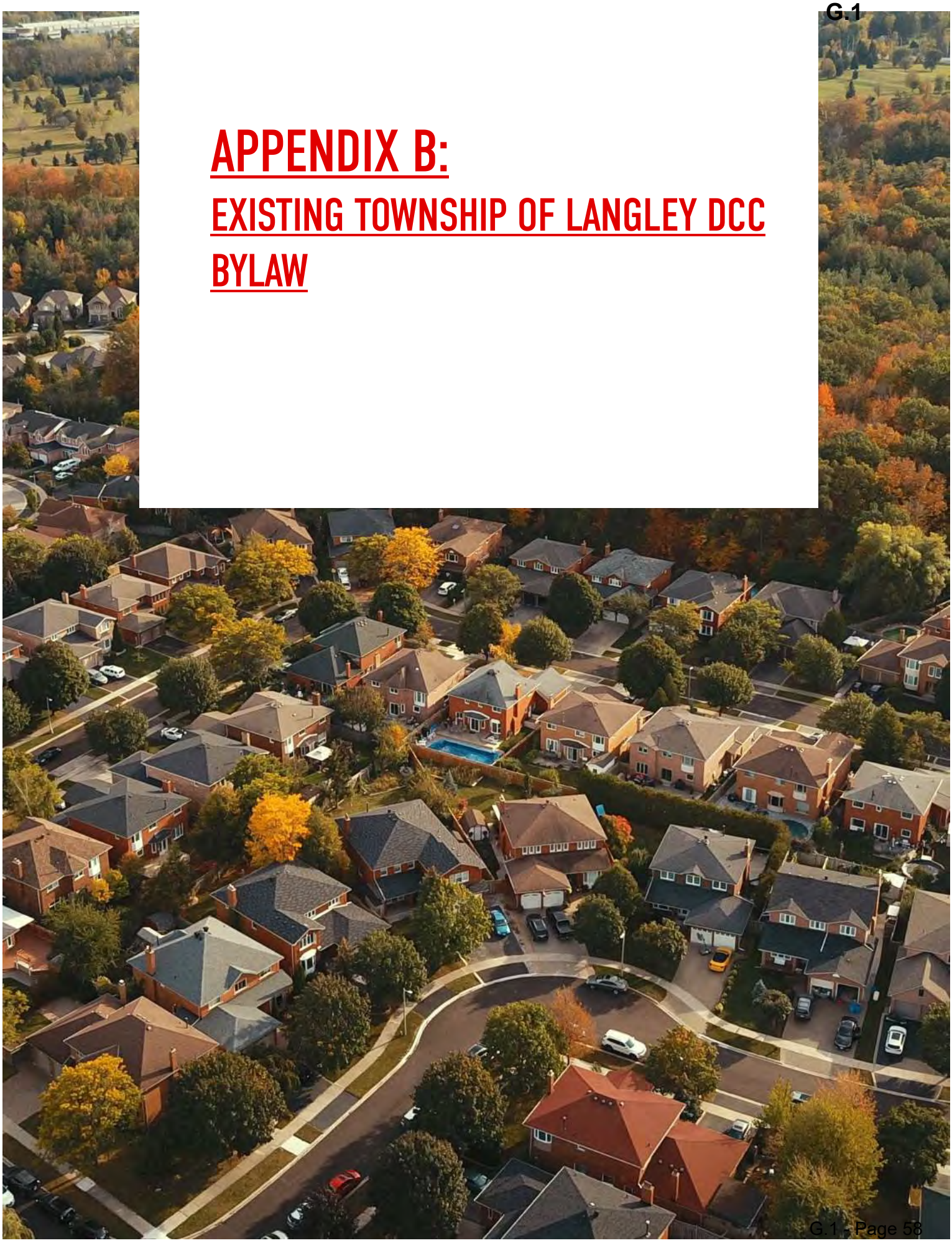
B: Fire Unit Calculation		
Net DCC Program Recoverable	$95,733,000	(b)
Existing Fire DCC Reserve Monies	$0.00	(c)
Net Amount to be Paid by DCCs	$95,733,000	(d) = (b) - (c)
Fire DCC per Equivalent Unit	$875.86	(e) = (d) / (a)

C: Fire Resulting DCCs					
					DCC Revenue Estimates
Single and Two Family Residential		$2,978.00	per dwelling unit	(e) x Col. (3)	$4,169,200
Ground Oriented Multi-Family Residential		$2,067.00	per dwelling unit	(e) x Col. (3)	$39,479,700
Apartment Residential		$1,314.00	per dwelling unit	(e) x Col. (3)	$43,099,200
Commercial		$10.00 *$0.93*	per m2 gross floor area *per ft2 gross floor area*	(e) x Col. (3)	$3,980,000
Industrial		$3.94 *$0.37*	per m2 gross floor area *per ft2 gross floor area*	(e) x Col. (3)	$2,659,500
Institutional		$9.98 *$0.93*	per m2 gross floor area *per ft2 gross floor area*	(e) x Col. (3)	$2,355,280

Notes:

APPENDIX B:

EXISTING TOWNSHIP OF LANGLEY DCC BYLAW



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY DEVELOPMENT COST CHARGES BYLAW NO. 5897

CONSOLIDATED FOR CONVENIENCE ONLY

EXPLANATORY NOTE

Bylaw No. 5897 repeals the Langley Development Cost Charges Bylaw No. 5555 and amendments thereto and establishes a new Development Cost Charges Bylaw.

Amending Bylaw 6024 – adopted November 3, 2025
Bylaw No. 6024 amends the Langley Development Cost Charges Bylaw No. 5897 by removing the Highway 1 at 232 Street Interchange Project from the Roads Development Cost Charges (DCC) and amending the Roads DCC rates accordingly.

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

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY DEVELOPMENT COST CHARGES BYLAW NO. 5897

The Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as “Langley Development Cost Charges Bylaw No. 5897”. As a short title, it may be known as “DCC Bylaw No. 5897”.

Definitions

2. For the purposes of this Bylaw:

Area of Development	means that portion of the parcel of land encompassing or covered by buildings and structures, including, but not limited to, zoning setbacks, storage yards and parking areas, driveways, easements, and areas encumbered by rights-of-way, landscaping areas, detention and siltation ponds, ancillary structures and other areas used for a facility or structure to support the development or use of the property. Environmental reserve areas are not included in the Area of Development, provided such areas are protected by a restrictive covenant registered in favor of the Township of Langley, to the satisfaction of the Director of Engineering for the Township of Langley, or their designate.
Commercial 1	means all developments zoned for commercial uses under the Zoning Bylaw, and all developments having commercial uses undertaken in buildings or on land where the zoning designation under the Zoning Bylaw is other than commercial: and where the first storey Gross Floor Area is 3,700 square metres or less. This includes, but is not limited to, all rural commercial uses, campgrounds, golf courses, outdoor recreational uses, and any other similar uses.
Commercial 2	means all developments zoned for commercial uses under the Zoning Bylaw, and all developments having commercial uses undertaken in buildings or on land where the zoning designation under the Zoning Bylaw is other than commercial; and where the first storey Gross Floor Area is more than 3,700 square metres. This includes, but is not limited to all rural commercial uses, campgrounds, golf courses, outdoor recreational uses, and any other similar uses.

Commercial 3	means all developments zoned for commercial uses under the Zoning Bylaw; and all developments having commercial uses undertaken in buildings or on land, where the zoning designation under the Zoning Bylaw is other than commercial; and where such commercial uses are located only on the second and higher floor levels. This includes, but is not limited to all rural commercial uses, campgrounds, golf courses, outdoor recreational uses, and any other similar uses.
Development Cost Charges	means the charges payable pursuant to the provisions of this Bylaw and in the amounts as calculated in the schedules hereto. The term Development Cost Charges may also be referred to as “DCCs” or “DCC” in this Bylaw.
Gross Floor Area	means the sum of all floor areas used or intended to be used for the undertaking of permitted uses, measured to the extreme outer limits of the building or structure, excluding areas for parking and unenclosed balconies.
Industrial	means all developments zoned for industrial uses under the Zoning Bylaw, and all developments having industrial uses undertaken in buildings or on land, where the zoning designation under the Zoning Bylaw is other than industrial.
Institutional	means: (a) all developments zoned for institutional use under the Zoning Bylaw; or (b) institutional uses undertaken in buildings or on land where the zoning designation under the Zoning Bylaw is other than institutional, including, but not limited to, schools and other educational facilities, congregate care facilities and other live/care accommodation, hospitals and other medical facilities, government buildings, public recreational facilities, fire halls, police stations, airport facilities, communications and energy facilities, waste disposal and other similar public and Utility uses.
Residential 1	means residential developments having a density of 15 or less dwelling units (du) per hectare.
Residential 2	means residential developments having a density greater than 15 up to 44 dwelling units per hectare.
Residential 3	means residential developments having a density greater than 44 up to 74 dwelling units per hectare.

Residential 4	means residential developments having a density greater than 74 dwelling units per hectare.
Utility	means a use providing for public utility structures and facilities for road, water, sewer, drainage, electrical, telephone, cablevision, gas, and similar services, where such use is approved in writing by the Township of Langley, by another government body with jurisdiction, or by a company regulated by a government commission, including broadcast transmission facilities.
Zoning Bylaw	means the Township of Langley Zoning Bylaw No. 2500, as amended, or replaced.

Schedules and Notes

3. Schedules “A”, “B” and “C” are attached hereto and form a part of this Bylaw.

4. The notes found at the bottom of Schedules “A”, “B” and “C” form a part of this Bylaw.

Development Cost Charges

5. In accordance with Section 559(1) of the *Local Government Act*, every person who obtains:

    a. approval of a subdivision, or

    b. a building permit authorizing the construction, alteration or extension of a building or a structure, other than a permit authorizing the construction, alteration or extension of a building or structure or part of a building or structure where:

        the value of the work authorized by the permit does not exceed $50,000;

    must pay to the Township of Langley the applicable Development Cost Charges set out in Schedules “A”, “B”, and “C” of this Bylaw.

    c. For certainty, this bylaw imposes charges in respect of a building permit or structure that will, after the construction, contain fewer than four dwelling units and for which the dwelling unit in the building or structure will be put to no other than residential use.

6. For a type of development not identified under Schedules “A”, “B”, or “C” of this Bylaw, the imposition of a Development Cost Charge will be at the sole discretion of the General Manager of Engineering for the Township of Langley, or their designate, with the amount payable based on the most comparable type of development, as determined by the General Manager of Engineering for the Township of Langley, or his or her designate, acting reasonably.

7. Subject to the *Development Cost Charge (Instalments) Regulation*, B.C. Reg. 166/84, as amended or replaced from time to time, Development Cost Charges imposed pursuant to

this Bylaw must be paid at the time of the approval of the subdivision or the issue of the building permit.

8. A development cost charge is not payable if the development does not impose new capital cost burdens on the Township of Langley. A new capital cost burden will be imposed where there is a new demand created for designated services. A determination of whether a development imposes a new capital cost burden on the Township of Langley will be in the sole discretion of the Director of Engineering for the Township of Langley. A determination of whether a new demand for services is created on a subdivision will be based on, among other things, the number of pre-existing fee simple lots (but excluding pre-existing stratified lots) prior to the subdivision. For greater certainty, and without limiting in any way what else may constitute a new capital cost burden, the creation of new fee simple lots will be deemed to have imposed a new capital cost burden on the Township of Langley for which development cost charges may be imposed.

9. For Development Cost Charges imposed pursuant to this Bylaw on single family residential subdivisions, a credit will be granted for each existing fee simple lot, but excluding an existing stratified lot, forming part of the subdivision at the time of the subdivision, or building permit application. For multiple family residential developments, a credit will be granted for each existing dwelling unit forming part of the development at time of the subdivision or building permit application. For non-residential developments, Development Cost Charges are assessed based on the additional Gross Floor Area or additional Area of Development, as applicable.

10. Where a developer is required to provide, or pay to provide, a specific service or part of a service, pursuant to a Development Works Agreement under section 570 of the *Local Government Act*, and the cost of the service is included in the calculations used to determine the amount of Development Cost Charges imposed pursuant to this Bylaw, then the cost of providing the service shall be deducted from the class of Development Cost Charges applicable to the subdivision or development for the particular service, as set out in the schedules hereto, the amount of which shall be calculated as the cost of the work less the amount to be paid by the Township of Langley to the developer under the Development Works Agreement, other than any amount paid as interest.

11. Where a developer is required to provide, or pay to provide, a specific service or part of a service, outside the boundaries of land being subdivided or developed, not pursuant to a Development Works Agreement under section 570 of the *Local Government Act*, and the cost of the service is included in the calculations used to determine the amount of Development Cost Charges imposed pursuant to this Bylaw, then the cost of providing the service shall be deducted from the class of Development Cost Charges applicable to the subdivision or development for the service, as set out in the schedules hereto, the amount of which shall not exceed the lower of the following amounts:

    a) the amount of Development Cost Charges identified as “DCC Recoverable” in the DCC review report prepared as part of the Township of Langley’s DCC program, as amended, or replaced;

    b) the amount of Development Cost Charges calculated for the subdivision or building project pursuant to the provisions of this Bylaw for the class of service; or

c) the estimated amount for providing the service, as determined by the developer's qualified professional, acting reasonably.

Expenditures from DCC Reserves to Developers

12. Where the Township of Langley has entered into an agreement with a developer to complete works, including a Development Works Agreement under section 570 of the *Local Government Act*, and those works are included in the calculations used to determine the amount of Development Cost Charges imposed pursuant to this Bylaw, the Township of Langley may expend monies from the applicable Development Cost Charge reserve to repay the developer some or all of the capital costs the developer incurred in completing a project.

General Provisions

13. In this Bylaw, words importing the singular number include the plural number, and vice versa.

14. Langley Development Cost Charge Bylaw No. 5555 and amendments thereto are hereby repealed.

READ A FIRST TIME the	24	day of	July	, 2023
READ A SECOND TIME the	24	day of	July	, 2023
READ A THIRD TIME the	24	day of	July	, 2023
RECEIVED THE APPROVAL OF THE INSPECTOR OF MUNICIPALITIES the	19	day of	January	, 2024
RECONSIDERED the	02	day of	December	, 2024
ADOPTED the	02	day of	December	, 2024
RECONSIDERED the	03	day of	November	, 2025
ADOPTED the	03	day of	November	, 2025

"ERIC WOODWARD" Mayor "SUZANNE LITTLE" Deputy Township Clerk

#6024
09/09/24

LANGLEY DEVELOPMENT COST CHARGES BYLAW NO. 5897

Schedule "A"

RESIDENTIAL
DEVELOPMENT COST CHARGES

Type of Development	Unit	Road	Drainage	Sewage	Water	Parkland Acquisition and Development	Total
Residential 1	du	$29,997	$11,067	$1,870	$3,152	$40,701	$86,787
Residential 2	du	$21,270	$4,459	$1,320	$2,225	$28,730	$58,004
Residential 3	du	$18,543	$3,059	$1,265	$2,132	$27,533	$52,532
Residential 4	du	$16,362	$1,948	$825	$1,391	$17,956	$38,482

NOTE:

- Residential DCCs are imposed on each dwelling unit (du).
- The residential component of mixed-use developments, other than institutional, is calculated and assessed in accordance with Schedule A, and is payable in addition to any other DCCs applicable to other uses in the development.

#6024
09/09/24

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY DEVELOPMENT COST CHARGES BYLAW NO. 5897

Schedule "B"

COMMERCIAL AND INSTITUTIONAL DEVELOPMENT COST CHARGES

Type of Development	Unit	Road	Sewage	Water	TOTALS	
					Road, Sewage and Water (based on Gross Floor Area)	**Drainage** (based on Area of Development)
Commercial 1	m^2	$109.08	$6.27	$10.57	$125.92	$27.12
Commercial 2	m^2	$85.08	$6.27	$10.57	$101.92	$27.12
Commercial 3	m^2	$39.27	$4.68	$7.88	$51.83	$0.00
Institutional	m^2	$52.36	$6.27	$10.57	$69.20	$24.13

NOTE:

- The residential component of mixed-use developments, other than institutional, is calculated and assessed in accordance with Schedule A, and is payable in addition to any other DCCs applicable to other uses in the development.
- Commercial and institutional DCCs, with the exception of the drainage component, are imposed based on Gross Floor Area (gfa).
- The drainage component is imposed based on Area of Development.
- Commercial developments having a building or buildings with total Gross Floor Area greater than 3,700 m^2, shall have the road component of the Commercial 1 rate applied to the first 3,700 m^2 and the road component of the Commercial 2 rates applied to all areas of the buildings exceeding 3,700 m^2.

#6024
09/09/24

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY DEVELOPMENT COST CHARGES BYLAW NO. 5897

Schedule "C"

INDUSTRIAL DEVELOPMENT COST CHARGES

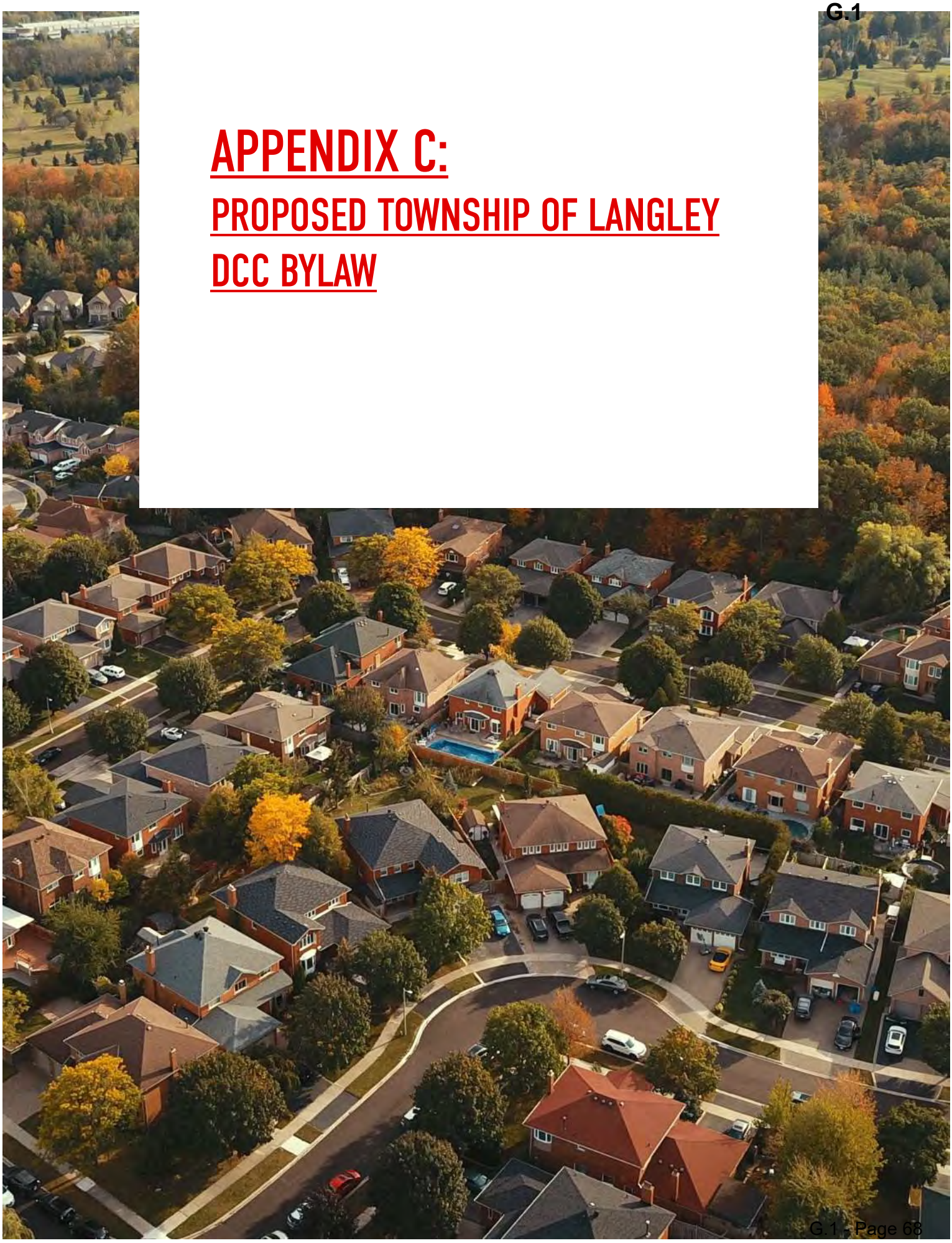
Type of Development	Unit	Road	Drainage	Sewage	Water	TOTALS
Industrial	m^2	$16.92	$25.66	$2.48	$4.17	$49.23

NOTE:

- The residential component of mixed-use developments, other than institutional, is calculated and assessed in accordance with Schedule A, and is payable in addition to any other DCCs applicable to other uses in the development.
- Industrial DCCs are imposed based on Area of Development.

APPENDIX C:

PROPOSED TOWNSHIP OF LANGLEY DCC BYLAW



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY DEVELOPMENT COST CHARGES BYLAW NO. 6189

EXPLANATORY NOTE

Bylaw No. 6189 repeals the Langley Development Cost Charges Bylaw No. 5897 and amendments thereto and establishes a new Development Cost Charges Bylaw.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY DEVELOPMENT COST CHARGES BYLAW NO. 6189

The Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as “Langley Development Cost Charges Bylaw No. 6189”. As a short title, it may be known as “DCC Bylaw No. 6189”

Definitions

2. For the purposes of this Bylaw:

Accessory Dwelling Unit	means a self-contained Dwelling Unit within a building of secondary use which contains sleeping facilities, sanitary facilities and cooking facilities that are for the exclusive use of the occupant(s) of the suite and is located in a building smaller than a principal building located on the same lot and may be situated above a detached garage.
Apartment Residential	means a building or portion of a building(s) containing three (3) or more self-contained Multiple-Unit Dwellings accessed through a common hallway, one or more of which are wholly or partly above another self-contained Dwelling Unit.
Commercial	means a Commercial development in a Commercial zone listed in the Zoning Bylaw or a similar development in another zone permitted in accordance with the Zoning Bylaw, in which the predominant use of the zone, as determined by its purpose and list of permitted uses, is of a Commercial nature.
Development Cost Charges	means the charges payable pursuant to the provisions of this Bylaw and in the amounts as calculated in the schedules hereto. The term Development Cost Charges may also be referred to as “DCCs” or “DCC” in this Bylaw.
Dwelling Unit	means one (1) or more habitable rooms used for residential purposes where such room or rooms contain or provide for the installation of only one (1) set of cooking facilities and one (1) or more sets of sanitary facilities.
Gross Floor Area (GFA)	means the sum of all floor areas used or intended to be used for the undertaking of permitted uses, measured to

	the extreme outer limits of the building or structure, excluding areas for parking and unenclosed balconies.
Ground Oriented Multi Family Residential	means a Multiple-Unit Dwelling building(s) containing three (3) or more self-contained units accessible through separate, ground-oriented entrances (i.e., not accessed through a common hallway). Forms of development include Accessory Dwelling Units, rowhouses, townhouses, small-scale multi-unit housing and mobile homes.
Industrial	means all developments zoned for industrial uses under the Zoning Bylaw and all developments having industrial uses undertaken in buildings or on land where the zoning designation under the Zoning Bylaw is other than industrial.
Institutional	means: (a) all developments zoned for Institutional use under the Zoning Bylaw; or (b) Institutional uses undertaken in buildings or on land where the zoning designation under the Zoning Bylaw is other than Institutional, including, but not limited to, schools and other educational facilities, congregate care facilities and other live/care accommodation, hospitals and other medical facilities, government buildings, public recreational facilities, fire halls, police stations, airport facilities, communications and energy facilities, waste disposal and other similar public and utility uses.
Multiple-Unit Dwelling	means a principal building consisting of three (3) or more Dwelling Units in one (1) or more buildings.
One-Unit Dwelling	means a principal building used exclusively for residential purposes and consisting of one (1) Dwelling Unit and may include a fully enclosed Secondary Suite as an independent Dwelling Unit located within the principal building.
Secondary Suite	means a self-contained Dwelling Unit containing sleeping facilities, sanitary facilities, and cooking facilities that are for the exclusive use of the occupant(s) of the suite and is smaller than, secondary to, and connected to a primary Dwelling Unit located within a principal building on the same lot.
Single and Two Family Residential	means a One-Unit Dwelling, which may contain one (1) additional Dwelling Unit in the form of a Secondary

	Suite or an Accessory Dwelling Unit, or a Two-Unit Dwelling, wherein each unit may also contain one fully enclosed Secondary Suite.
Two-Unit Dwelling	means a principal building used exclusively for residential purposes and consisting of two (2) primary Dwelling Units and each primary Dwelling Unit in a Two-Unit Dwelling may include one (1) fully enclosed Secondary Suite as an independent Dwelling Unit located within the principal building.
Zoning Bylaw	means the Township of Langley Zoning Bylaw No. 2500, as amended or replaced.

Schedules and Notes

3. Schedules “A”, “B” and “C” are attached hereto and form part of this Bylaw.

4. The notes found at the bottom of Schedules “A”, “B” and “C” form part of this Bylaw.

Development Cost Charges

5. In accordance with the *Local Government Act*, every person who obtains:

    a) approval of a subdivision; or

    b) a building permit authorizing the construction, alteration or extension of a building or a structure, other than a permit authorizing the construction, alteration or extension of a building or structure or part of a building or structure where the value of the work authorized by the permit does not exceed $50,000;

    must pay to the Township of Langley the applicable Development Cost Charges set out in Schedules “A”, “B” and “C” of this Bylaw.

    c) For certainty, this Bylaw imposes charges in respect of a building permit or structure that will, after the construction, contain fewer than four dwelling units for which the dwelling unit in the building or structure will be for residential use.

6. For a type of development not identified under Schedules “A”, “B”, or “C” of this Bylaw, the imposition of a Development Cost Charge will be at the sole discretion of the Director of Community Development, or their designate, with the amount payable based on the most comparable type of development, as determined by the Director of Community Development for the Township of Langley, or their designate, acting reasonably.

7. Subject to the *Development Charge (Instalments) Regulation, B.C. Reg 166/84*, as amended or replaced from time to time, Development Cost Charges imposed pursuant to this Bylaw must be paid at time of approval of subdivision or at issuance of building permit.

8. A Development Cost Charge is not payable if the development does not impose new capital cost burdens on the Township of Langley. A new capital cost burden will be imposed where there is a new demand created for designated services. A determination of whether a development imposes a new capital cost burden on the Township of Langley will be in the sole discretion of the Director of Community Development for the Township of Langley. A determination of whether a new demand for services is created on a subdivision will be based on, among other things, the number of pre-existing fee simple lots (but excluding pre-existing stratified lots) prior to the subdivision. For greater certainty, and without limiting in any way what else may constitute a new capital cost burden, the creation of new fee simple lots will be deemed to have imposed a new capital cost burden on the Township of Langley for which development cost charges may be imposed.

9. For Development Cost Charges imposed pursuant to this Bylaw on Single and Two Family Residential subdivisions, a credit will be granted for each existing fee simple lot, but excluding an existing stratified lot, forming part of the subdivision at the time of the subdivision or building permit application. For Ground Oriented Multi Family Residential and Apartment Residential developments, a credit will be granted for each existing dwelling unit forming part of the development at time of the subdivision or building permit application. For non-residential developments, Development Cost Charges are assessed based on the additional Gross Floor Area, as applicable.

10. Where a developer is required to provide or pay to provide a specific service or part of a service pursuant to a Development Works Agreement under the *Local Government Act* and the cost of the service is included in the calculations used to determine the amount of Development Cost Charges imposed pursuant to this Bylaw, then the cost of providing the service shall be deducted from the class of Development Cost Charges applicable to the subdivision or development for the particular service, as set out in the schedules hereto, the amount of which shall be calculated as the cost of the work less the amount to be paid by the Township of Langley to the developer under the Development Works Agreement, other than any amount paid as interest.

11. Where a developer is required to provide or pay to provide a specific service or part of a service outside the boundaries of land being subdivided or developed, not pursuant to a Development Works Agreement under the *Local Government Act*, and the cost of the service is included in the calculations used to determine the amount of Development Cost Charges imposed pursuant to this Bylaw, then the cost of providing the service shall be deducted from the class of Development Cost Charges applicable to the subdivision or development for the service, as set out in the schedules hereto, the amount of which shall not exceed the lower of the following amounts:

    a) The amount of Development Cost Charges identified as “DCC Recoverable” in the DCC review report prepared as part of the Township of Langley DCC program, as amended, or replaced;

    b) The amount of Development Cost Charges calculated for the subdivision of building project pursuant to the provisions of this Bylaw for the class of service; or

c) The estimated amount for providing the service, as determined by the developer's qualified professional, acting reasonably.

Expenditures from DCC Reserves to Developers

12. Where the Township of Langley has entered into an agreement with a developer to complete works, including a Development Works Agreement under the *Local Government Act*, and those works are included in the calculations used to determine the amounts of Development Cost Charges imposed pursuant to this Bylaw, the Township of Langley may expend monies from the applicable Development Cost Charge reserve to repay the developer some or all of the capital costs the developer incurred in completing the project.

General Provisions

13. In this Bylaw, words importing the singular number include the plural number, and vice versa.

14. Langley Development Cost Charge Bylaw No. 5897 and amendments thereto are hereby repealed.

READ A FIRST TIME the	day of	, 2026
READ A SECOND TIME the	day of	, 2026
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ADOPTED the	day of	, 2026

_____ Mayor _____ Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY DEVELOPMENT COST CHARGES BYLAW NO. 6189

SCHEDULE "A"

RESIDENTIAL
DEVELOPMENT COST CHARGES

Type of Development	Unit	Road	Drainage	Sewage	Water	Parkland Acquisition and Development	Fire	Total
Single and Two Family Residential	du	$20,504	$14,638	$4,100	$7,160	$22,998	$2,978	$72,378
Ground Oriented Multi Family Residential	du	$13,558	$5,898	$2,846	$4,970	$15,963	$2,067	$45,302
Apartment Residential	du	$11,144	$4,046	$1,809	$3,159	$10,146	$1,314	$31,618

NOTE:

- Residential DCCs are imposed on each dwelling unit (du).
- The residential component of mixed-use developments, other than institutional, is calculated and assessed in accordance with Schedule "A" and is payable in addition to any other DCCs applicable to other uses in the development.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY DEVELOPMENT COST CHARGES BYLAW NO. 6189

SCHEDULE "B"

COMMERCIAL AND INSTITUTIONAL DEVELOPMENT COST CHARGES

Type of Development	Unit	Road	Drainage	Sewage	Water	Parkland Acquisition and Development	Fire	Total
Commercial	m^2 GFA	$53.00	$36.00	$14.00	$24.00	$77.00	$10.00	$214.00
Institutional	m^2 GFA	$52.99	$31.91	$13.75	$24.01	$77.11	$9.98	$209.75

NOTE:

- The residential component of mixed-use developments, other than institutional, is calculated and assessed in accordance with Schedule "A" and is payable in addition to any other DCCs applicable to other uses in the development.
- Commercial and Institutional DCCs are imposed based on Gross Floor Area (GFA).

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY DEVELOPMENT COST CHARGES BYLAW NO. 6189

SCHEDULE "C"

INDUSTRIAL
DEVELOPMENT COST CHARGES

Type of Development	Unit	Road	Drainage	Sewage	Water	Parkland Acquisition and Development	Fire	Total
Industrial	m^2 GFA	$11.89	$33.67	$5.43	$9.48	$30.44	$3.94	$94.85

NOTE:

- The residential component of mixed-use developments, other than institutional, is calculated and assessed in accordance with Schedule "A" and is payable in addition to any other DCCs applicable to other uses in the development.
- Industrial DCCs are imposed based on Gross Floor Area (GFA).

Township of Langley
Est. 1873

ATTACHMENT B

REPORT TO MAYOR AND COUNCIL

PRESENTED:	DECEMBER 15, 2025 - REGULAR MEETING	**REPORT:**	25-212
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	BA000050
SUBJECT:	2025 DEVELOPMENT COST CHARGES BYLAW		

RECOMMENDATIONS:

That Council give first, second and third reading to Langley Development Cost Charges Bylaw No. 6189.

EXECUTIVE SUMMARY:

It is recommended that Council adopt a new Development Cost Charges (DCC) Bylaw in light of legislative changes to include Fire Protection, address small scale multi-unit housing (SSMUH) and to facilitate amendments to align with the proposed Amenity Cost Charge (ACC) Bylaw, as well as reflect current land acquisition values and construction costs. Proposed DCC Bylaw No. 6189 establishes new rates to ensure the Township is collecting the anticipated amount of funds required to support the needs of future projected growth.

At the November 18, 2024 Regular Meeting, Council passed the following resolution:

> *"That Council direct staff to update Langley Development Cost Charges (DCC) Bylaw No. 5897 by adding new provisional uses permitted by the Local Government Act and to update the rate structure to include appropriate charges for small-scale multi-unit housing development."*

At the November 4, 2025 Regular Meeting, Council passed the following resolution:

> *"Therefore be it resolved that Council directs staff to report to Council with options regarding Development Cost Charges Bylaw No. 5897 adopted on January 29, 2024, and amended on September 9, 2024 to implement a longer-term implementation, if possible."*

Accordingly, staff retained the services of a consultant, Urban Systems Ltd. (USL), that specializes in updating DCC Programs for municipalities throughout British Columbia. With input from a multi-disciplinary staff team guiding the review process, the consultant has updated the program to reflect current growth projections, land values, construction costs and revised proposed infrastructure project lists.

PURPOSE:

To request Council consideration of first, second and third reading of DCC Bylaw No. 6189 prior to forwarding the bylaw to the Ministry of Municipal Affairs for approval.

BACKGROUND/HISTORY:

The *Local Government Act* Section 559(1) provides the legislative authority for local governments to establish DCCs to assist them in recovering a portion of the capital infrastructure cost associated with supporting new growth such as roads, drainage, water, sanitary facilities, fire protection as well as the purchase and development of parkland. DCCs are one tool used by municipalities to finance growth-related infrastructure that allows them to collect monies from developers at time of subdivision approval or building permit issuance to support infrastructure needs throughout the municipality in an efficient and sustainable manner.

To accomplish the current update, staff retained the services of USL, a consultant that specializes in the review and update of DCC Programs. The proposed rates were calculated based on needs of future projected growth, updated land acquisition and construction costs, as well as revised project lists for roads, water, drainage, sanitary, parks and the inclusion of fire protection.

DISCUSSION/ANALYSIS:

As the Township continues to grow and develop, it is imperative that DCC rates are set to provide sufficient funding for the infrastructure to support the needs of development. Therefore, staff recommend that Council approve the revised 2025 DCC rates at this time and grant three readings to the proposed 2025 DCC Bylaw. The following table summarizes DCC rates under current DCC Bylaw No. 5897 and proposed 2025 DCC rates:

Land Use	Unit of Charge	Current DCC Rate (Bylaw No. 5897)	Proposed DCC Rate (Bylaw No. 6189)	% Change
Single and Two Family Residential	dwelling unit	$86,787	$72,378	-17%
Ground Oriented Multi Family Residential	dwelling unit	$55,268	$45,302	-18%
Apartment Residential	dwelling unit	$38,482	$31,618	-18%
Commercial	m^2 GFA	$193.72*	$214.00	10%
Industrial	m^2 GFA	$123.08**	$94.85	-23%
Institutional	m^2 GFA	$129.53*	$209.75	62%

*Includes conversion factor from area of development to gross floor area for drainage
**Includes conversion factor from area of development to gross floor area for roads, drainage, sewage and water

Key updates to the program include:

- consistent with Council's November 4, 2025 resolution to "implement a longer-term implementation", the Roads program was updated from a 25 to 35 year time horizon and the Drainage and Sewer Programs were updated from a 25 to 40 year time horizon
- Fire DCC Program created (includes fire hall expansions and strategic master plan funding)
- expanded DCC charges for Parks to include Industrial, Commercial and Institutional uses to reflect the benefits they receive from this service
- current borrowing and reserve amounts updated
- land cost updated to reflect recent staff property negotiations throughout the Township
- parkland costs adjusted to better reflect price variations by location within the Township

- construction costs updated based on information provided from recent tenders of Capital Works Projects
- alignment of DCC land use categories and utilization of gross floor area (GFA) as a unit of measure to align with the proposed Amenity Cost Charge (ACC) Bylaw and provide for implementation efficiencies

The *Local Government Act* provides municipalities the authority to assist with capital costs for growth-related infrastructure. This means that municipalities must contribute towards the costs of projects in the DCC program, and this is called the municipal assist factor (MAF). The minimum MAF is 1%, however Council can choose to set a higher MAF and vary it by program type (e.g., roads, water). A higher MAF means lower DCCs but a greater burden on existing residents. The proposed DCC rates reflect the minimum 1% MAF which is consistent with the current DCC bylaw.

Staff forwarded the proposed 2025 DCCs rates to the Urban Development Institute (UDI), as well as posted the rates with associated information on the Township's website for input. Should Council grant first, second and third reading to DCC Bylaw No. 6189, staff will forward the bylaw to the Ministry of Municipal Affairs for approval.

Respectfully submitted,

Stephen Richardson
DIRECTOR, COMMUNITY DEVELOPMENT
for
COMMUNITY DEVELOPMENT DIVISION

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

CONCURRENCES	
Division / Department	**Name**
FINANCE DIVISION	S. Ruff
ENGINEERING DIVISION	R. Welfing

ATTACHMENT A Urban Systems Ltd. Report – Executive Summary

~~ATTACHMENT A~~

DCC PROGRAM EXECUTIVE SUMMARY

In 2025, the Township of Langley initiated an update to their current Development Cost Charge (DCC) Bylaw. The development of the Township-wide DCC bylaw included the following elements:

Developing residential and non-residential growth estimates.

As part of the Bylaw update, revised growth projections were prepared. These were primarily developed using projection information prepared by Township staff for the Township's Official Community Plan (OCP) projection data with additional information from Statistics Canada (Census). The selected DCC growth projections align with the introductory Amenity Cost Charge (ACC) Bylaw.

Developing project lists for eligible DCC projects and services.

Project lists for the existing Transportation, Water, Drainage, Sanitary Sewer and Parks programs were updated to reflect the most recent information on the infrastructure needed to service growth in the Township, as indicated in master plans, infrastructure studies, and conversations with staff across departments.

The Parks DCC Program was substantially revised to reflect new provincial DCC best practices for parkland acquisition and improvement. The project list was developed to clearly identify specific areas for acquisition as per the DCC Best Practices Guide. Application of the Parks DCC was expanded to include industrial, institutional, and commercial development to align with the categories of charge being brought forward in the ACC Bylaw.

In response to new provincial legislation that created new DCC-eligible categories, the Township also opted to develop a new Fire Protection program.

Determining land use categories, units of charge, and infrastructure impact.

This report presents the Township of Langley's DCC rates and program. The DCC rates shown in Table ES-1 (below) were developed by applying the key elements, growth projections, and land use equivalencies to identify charges for DCC-eligible projects anticipated based on infrastructure impact within the defined DCC timeframe.

The DCC land use categories were updated to reflect the impacts of small-scale multi-unit housing (Bill 44) and DCC best practices. Additionally, the updated land use categories align with the introductory ACC Bylaw.

DCC KEY ELEMENTS

Prepared by the Ministry of Municipal Affairs and Housing, the Development Cost Charge Best Practices Guide (Best Practices Guide) stipulates key elements that should be considered when determining DCC rates. **Table ES-1** outlines the key elements, decisions and supporting rationale used in this update.

Table ES-1: DCC Key Elements in Alignment with the DCC Best Practice Guide

Key Element		Rationale
Time Horizon	Varies by Program	• *25-year time horizon* for Parks, Fire Protection, and Water DCC Programs to reflect timing of infrastructure needs • *35-year time horizon* for the Transportation DCC Program and *40-year time horizon* for Sanitary Sewer and Drainage DCC Programs to reflect timing of utility and infrastructure needs
Benefitting Area	Township-wide charge	• **Township-wide charge:** DCC projects are components of Township-wide infrastructure/parks systems and, therefore, provide a Township-wide benefit.
Programs	Addition of new categories	• As per the *LGA* and DCC Best Practices Guide, the following programs were identified for inclusion into the updated bylaw: o Transportation o Water o Drainage o Sanitary Sewer o Parks o Fire Services (new)
Grant Assistance	No grants are included. Some projects include cost sharing.	• Specific roads projects include cost sharing with TransLink and other major funding partners as detailed in Section 3.3 and reflected in Appendix A.
Developer Contribution	None	• No identified DCC projects include a developer contribution.
Financing	Yes	• No new DCC projects include long-term debt financing
Benefit Allocation	35-100%	• Many projects are at 100% allocation since most included project costs reflect upsizing only. • Where projects are not for upsizing only, specific benefit has been calculated for each project.
Municipal Assist Factor (MAF)	1%	• **1% MAF** to be carried over from previous DCC update for most services.

Units of Charge	Per dwelling unit, and per m^2 Gross Floor Area (GFA)	• ***Per dwelling unit*** for all residential categories. DCCs are levied on Single and Two Family Residential at time of subdivision and at time building permit for Ground Oriented Multi-Family Residential and Apartment Residential when the number of units is known. • ***Per m^2 of Gross Floor Area (GFA)*** for commercial, industrial, and institutional uses as impact on infrastructure is expected to correlate most closely with floor space.

DCC RATES

The 2025 DCC rates are provided in **Table ES-2 (below).**

Table ES-2: 2025 Township-Wide DCC Rates

Land Use	Single and Two Family Residential	Ground Oriented Multi-Family Residential	Apartment Residential	Commercial	Industrial	Institutional
Unit	Per dwelling unit	Per dwelling unit	Per dwelling unit	Per m^2 of GFA	Per m^2 of GFA	Per m^2 of GFA
Road	$20,504	$13,558	$11,144	$53.00	$11.89	$52.99
Sewage	$4,100	$2,846	$1,809	$14.00	$5.43	$13.75
Water	$7,160	$4,970	$3,159	$24.00	$9.48	$24.01
Drainage	$14,638	$5,898	$4,046	$36.00	$33.67	$31.91
Parkland (Acquisition & Development)	$22,998	$15,963	$10,146	$77.00	$30.44	$77.11
Fire Protection	$2,978	$2,067	$1,314	$10.00	$3.94	$9.98
TOTAL	$72,378	$45,302	$31,618	$214.00	$94.85	$209.75
*Gross Floor Area						

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY DEVELOPMENT COST CHARGES BYLAW NO. 6189

EXPLANATORY NOTE

Bylaw No. 6189 repeals the Langley Development Cost Charges Bylaw No. 5897 and amendments thereto and establishes a new Development Cost Charges Bylaw.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY DEVELOPMENT COST CHARGES BYLAW NO. 6189

The Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as “Langley Development Cost Charges Bylaw No. 6189”. As a short title, it may be known as “DCC Bylaw No. 6189”

Definitions

2. For the purposes of this Bylaw:

Accessory Dwelling Unit	means a self-contained Dwelling Unit within a building of secondary use which contains sleeping facilities, sanitary facilities and cooking facilities that are for the exclusive use of the occupant(s) of the suite and is located in a building smaller than a principal building located on the same lot and may be situated above a detached garage.
Apartment Residential	means a building or portion of a building(s) containing three (3) or more self-contained Multiple-Unit Dwellings accessed through a common hallway, one or more of which are wholly or partly above another self-contained Dwelling Unit.
Commercial	means a Commercial development in a Commercial zone listed in the Zoning Bylaw or a similar development in another zone permitted in accordance with the Zoning Bylaw, in which the predominant use of the zone, as determined by its purpose and list of permitted uses, is of a Commercial nature.
Development Cost Charges	means the charges payable pursuant to the provisions of this Bylaw and in the amounts as calculated in the schedules hereto. The term Development Cost Charges may also be referred to as “DCCs” or “DCC” in this Bylaw.
Dwelling Unit	means one (1) or more habitable rooms used for residential purposes where such room or rooms contain or provide for the installation of only one (1) set of cooking facilities and one (1) or more sets of sanitary facilities.
Gross Floor Area (GFA)	means the sum of all floor areas used or intended to be used for the undertaking of permitted uses, measured to

	the extreme outer limits of the building or structure, excluding areas for parking and unenclosed balconies.
Ground Oriented Multi Family Residential	means a Multiple-Unit Dwelling building(s) containing three (3) or more self-contained units accessible through separate, ground-oriented entrances (i.e., not accessed through a common hallway). Forms of development include Accessory Dwelling Units, rowhouses, townhouses, small-scale multi-unit housing and mobile homes.
Industrial	means all developments zoned for industrial uses under the Zoning Bylaw and all developments having industrial uses undertaken in buildings or on land where the zoning designation under the Zoning Bylaw is other than industrial.
Institutional	means: (a) all developments zoned for Institutional use under the Zoning Bylaw; or (b) Institutional uses undertaken in buildings or on land where the zoning designation under the Zoning Bylaw is other than Institutional, including, but not limited to, schools and other educational facilities, congregate care facilities and other live/care accommodation, hospitals and other medical facilities, government buildings, public recreational facilities, fire halls, police stations, airport facilities, communications and energy facilities, waste disposal and other similar public and utility uses.
Multiple-Unit Dwelling	means a principal building consisting of three (3) or more Dwelling Units in one (1) or more buildings.
One-Unit Dwelling	means a principal building used exclusively for residential purposes and consisting of one (1) Dwelling Unit and may include a fully enclosed Secondary Suite as an independent Dwelling Unit located within the principal building.
Secondary Suite	means a self-contained Dwelling Unit containing sleeping facilities, sanitary facilities, and cooking facilities that are for the exclusive use of the occupant(s) of the suite and is smaller than, secondary to, and connected to a primary Dwelling Unit located within a principal building on the same lot.
Single and Two Family Residential	means a One-Unit Dwelling, which may contain one (1) additional Dwelling Unit in the form of a Secondary

	Suite or an Accessory Dwelling Unit, or a Two-Unit Dwelling, wherein each unit may also contain one fully enclosed Secondary Suite.
Two-Unit Dwelling	means a principal building used exclusively for residential purposes and consisting of two (2) primary Dwelling Units and each primary Dwelling Unit in a Two-Unit Dwelling may include one (1) fully enclosed Secondary Suite as an independent Dwelling Unit located within the principal building.
Zoning Bylaw	means the Township of Langley Zoning Bylaw No. 2500, as amended or replaced.

Schedules and Notes

3. Schedules “A”, “B” and “C” are attached hereto and form part of this Bylaw.

4. The notes found at the bottom of Schedules “A”, “B” and “C” form part of this Bylaw.

Development Cost Charges

5. In accordance with the *Local Government Act*, every person who obtains:

    a) approval of a subdivision; or

    b) a building permit authorizing the construction, alteration or extension of a building or a structure, other than a permit authorizing the construction, alteration or extension of a building or structure or part of a building or structure where the value of the work authorized by the permit does not exceed $50,000;

    must pay to the Township of Langley the applicable Development Cost Charges set out in Schedules “A”, “B” and “C” of this Bylaw.

    c) For certainty, this Bylaw imposes charges in respect of a building permit or structure that will, after the construction, contain fewer than four dwelling units for which the dwelling unit in the building or structure will be for residential use.

6. For a type of development not identified under Schedules “A”, “B”, or “C” of this Bylaw, the imposition of a Development Cost Charge will be at the sole discretion of the Director of Community Development, or their designate, with the amount payable based on the most comparable type of development, as determined by the Director of Community Development for the Township of Langley, or their designate, acting reasonably.

7. Subject to the *Development Charge (Instalments) Regulation, B.C. Reg 166/84*, as amended or replaced from time to time, Development Cost Charges imposed pursuant to this Bylaw must be paid at time of approval of subdivision or at issuance of building permit.

8. A Development Cost Charge is not payable if the development does not impose new capital cost burdens on the Township of Langley. A new capital cost burden will be imposed where there is a new demand created for designated services. A determination of whether a development imposes a new capital cost burden on the Township of Langley will be in the sole discretion of the Director of Community Development for the Township of Langley. A determination of whether a new demand for services is created on a subdivision will be based on, among other things, the number of pre-existing fee simple lots (but excluding pre-existing stratified lots) prior to the subdivision. For greater certainty, and without limiting in any way what else may constitute a new capital cost burden, the creation of new fee simple lots will be deemed to have imposed a new capital cost burden on the Township of Langley for which development cost charges may be imposed.

9. For Development Cost Charges imposed pursuant to this Bylaw on Single and Two Family Residential subdivisions, a credit will be granted for each existing fee simple lot, but excluding an existing stratified lot, forming part of the subdivision at the time of the subdivision or building permit application. For Ground Oriented Multi Family Residential and Apartment Residential developments, a credit will be granted for each existing dwelling unit forming part of the development at time of the subdivision or building permit application. For non-residential developments, Development Cost Charges are assessed based on the additional Gross Floor Area, as applicable.

10. Where a developer is required to provide or pay to provide a specific service or part of a service pursuant to a Development Works Agreement under the *Local Government Act* and the cost of the service is included in the calculations used to determine the amount of Development Cost Charges imposed pursuant to this Bylaw, then the cost of providing the service shall be deducted from the class of Development Cost Charges applicable to the subdivision or development for the particular service, as set out in the schedules hereto, the amount of which shall be calculated as the cost of the work less the amount to be paid by the Township of Langley to the developer under the Development Works Agreement, other than any amount paid as interest.

11. Where a developer is required to provide or pay to provide a specific service or part of a service outside the boundaries of land being subdivided or developed, not pursuant to a Development Works Agreement under the *Local Government Act*, and the cost of the service is included in the calculations used to determine the amount of Development Cost Charges imposed pursuant to this Bylaw, then the cost of providing the service shall be deducted from the class of Development Cost Charges applicable to the subdivision or development for the service, as set out in the schedules hereto, the amount of which shall not exceed the lower of the following amounts:

    a) The amount of Development Cost Charges identified as “DCC Recoverable” in the DCC review report prepared as part of the Township of Langley DCC program, as amended, or replaced;

    b) The amount of Development Cost Charges calculated for the subdivision of building project pursuant to the provisions of this Bylaw for the class of service; or

c) The estimated amount for providing the service, as determined by the developer's qualified professional, acting reasonably.

Expenditures from DCC Reserves to Developers

12. Where the Township of Langley has entered into an agreement with a developer to complete works, including a Development Works Agreement under the *Local Government Act*, and those works are included in the calculations used to determine the amounts of Development Cost Charges imposed pursuant to this Bylaw, the Township of Langley may expend monies from the applicable Development Cost Charge reserve to repay the developer some or all of the capital costs the developer incurred in completing the project.

General Provisions

13. In this Bylaw, words importing the singular number include the plural number, and vice versa.

14. Langley Development Cost Charge Bylaw No. 5897 and amendments thereto are hereby repealed.

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_____ Mayor _____ Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY DEVELOPMENT COST CHARGES BYLAW NO. 6189

SCHEDULE "A"

RESIDENTIAL
DEVELOPMENT COST CHARGES

Type of Development	Unit	Road	Drainage	Sewage	Water	Parkland Acquisition and Development	Fire	Total
Single and Two Family Residential	du	$20,504	$14,638	$4,100	$7,160	$22,998	$2,978	$72,378
Ground Oriented Multi Family Residential	du	$13,558	$5,898	$2,846	$4,970	$15,963	$2,067	$45,302
Apartment Residential	du	$11,144	$4,046	$1,809	$3,159	$10,146	$1,314	$31,618

NOTE:

- Residential DCCs are imposed on each dwelling unit (du).
- The residential component of mixed-use developments, other than institutional, is calculated and assessed in accordance with Schedule "A" and is payable in addition to any other DCCs applicable to other uses in the development.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY DEVELOPMENT COST CHARGES BYLAW NO. 6189

SCHEDULE "B"

COMMERCIAL AND INSTITUTIONAL DEVELOPMENT COST CHARGES

Type of Development	Unit	Road	Drainage	Sewage	Water	Parkland Acquisition and Development	Fire	Total
Commercial	m^2 GFA	$53.00	$36.00	$14.00	$24.00	$77.00	$10.00	$214.00
Institutional	m^2 GFA	$52.99	$31.91	$13.75	$24.01	$77.11	$9.98	$209.75

NOTE:

- The residential component of mixed-use developments, other than institutional, is calculated and assessed in accordance with Schedule "A" and is payable in addition to any other DCCs applicable to other uses in the development.
- Commercial and Institutional DCCs are imposed based on Gross Floor Area (GFA).

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY DEVELOPMENT COST CHARGES BYLAW NO. 6189

SCHEDULE "C"

INDUSTRIAL
DEVELOPMENT COST CHARGES

Type of Development	Unit	Road	Drainage	Sewage	Water	Parkland Acquisition and Development	Fire	Total
Industrial	m^2 GFA	$11.89	$33.67	$5.43	$9.48	$30.44	$3.94	$94.85

NOTE:

- The residential component of mixed-use developments, other than institutional, is calculated and assessed in accordance with Schedule "A" and is payable in addition to any other DCCs applicable to other uses in the development.
- Industrial DCCs are imposed based on Gross Floor Area (GFA).

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JANUARY 26, 2026 - REGULAR MEETING	**REPORT:**	26-02
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	07-27-0086
SUBJECT:	REZONING APPLICATION NO. 100752 AND DEVELOPMENT VARIANCE PERMIT APPLICATION NO. 100206 AND DEVELOPMENT PERMIT APPLICATION NO. 101519 (1066867 BC LTD. / HUB ENGINEERING INC. / 19811; 19831 AND 19853 – 32 AVENUE		

PROPOSAL:

Application to rezone 2.7 ha (6.9 ac) of land located at 19811; 19831 and 19853 – 32 Avenue to Residential Zone R-1G and to vary the lot frontage for seven of the lots and issue Development Permit No. 101519 (Neighbourhood Forest Fire Hazard Reduction) to facilitate a residential development consisting of 37 small-scale multi-unit housing lots.

RECOMMENDATION SUMMARY:

That Council give first, second and third reading to Bylaw No. 6184 subject to 11 development prerequisites being satisfied prior to final reading and authorize issuance (at time of final reading of Bylaw No. 6184) of Development Variance Permit No. 100206 and Development Permit No. 101519.

RATIONALE:

The proposed development is consistent with the overall objectives of the Brookswood-Fernridge Community Plan and Booth Neighbourhood Plan.

RECOMMENDATIONS:

That Council give first, second and third reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1066867 BC Ltd.) Bylaw No. 6184 rezoning 2.7 ha (6.9 ac) of land located at 19811; 19831 and 19853 – 32 Avenue to Residential Zone R-1G to facilitate the development of 37 small-scale multi-unit housing lots, subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. In accordance with Booth Neighbourhood Plan requirements:
    a. provision of confirmation from the School District that there is sufficient school capacity for the Booth Neighbourhood or at least the Brookswood-Fernridge community.
2. A Servicing Agreement being entered into with the Township to secure required road, greenway, utility upgrades and extensions, pedestrian connections and tie-ins extended to the nearest road intersection(s) or road improvement and groundwater protection and management information in accordance with the Township's Subdivision and Development Servicing Bylaw, Brookswood-Fernridge Community Plan, Booth Neighborhood Plan and Brookswood-Fernridge Engineering Services Plan.
3. Provision of road dedications, widenings, greenways and necessary traffic improvements including dedications for 198A Street, 32 Avenue, 33 Avenue, 33A

Avenue and the lanes in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Booth Neighbourhood Plan.

4. Registration of a no-build restrictive covenant and a statutory right-of-way over proposed Lots 6 and 7 to provide temporary access from 33A Avenue to 33 Avenue until ultimate access is available from the east.
5. Dedication and construction of 6.0 m (19.6 ft) wide pedestrian connections from 198A Street to 32 Avenue and 33A Avenue between proposed Lots 3, 4, 9, 10, 24 and 25.
6. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
7. Provision of a final tree management plan incorporating tree retention, replacement, protection details and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection).
8. Registration of restrictive covenants acceptable to the Township:
    a. restricting development and subdivision for a single family development until an Exterior Design Control Agreement is registered
    b. restricting development and subdivision for a small-scale multi-unit housing development until a Development Permit is issued for Development Permit Area 'A' – Residential
    c. 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
    d. identifying the units (5% of single family) required in accordance with the Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan.
9. Compliance with the requirements of the Brookswood-Fernridge Greenway Amenity Policy, Brookswood-Fernridge Arterial Road Completion Policy and the Township's 5% Neighbourhood Park Land Acquisition Policy.
10. As per the applicant's proposal in support of the proposed rezoning application, provision of $724,127 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 at the time of final reading of Bylaw No. 6184 authorize issuance of Development Variance Permit No. 100206 (frontage variance) 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 frontage requirement for the Residential Zone R-1G from 15.25 m (50.0 ft) to 14.0 m (45.9 ft) for proposed lots 28 to 34 as indicated in Schedule "A".

That Council at the time of final reading of Bylaw No. 6184 authorize issuance of Development Permit No. 101519 for Neighbourhood Forest Fire Hazard Reduction for properties located at 19811; 19831 and 19853 – 32 Avenue subject to the following:

a. Neighbourhood Forest Fire Hazard Reduction Development Permit Area 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:

Hub Engineering Inc. has applied on behalf of the property owner to rezone 2.7 ha (6.9 ac) of land located at 19811; 19831 and 19853 – 32 Avenue to Residential Zone R-1G to facilitate a residential development consisting of 37 small-scale multi-unit housing lots. To facilitate the proposed development, the applicant has applied for a Development Variance Permit to vary the minimum lot frontage requirement for the proposed Residential Zone R-1G from 15.25 m (50.0 ft) to 14.0 m (45.9 ft) for proposed Lots 28 to 34.

The site is located in Development Permit Area 'A' – Residential and 'D' – Neighbourhood Forest Fire Hazard Reduction in the Brookswood-Fernridge Community Plan. Issuance of development permits is required prior to development and subdivision of the site.

As the proposed development is consistent with the overall objectives of the Brookswood-Fernridge Community Plan and Booth Neighbourhood Plan, staff recommend Council consider the rezoning bylaw, subject to the completion of 11 development prerequisites and authorize issuance (at time of final reading of Bylaw No. 6184) of Development Variance Permit No. 100206 and Development Permit No. 101519.

PURPOSE:

The purpose of this report is to advise and make recommendations to Council with respect to Rezoning Bylaw No. 6184, Development Variance Permit No. 100206 and Development Permit No. 101519.

REFERENCE:

Owner:	1066867 BC Ltd. 15102 – 67 Avenue Surrey, BC V3S 9G9
Agent:	Hub Engineering Inc. 212, 12992 – 76 Avenue Surrey, BC V3W 2V6
Legal Description:	East Half Lot 7 Section 27 Township 7 New Westminster District Plan 7916 West Half Lot 7 Section 27 Township 7 New Westminster District Plan 7916 East Half Lot 6 Section 27 Township 7 New Westminster District Plan 7916
Location:	19811; 19831 and 19853 – 32 Avenue
Area:	19811 – 32 Avenue = 0.9 ha (2.3 ac) 19831 – 32 Avenue = 0.9 ha (2.3 ac) 19853 – 32 Avenue = 0.9 ha (2.3 ac) Total Area: 2.7 ha (6.9 ac)
Existing Zoning:	Suburban Residential Zone SR-2
Proposed Zoning:	Residential Zone R-1G
Brookswood-Fernridge Community Plan:	SSMUH 3 (Min. 5,000 ft^2) Development Permit Areas 'A' – Residential and 'D' – Neighbourhood Forest Fire Hazard Reduction
Booth Neighbourhood Plan:	SSMUH 3 (Min. 5,000 ft^2)

BACKGROUND/HISTORY:

- The site is comprised of three lots, zoned Suburban Residential Zone SR-2 and designated SSMUH 3 (Min. 5,000 ft^2) in the Brookswood-Fernridge Community Plan and Booth Neighbourhood Plan.
- The site is located in Development Permit Areas 'A' – Residential and 'D' – Neighbourhood Forest Fire Hazard Reduction in the Brookswood-Fernridge Community Plan.
- The site is currently occupied by single family dwellings.

DISCUSSION/ANALYSIS:

- Hub Engineering Inc. has applied on behalf of the owner to rezone 2.7 ha (6.9 ac) of land located at 19811; 19831 and 19853 – 32 Avenue to Residential Zone R-1G to facilitate a residential development consisting of 37 small-scale multi-unit housing lots.

- To facilitate the proposed development, the applicant has applied for a Development Variance Permit to vary the minimum lot frontage requirement for the Residential Zone R-1G from 15.25 m (50.0 ft) to 14.0 m (45.9 ft) for proposed Lots 28 to 34.
- The proposal is consistent with the overall objectives of the Brookswood-Fernridge Community Plan and the Booth Neighbourhood Plan and is compliant with the proposed Residential Zone R-1G, with the exception of the proposed lot frontage variance.

Adjacent Uses:

	Existing Use:	**Brookswood-Fernridge Community Plan:**	**Booth Neighbourhood Plan:**	**Existing Zoning:**
North:	33A Avenue, beyond which are properties with existing single family dwellings	Traditional Brookswood (Min. 10,000 ft^2)	Traditional Brookswood (Min. 10,000 ft^2)	Residential Zone R-1E
South:	32 Avenue, beyond which are properties with existing single family dwellings	School / Park Site	School / Park Site	Suburban Residential Zone SR-2
East:	Properties with existing single family dwellings	Rowhouse / Townhouse	Rowhouse / Townhouse	Suburban Residential Zone SR-2
West:	Properties with existing single family dwellings	SSUMH 2 (Min. 7,000 ft^2)	SSUMH 2 (Min. 7,000 ft^2)	Residential Zone R-1D

General Development Prerequisites:

- Section 9.1 of the Booth Neighbourhood Plan includes General Prerequisites, the status of each are provided below:

Prerequisite:	**Status:**
Provide a School/Park site on each side of 200 Street before any development may occur. For example, a School/Park site east of 200 Street must be provided before any development east of 200 Street may occur. This prerequisite does not apply to lands designated Employment.	A School/Park Site has been designated on the west side of 200 Street. Consistent with Council's resolution of July 21, 2025, "*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…*" Accordingly, this constitutes the securing of this site for the purposes of development. Consistent with the Booth Neighbourhood Plan (Section 4.8), a condition of rezoning is to receive confirmation from the Langley School District *"that there is sufficient school capacity, preferably in the neighbourhood or at least in the Brookswood-Fernridge community before final reading of the zoning amendment bylaw*."

Construct community stormwater or rainwater detention sites and facilities for an entire drainage catchment area, to the acceptance of the Township of Langley, in advance of any development. Drainage catchment areas are defined in the Engineering Services Plan (ESP). While options for long-term on-site detention are being explored for the ESP, interim on-site detention will not be permitted.	A community stormwater detention site and facility has been secured for the subject drainage catchment area.
Require all development applications adjacent to a designated Arterial Road as delineated on Map 5, including the 32 Avenue Extension from 204 to 208 Street, to dedicate land measuring a minimum of 100 metres for road widening. The required works and services for the construction of the Arterial Road, as defined by this Plan, the associated Engineering Services Plan, the Subdivision and Development Servicing Bylaw and other relevant bylaws, must be completed as part of the development or as part of the first phase of any multi-phased development, except for the 32 Avenue Arterial Road Extension (east of 204 Street). Non-Arterial fronting development applications could proceed at that time.	The subject site includes frontage of approximately 109 m on 32 Avenue (arterial road per Map 5). The required works and services for the construction of the arterial road (32 Avenue) will be completed as part of the proposed development.
Prioritize development applications, as guided by Policy #7, Section 9.1 in Brookswood-Fernridge Community Plan, on lands within approximately 800 metres of the northern plan boundary (see Development Prioritization Area 1 in Figure 9.1). Continue this until one-half of the developable land has completed construction, is in the process of construction, or is approved for construction; then the prioritization area can be expanded by an additional 800 metres as shown in Figure 9.1. This prerequisite does not apply to lands designated Employment.	The subject site is located within 800 m of the northern plan boundary (Development Prioritization Area 1).
Provide temporary transportation infrastructure connections and “tie-ins” for all modes of travel between new and existing transportation infrastructure. Pedestrian “connections” and “tie-ins” will need to be extended to the nearest road intersection(s) or road improvement.	The subject application provides vehicular and pedestrian connections to the nearest road intersections (198 Street and 32 Avenue / 33A Avenue) to be secured via a servicing agreement to be completed prior to final reading of the rezoning bylaw.

Provide major roads and extend engineering services (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 Front Ender Agreements (DCCFA) may be considered, where applicable.	Provision of major roads and extension of engineering services to be secured via a servicing agreement to be completed prior to final reading of the rezoning bylaw.

- The Booth Neighbourhood Plan (adopted June 10, 2024) currently includes (Appendix A) the submission of development approval information related to groundwater protection and management to be submitted with a rezoning application. Subsequent to this provision, the Brookswood–Fernridge Engineering Services Plan (ESP), completed on June 30, 2025, provides additional stormwater management information for the Township to inform development application reviews. Staff currently anticipate advancing updating amendments to the Plan in Q1 2026 to reflect this and other information updates.

Zoning Amendment:

- Bylaw No. 6184 proposes to rezone the site to Residential Zone R-1G to facilitate a residential development consisting of 37 small-scale multi-unit housing lots.
- A new Residential Zone R-1G is proposed based on the Residential Zone R-1B and is written to align with the Land Use Designations and Policies (Section 4.1) of the Booth Neighbourhood Plan, including a maximum lot coverage of 28.5%.
- The proposal complies with the provisions of the Residential Zone R-1G, except for the proposed variance to decrease the minimum frontage requirement from 15.25 m (50.0 ft) to 14.0 m (45.9 ft) for proposed Lots 28 to 34.
- The proposed lots are rear loaded with vehicle access from a municipal lane and are in a 'straight and aligned grid pattern' consistent with the Brookswood-Fernridge Community Plan and Booth Neighbourhood Plan (Section 4.3).
- The proposal includes provision of a 4.5 m (14.7 ft) wide greenway dedication on the southern portion of the site (adjacent to 32 Avenue) consistent with the Brookswood-Fernridge Community Plan and Booth Neighbourhood Plan.
- The proposal also includes provision of 6.0 m (19.6 ft) wide pedestrian connections between proposed Lots 3 and 4, 9 and 10, and 24 and 25 to connect 198A Street to 32 Avenue and 33A Avenue.
- Temporary vehicular access is proposed from 33A Avenue to 33 Avenue by means of a no-build restrictive covenant and a statutory right-of-way over proposed Lots 6 and 7 until ultimate vehicular access is available from the east.

Development Variance Permit No. 100206:

- Proposed Development Variance Permit No. 100206 is attached to this report (Attachment A).
- The applicant is seeking to vary Section 110.1 – Minimum Subdivision Requirements of Township of Langley Zoning Bylaw 1987 No. 2500 to reduce the minimum lot frontage requirement for the proposed Residential Zone R-1G from 15.25 m (50.0 ft) to 14.0 m (45.9 ft) (or 8.2%) for proposed Lots 28 to 34

- Lots 28 to 34 are proposed at a reduced 14.0 m (45.9 ft) frontage to facilitate a more efficient subdivision layout while maintaining the overall intent of the SSMUH 3 land use designation in the Brookswood-Fernridge Community Plan and the Booth Neighbourhood Plan.
- Staff do not object to the proposed lot frontage variance for proposed Lots 28 to 34 as it is relatively minor (8.2%), facilitates the creation of oversized lots (628 m^2 (6,760 ft^2) to 648 m^2 (6,975 ft^2) versus 464.5 m^2 (5,000 ft^2)) and ensures each lot can accommodate appropriately sized dwellings.

Subdivision:

- The applicant is proposing to subdivide the subject site to create 37 small-scale multi-unit housing lots, with six lots fronting 32 Avenue, seven lots fronting 33 Avenue, six lots fronting 33A Avenue and 18 lots fronting 198A Street.
- The subdivision includes a modified 10.0 m (32.8 ft) road standard adjacent to proposed Lots 25 to 28 to accommodate services, pedestrian connectivity, turnarounds, fire access routes and future vehicular access to 199 Street, while aligning with the 'rear loaded' policy intent of the Plan.

Development Permits:

- The site is located in Development Permit Area 'A' – Residential. A delegated development permit for form and character is required if the applicant proposes a small-scale multi-unit housing development consisting of two or more principal units per lot. Section 10.1.2 of the Brookswood-Fernridge Community Plan states single family dwellings are exempt from the form and character development permit requirements, with the applicant instead required to enter into an exterior design control agreement in accordance with Section 4.1 of the Brookswood-Fernridge Community Plan.
- The site is also located in Development Permit Area 'D' – Neighbourhood Forest Fire Hazard Reduction. Registration of a restrictive covenant requiring an exterior design control agreement incorporating relevant guidelines is included as a condition of proposed Development Permit No. 101519, required prior to subdivision approval.

Voluntary 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 $724,127 voluntary amenity contribution in support of the proposed rezoning application.

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
473	0	210	210	41	251

Information provided by the applicant to date indicates no significant trees are proposed to be retained. The applicant is required to identify and incorporate opportunities to retain significant trees on individual lots, within road boulevards and along the required greenway corridor as part of the detailed tree management plan, grading, servicing and subdivision layout review.

Policy Considerations:

The proposed rezoning, development variance permit and development permit applications will facilitate a residential development consisting of 37 small-scale multi-unit housing lots.

Staff recommend that Council give first, second and third reading to Bylaw No. 6184 (subject to 11 development prerequisites) and authorize issuance (at time of final reading of Bylaw No. 6184) of accompanying Development Variance Permit No. 100206 and Development Permit No. 101519.

Respectfully submitted,

Alex Rowley
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A	Development Variance Permit No. 100206
ATTACHMENT B	Development Permit No. 101519
ATTACHMENT C	Maps and Graphics

ATTACHMENT A

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Development Variance Permit No. 100206

This Permit is issued this _____day of _____, 2026 to:

1. NAME: 1066867 BC Ltd.

   ADDRESS: 15102 – 67 Avenue
   Surrey, BC V3S 9G9

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: East Half Lot 7 Section 27 Township 7 New Westminster District Plan 7916

   West Half Lot 7 Section 27 Township 7 New Westminster District Plan 7916

   East Half Lot 6 Section 27 Township 7 New Westminster District Plan 7916

   CIVIC ADDRESS: 19811; 19831 and 19853 – 32 Avenue

3. This permit is issued subject to compliance with all of the bylaws of the Municipality of Langley applicable thereto, except as specifically varied or supplemented by this permit as follows:

   a. Section 110.1 – Minimum Subdivision Requirements of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to reduce the minimum lot frontage requirement for the Residential Zone R-1G from 15.25 m (50.0 ft) to 14.0 m (45.9 ft) for proposed Lots 28 to 34 as indicated in Schedule “A”.

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.

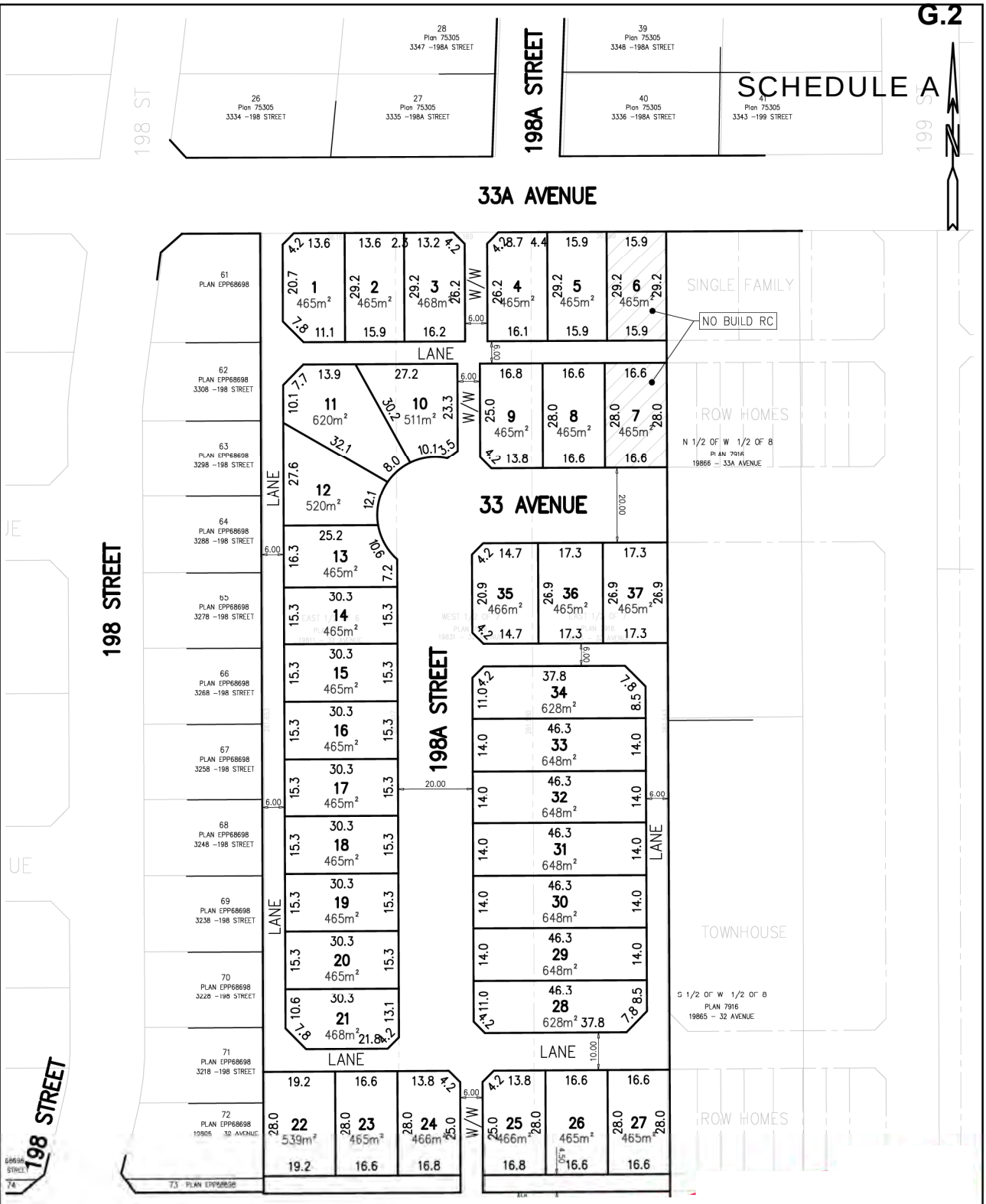
   It is understood and agreed that the Municipality has made no representations, covenants, warranties, guarantees, promises or agreement (verbal or otherwise) with the developer other than those in this permit.

   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 _____, 2026.

Attachments:
SCHEDULE A Site Plan

SCHEDULE A



Hub Engineering Inc.
Engineering and Development Consultants
EGBC Permit to Practice Number: 1003404
Suite 212, 12992 - 76 Avenue, Surrey, B.C. V3W 2V6
tel: 604-572-4328 | fax: 604-501-1625 | mail@hub-inc.com | www.hub-inc.com

CLIENT:	PROJECT: 19811, 19831 & 19853 32 AVENUE, LANGLEY			
DRAWING TITLE: RESIDENTIAL SUBDIVISION				
PROJECT No. 23052	DATE: NOV 2025	LEGAL:	SCALE: 1:1000	MUNICIPAL PROJECT No:

PRELIMINARY PLAN - SUBJECT TO APPROVAL(S) FROM FEDERAL, PROVINCIAL AND LOCAL AUTHORITIES

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ATTACHMENT B

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Development Permit No. 101519

This Permit is issued this _____ day of _____, 2026 to:

1. NAME: 1066867 BC Ltd.

   ADDRESS: 15102 – 67 Avenue
   Surrey, BC V3S 9G9

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: East Half Lot 7 Section 27 Township 7 New Westminster District Plan 7916

   West Half Lot 7 Section 27 Township 7 New Westminster District Plan 7916

   East Half Lot 6 Section 27 Township 7 New Westminster District Plan 7916

   CIVIC ADDRESS: 19811; 19831 and 19853 – 32 Avenue

3. This permit is issued subject to compliance with all of the bylaws of the Municipality of Langley applicable thereto, except as specifically varied or supplemented by this permit as follows:

   a. Neighbourhood Forest Fire Hazard Reduction Development Permit Area 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.

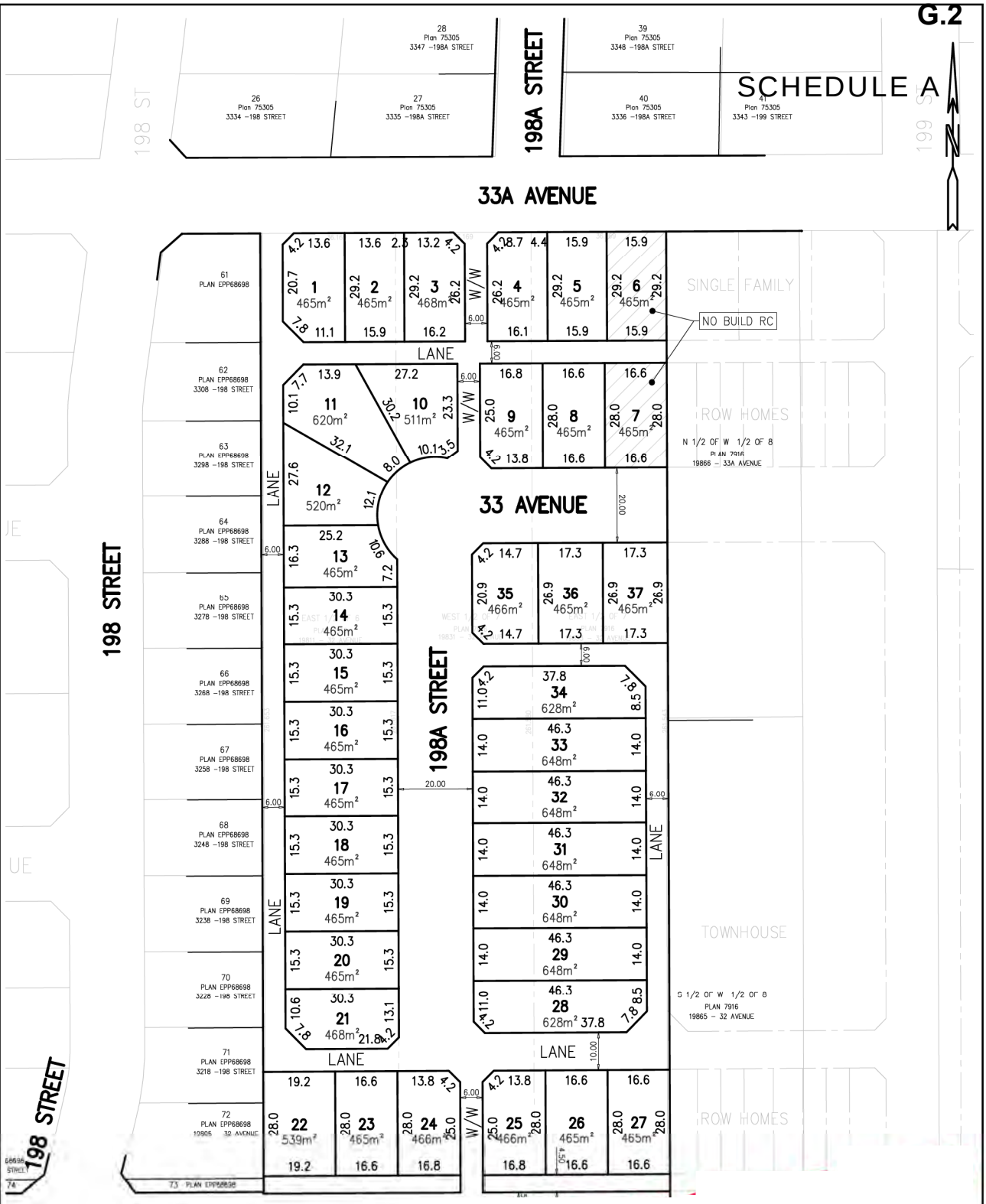
   It is understood and agreed that the Municipality has made no representations, covenants, warranties, guarantees, promises or agreement (verbal or otherwise) with the developer other than those in this permit.

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 _____, 2026.

Attachments:
SCHEDULE A Site Plan

SCHEDULE A



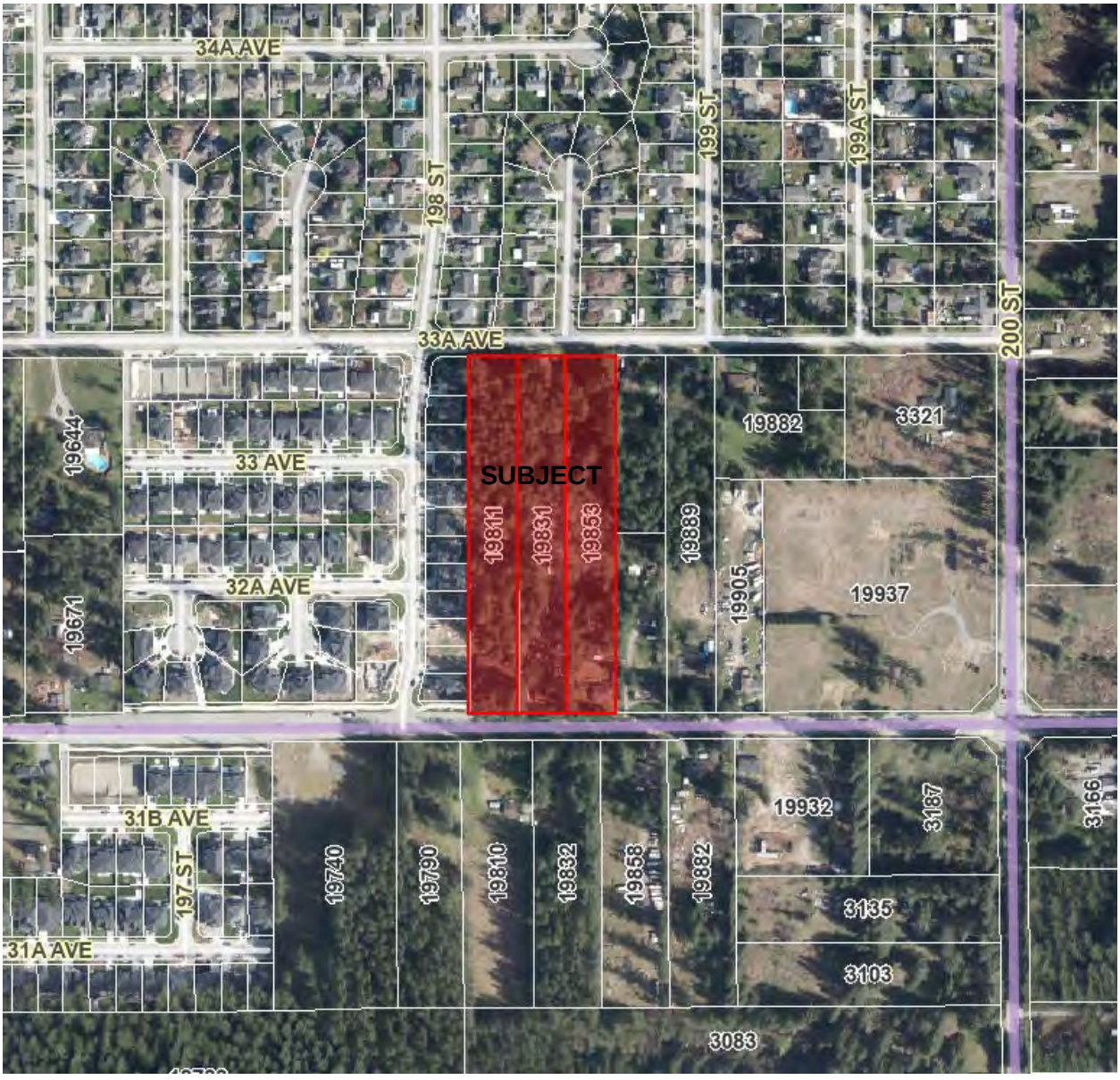
Hub Engineering Inc.
Engineering and Development Consultants
EGBC Permit to Practice Number: 1003404
Suite 212, 12992 - 76 Avenue, Surrey, B.C. V3W 2V6
tel: 604-572-4328 | fax: 604-501-1625 | mail@hub-inc.com | www.hub-inc.com

CLIENT:	PROJECT: 19811, 19831 & 19853 32 AVENUE, LANGLEY			
DRAWING TITLE: RESIDENTIAL SUBDIVISION				
PROJECT No. 23052	DATE: NOV 2025	LEGAL:	SCALE: 1:1000	MUNICIPAL PROJECT No:

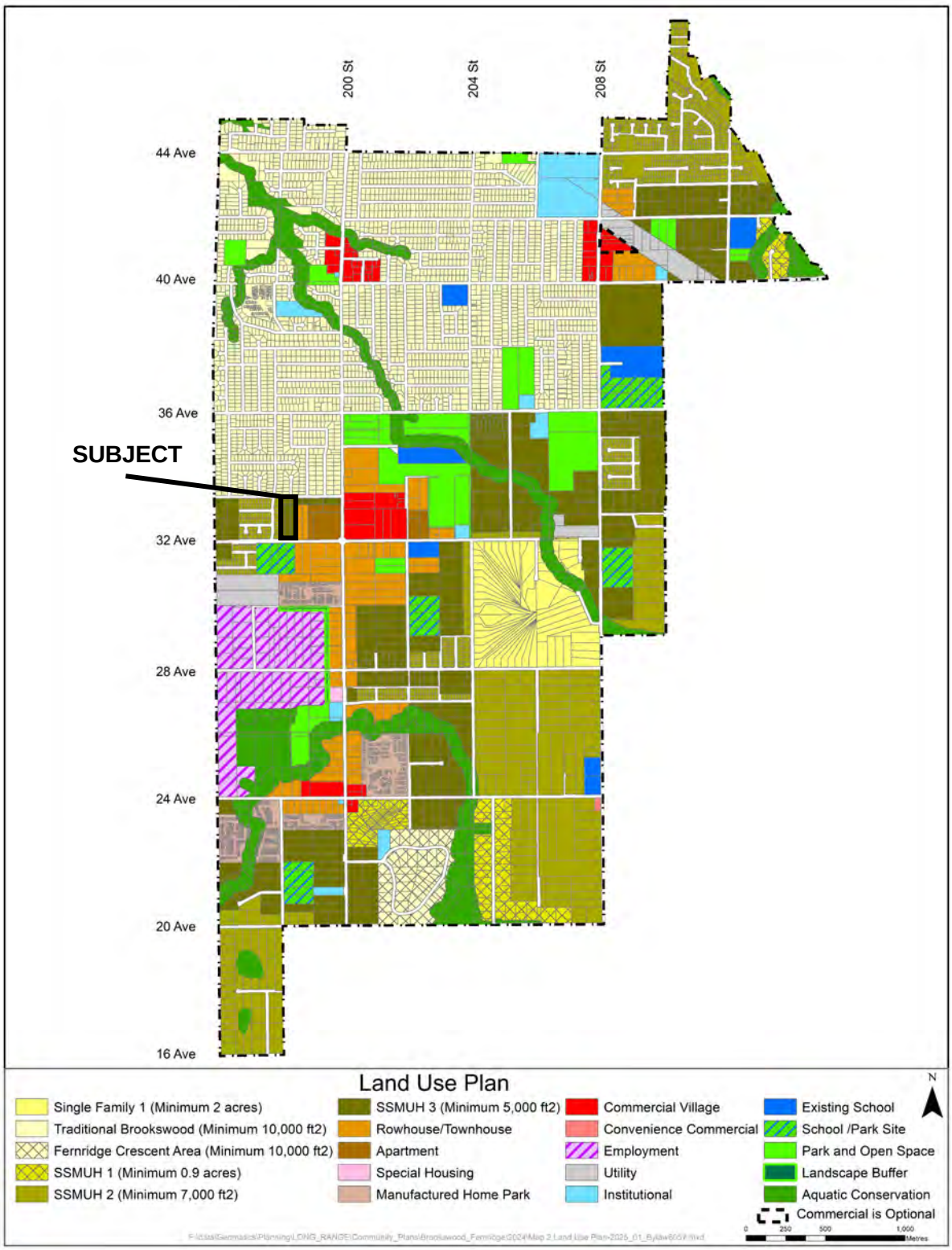
PRELIMINARY PLAN - SUBJECT TO APPROVAL(S) FROM FEDERAL, PROVINCIAL AND LOCAL AUTHORITIES

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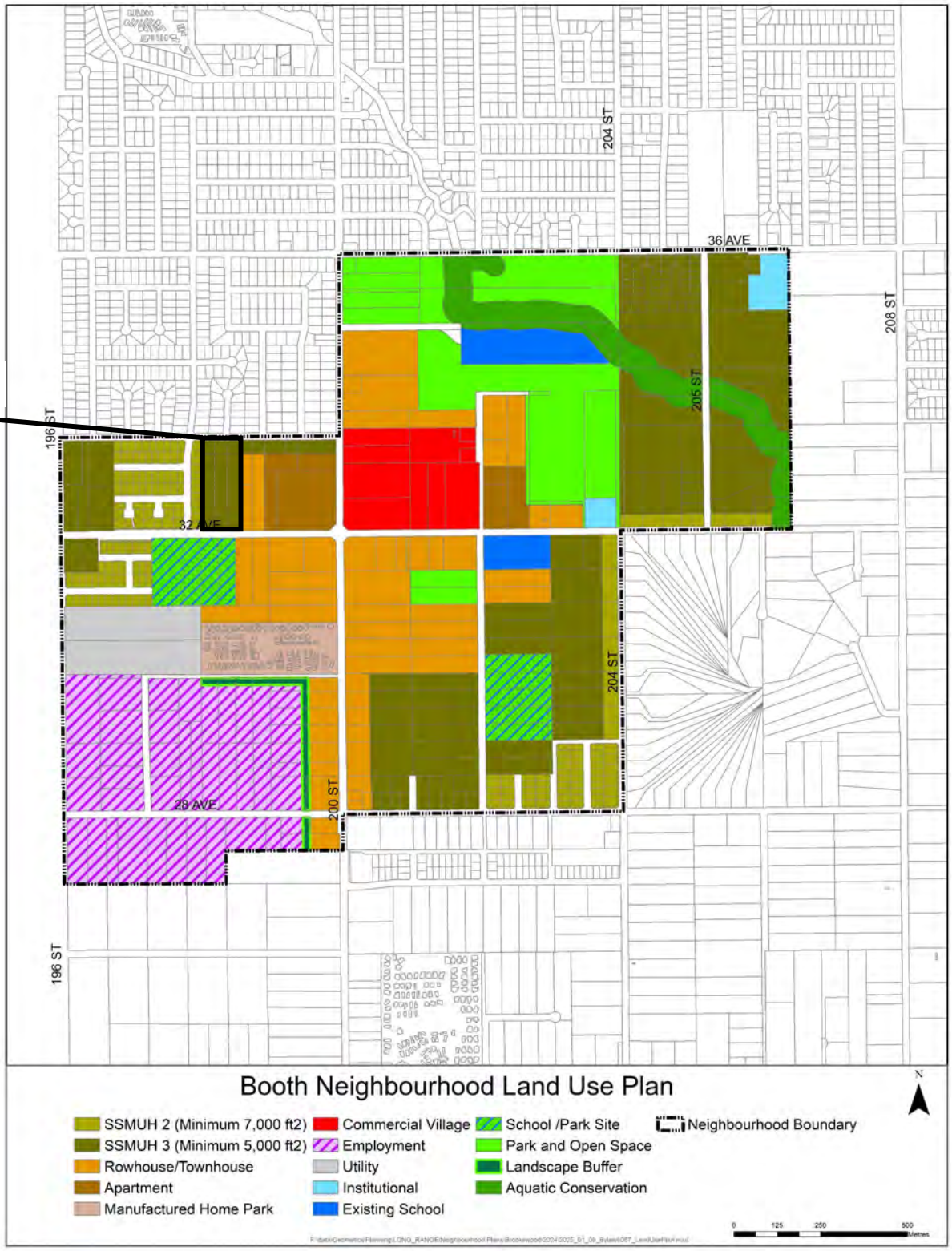
ATTACHMENT C



AERIAL CONTEXT MAP

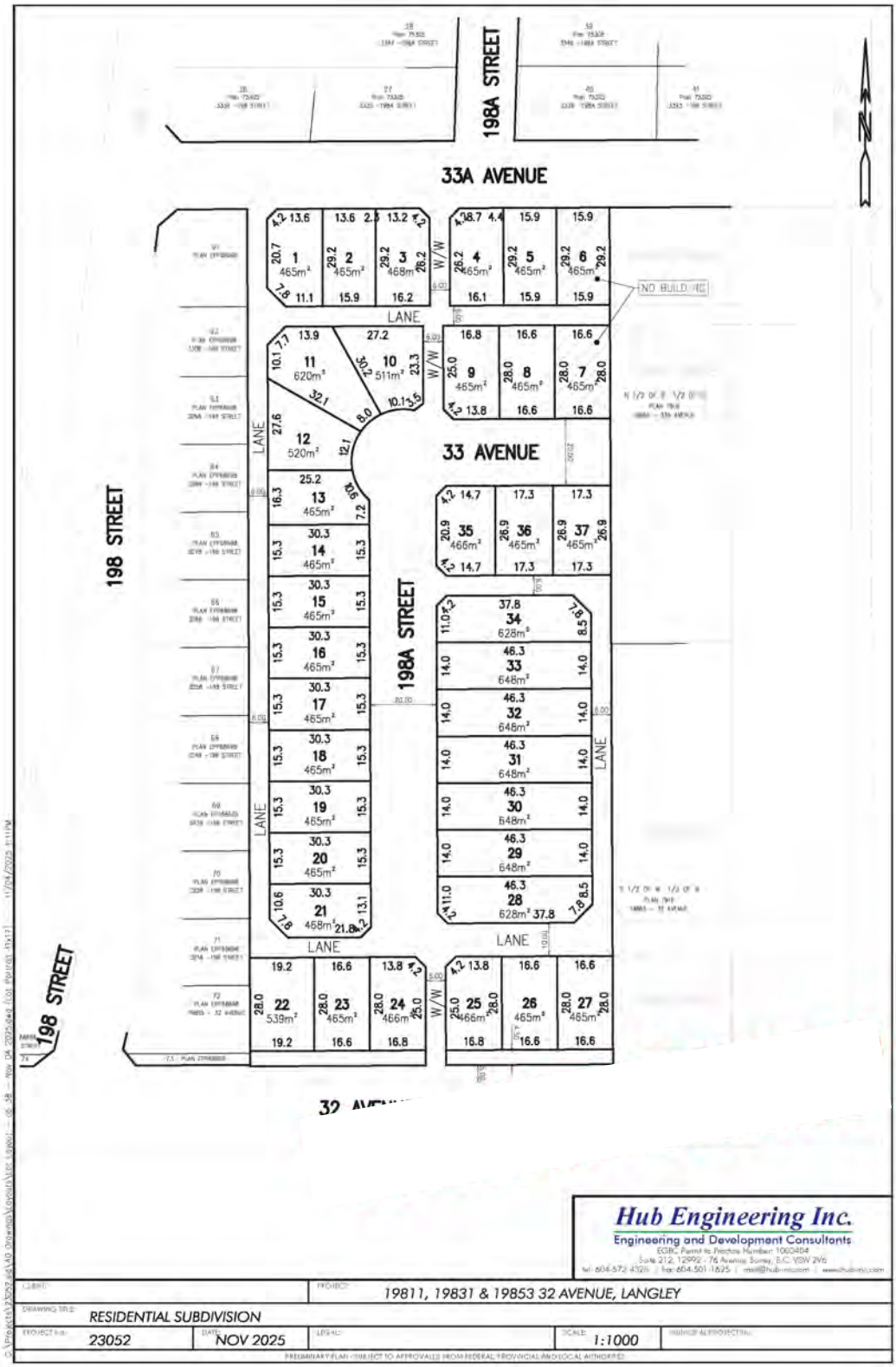

200 St
204 St
208 St
44 Ave
40 Ave
36 Ave
SUBJECT
32 Ave
28 Ave
24 Ave
20 Ave
16 Ave
Land Use Plan
N
Single Family 1 (Minimum 2 acres)
Traditional Brookswood (Minimum 10,000 ft2)
Fernridge Crescent Area (Minimum 10,000 ft2)
SSMUH 1 (Minimum 0.9 acres)
SSMUH 2 (Minimum 7,000 ft2)
SSMUH 3 (Minimum 5,000 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

SUBJECT


204 ST
36 AVE
208 ST
205 ST
196 ST
32 AVE
204 ST
200 ST
29 AVE
196 ST
Booth Neighbourhood Land Use Plan
N
SSMUH 2 (Minimum 7,000 ft2)
SSMUH 3 (Minimum 5,000 ft2)
Rowhouse/Townhouse
Apartment
Manufactured Home Park
Commercial Village
Employment
Utility
Institutional
Existing School
School /Park Site
Park and Open Space
Landscape Buffer
Aquatic Conservation
Neighbourhood Boundary
0
125
250
500
Metres



ZONING BYLAW NO. 2500



SITE PLAN – SUBMITTED BY APPLICANT

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (1066867 BC LTD.) BYLAW NO. 6184

EXPLANATORY NOTE

Bylaw No. 6184 rezones land located at 19811; 19831, and 19853 – 32 Avenue to Residential Zone R-1G to facilitate a subdivision with 37 small-scale multi-unit housing lots. The Residential Zone R-1G is based on the Residential Zone R-1B and is written to align with the Land Use Designations and Policies (Section 4.1) of the Booth Neighbourhood Plan, including a maximum lot coverage of 28.5%.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (1066867 BC LTD.) BYLAW NO. 6184

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 (1066867 BC Ltd.) Bylaw No. 6184".

2. The "Township of Langley Zoning Bylaw 1987 No. 2500" as amended is further amended:

   a) Adding to the Table of Contents and Section 104.1 – Zones the words "Residential Zone R-1G" after the words "Residential Zones R-1B, R-1C, R-1D, R-1E"
   b) Adding to Section 110.1 the words "R-1G – 464.5 m^2 15.25 m 25 m" after the words "R-1E – 930.0m^2 22 m 25 m"
   c) Replacing the title of Section 402 "Residential Zones R-1B, R-1C, R-1D and R-1E" with "Residential Zones R-1B, R-1C, R-1D, R-1E and R-1G"
   d) Adding to Section 402.3 the words "3) In the Residential Zone R-1G lot coverage shall not exceed 28.5%" and renumbering accordingly

3. The "Township of Langley Zoning Bylaw 1987 No. 2500" as amended is further amended by rezoning the lands described as:

   East Half Lot 7 Section 27 Township 7 New Westminster District Plan 7916

   West Half Lot 7 Section 27 Township 7 New Westminster District Plan 7916

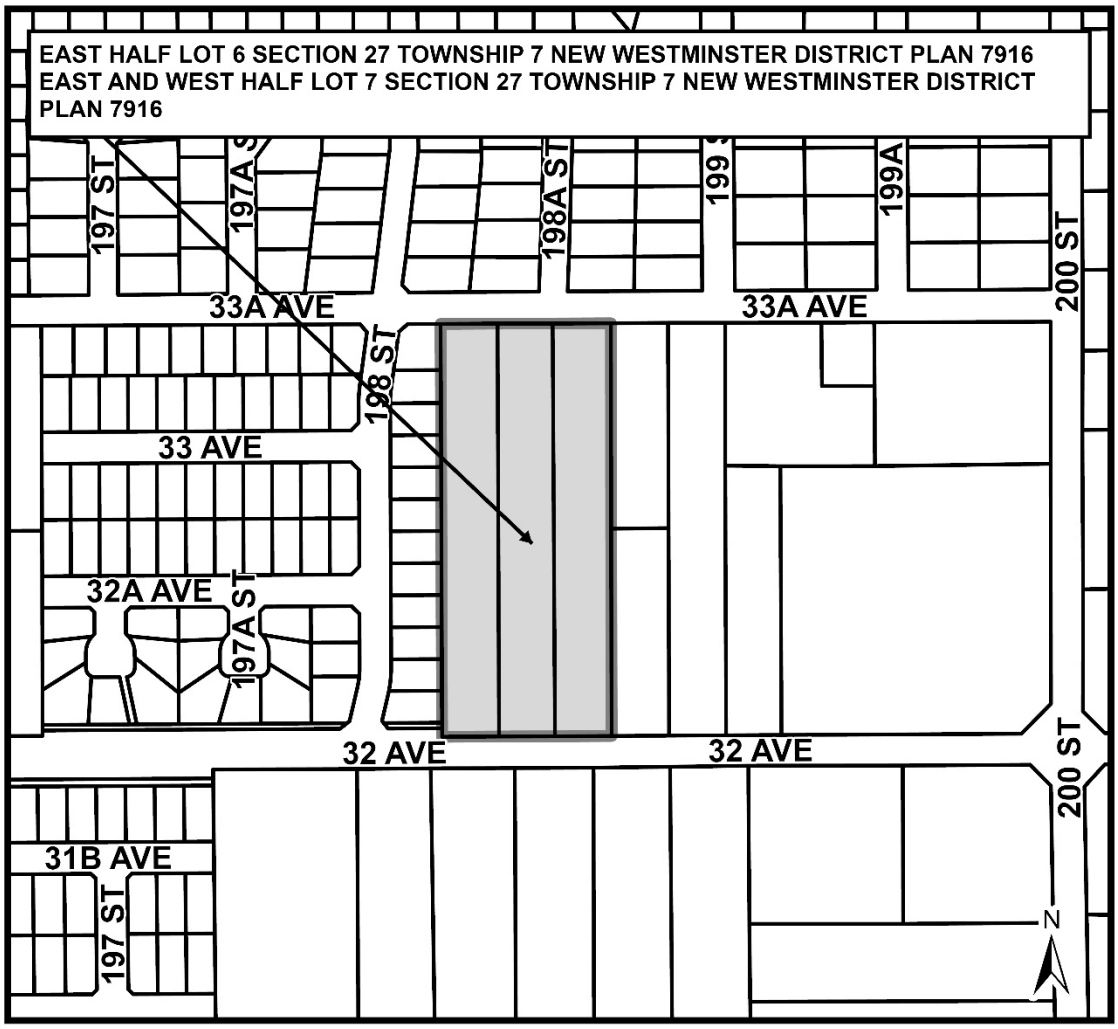
   East Half Lot 6 Section 27 Township 7 New Westminster District Plan 7916

   as shown delineated on Schedule "A" attached to and forming part of this Bylaw to Residential Zone R-1G.

NOTICE WAS ADVERTISED the	19	day of	January	, 2026
READ A FIRST TIME the		day of		, 2026
READ A SECOND TIME the		day of		, 2026
READ A THIRD TIME the		day of		, 2026
ADOPTED the		day of		, 2026

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 6184



Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JANUARY 26, 2026 - REGULAR MEETING	**REPORT:**	26-03
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	13-07-0025
SUBJECT:	REZONING APPLICATION NO. 100765 (0716094 BC LTD. / 1034 – 264 STREET)		

PROPOSAL:

Application to amend Rural Zone RU-2 to permit a production studio use consistent with Agricultural Land Commission (ALC) Resolution #363/2023 on a site-specific basis for a 1.85 ha (4.57 ac) portion of a 9.9 ha (24.4 ac) property at 1034 – 264 Street.

RECOMMENDATION SUMMARY:

That Council give first, second and third reading to Bylaw No. 6190 subject to three (3) development prerequisites being satisfied prior to final reading.

RATIONALE:

The non-farm use complies with the overall objectives of the Rural Plan and is consistent with ALC Resolution #363/2023.

RECOMMENDATION:

That Council give first, second and third reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (0716094 BC Ltd.) Bylaw No. 6190 amending Rural Zone RU-2 to permit a production studio use on a site-specific basis for a 1.85 ha (4.57 ac) portion of a 9.9 ha (24.4 ac) property at 1034 – 264 Street, subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. Approval of the rezoning bylaw by the Ministry of Agriculture and Food.
2. Approval of the rezoning bylaw by the Ministry of Transportation and Transit.
3. Confirmation that the existing access and servicing is compliant with the Subdivision and Development Servicing Bylaw 2019 No. 5382.

EXECUTIVE SUMMARY:

The proponent has applied to amend the Rural Zone RU-2 to allow a production studio use (filming use) on a site-specific basis for a 1.85 ha (4.57 ac) portion of a 9.9 ha (24.4 ac) property located at 1034 – 264 Street. The zoning bylaw amendment is consistent with Agricultural Land Commission (ALC) Resolution #363/2023. The ALC resolution permits a film use (defined as production studio use in the Township's Zoning Bylaw) for up to five years on a 1.85 ha portion of the lands from the ALC decision date (July 23, 2023), subject to reclamation plans.

On July 25, 2022, Council considered a non-farm use application submitted by the applicant and resolved to refer the application to the ALC for consideration based on agricultural merits. The ALC subsequently considered and conditionally approved the application on July 27, 2023.

Staff recommend that Council support the rezoning amendment subject to completion of three (3) development prerequisites as it complies with the Rural Plan.

PURPOSE:

The purpose of this report is to advise and make a recommendation to Council with respect to Rezoning Bylaw No. 6190.

REFERENCE:

Owner:	0716094 BC Ltd. 1034 – 264 Street Aldergrove, BC V4W 2M8
Agent:	Sanderson and Welsh Planning Ltd. 135, 970 Burrard Street Vancouver, BC V6Z 2R4
Legal Description:	Lot 2 Section 7 Township 13 New Westminster District Plan 3856
Location:	1034 – 264 Street
Area:	9.9 ha (24.4 ac)
Existing Zoning:	Rural Zone RU-2
Minimum Lot Size:	8.0 ha (19.8 ac)
Rural Plan:	Agriculture / Countryside (8.0 ha / 19.8 ac minimum lot size)
Agricultural Land Reserve:	In the Agricultural Land Reserve

BACKGROUND/HISTORY:

- The property is designated Agriculture in the Official Community Plan (OCP), designated Agricultural / Countryside in the Rural Plan, zoned Rural Zone RU-2 and is in the ALR.
- The site plan submitted by the applicant indicates the property currently accommodates two single-family dwellings and several accessory buildings including a former indoor riding arena that has been converted to accommodate filming and film related uses. (Attachment A).
- Council considered a non-farm use application submitted by the applicant at its meeting on July 25, 2022, and resolved to refer the application to the ALC for consideration based on agricultural merits.
- The ALC subsequently considered and conditionally approved the application with time restrictions and on non-transferable basis on July 27, 2023.
- The ALC Panel conditionally approved:
    - Non-farm film use (production studio use as defined by the Township Zoning Bylaw) for a 1.85 ha (4.57 ac) portion of the property for a period of five years.
    - Non-farm film use for two additional sites, referred to as “The Mansion” and “Western Town”, for a period of three years.
    - The applicant indicates the Mansion and Western Town sites are currently inactive and will be reclaimed under the supervision of their agrologist (PGL) once weather and soil conditions improve. Accordingly, the applicant has elected not to include these two sites in the proposed amendment.

DISCUSSION/ANALYSIS:

- Proposal to amend the Rural Zone RU-2 on a site-specific basis to allow a production

studio use (filming use) for a 1.85 ha (4.57 ac) portion of the 9.9 ha (24.4 ac) property located at 1034 – 264 Street.

- The proposed amendment to the RU-2 Zone reference and are consistent with Agricultural Land Commission (ALC) Resolution #363/2023 (Attachment B) that provide for time restricted filming use and requires reclamation plan implementation.
- The ALC panel approved the use of approximately 1.85 ha (4.57 ac) of the property for filming for a five-year period subject to conditions including:
    - use on a time-limited, non-transferable basis for five years
    - reclamation of approximately 0.55 ha of area impacted by previous gravel extraction to a high agricultural standard
- The ALC Panel found that the landowner must submit a new non-farm use application at the end of the five year term to allow the Commission to assess whether filming or other non-farm uses have intruded onto the farm area and to confirm the rehabilitation of the degraded areas.
- While industrial and commercial development in the rural area is generally restricted by section 5.14 of the Rural Plan, the plan includes the following policy statements.
    - 2.2.3 To provide direction to economic development in the rural area that is compatible with the agricultural community.
    - 2.2.4 To provide a land use pattern that supports the rural economy, preserves a land base for agricultural production and is compatible with the agricultural industry.
- The subject property fronts a provincially managed controlled access highway. A permit has been obtained from the Ministry of Transportation and Transit (MOTT) for the use of the highway right-of-way, subject to conditions. While the applicant has received a MOTT permit for highway use, Ministry approval of the rezoning bylaw is still required.
- Approval of the rezoning bylaw by the Ministry of Agriculture and Food is also required.

Adjacent Uses:

	Existing Use	Rural Designation	Existing Zoning
North:	A rural property	Agricultural / Countryside	Rural Zone RU-2
South:	Multiple rural properties	Agricultural / Countryside	Rural Zone RU-2
East:	A rural property	Agricultural / Countryside	Rural Zone RU-2
West:	264 Street, beyond which are rural properties	Agricultural / Countryside	Rural Zone RU-2

Zoning Amendment:

- Bylaw No. 6190 proposes to amend Rural Zone RU-2 to allow a production studio as a permitted use on a site-specific basis on a 1.85 ha (4.57 ac) portion of the 9.9 ha (24.4 ac) property at 1034 – 264 Street. The amendment is consistent with Agricultural Land Commission Resolution #363/2023.

Policy Considerations:

The proposed rezoning facilitates a production studio use on a portion of the subject site. The subject property is designated Agricultural/Countryside in the Rural Plan.

The proposal aligns with sections 2.2.3 and 2.2.4 of the Rural Plan. The proposal is also consistent with ALC Resolution #363/2023 which conditionally approved the non-farm (production studio) use and accompanying reclamation plan.

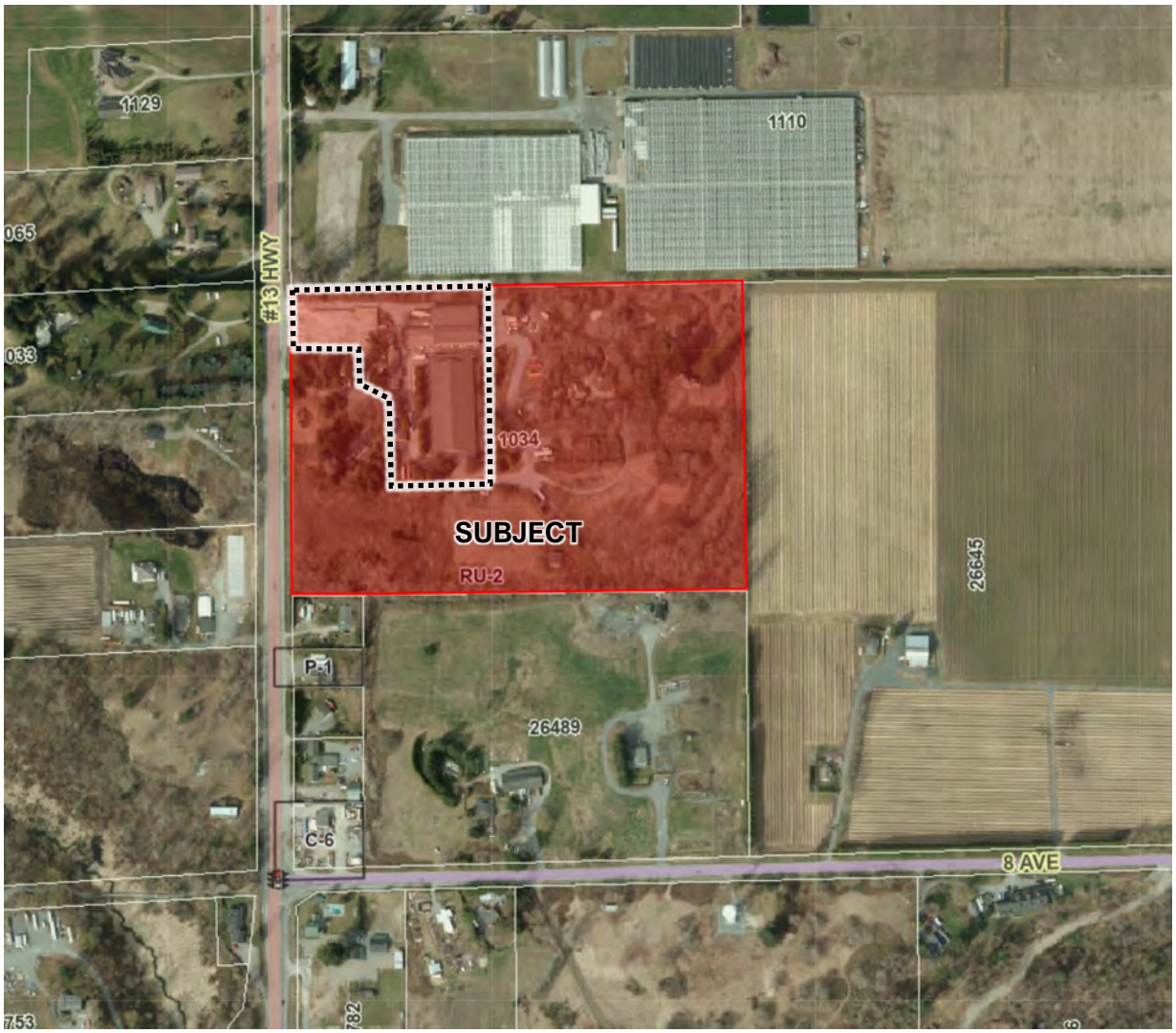
Accordingly, staff recommend that Council give first, second, and third reading to Bylaw 6190.

Respectfully submitted,

Rob Nordrum
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

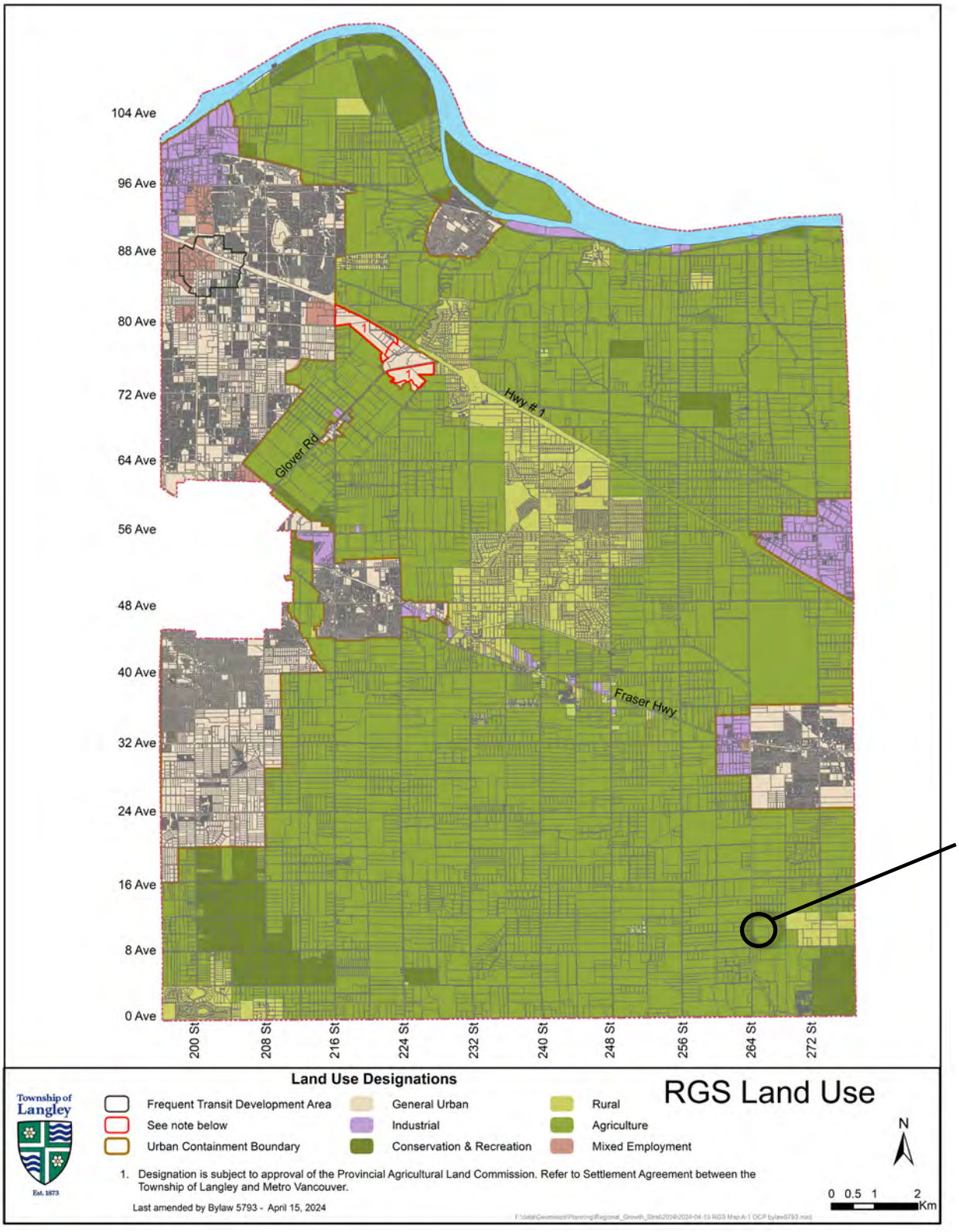
ATTACHMENT A	Maps and Graphics
ATTACHMENT B	Agricultural Land Commission Resolution #363/2023

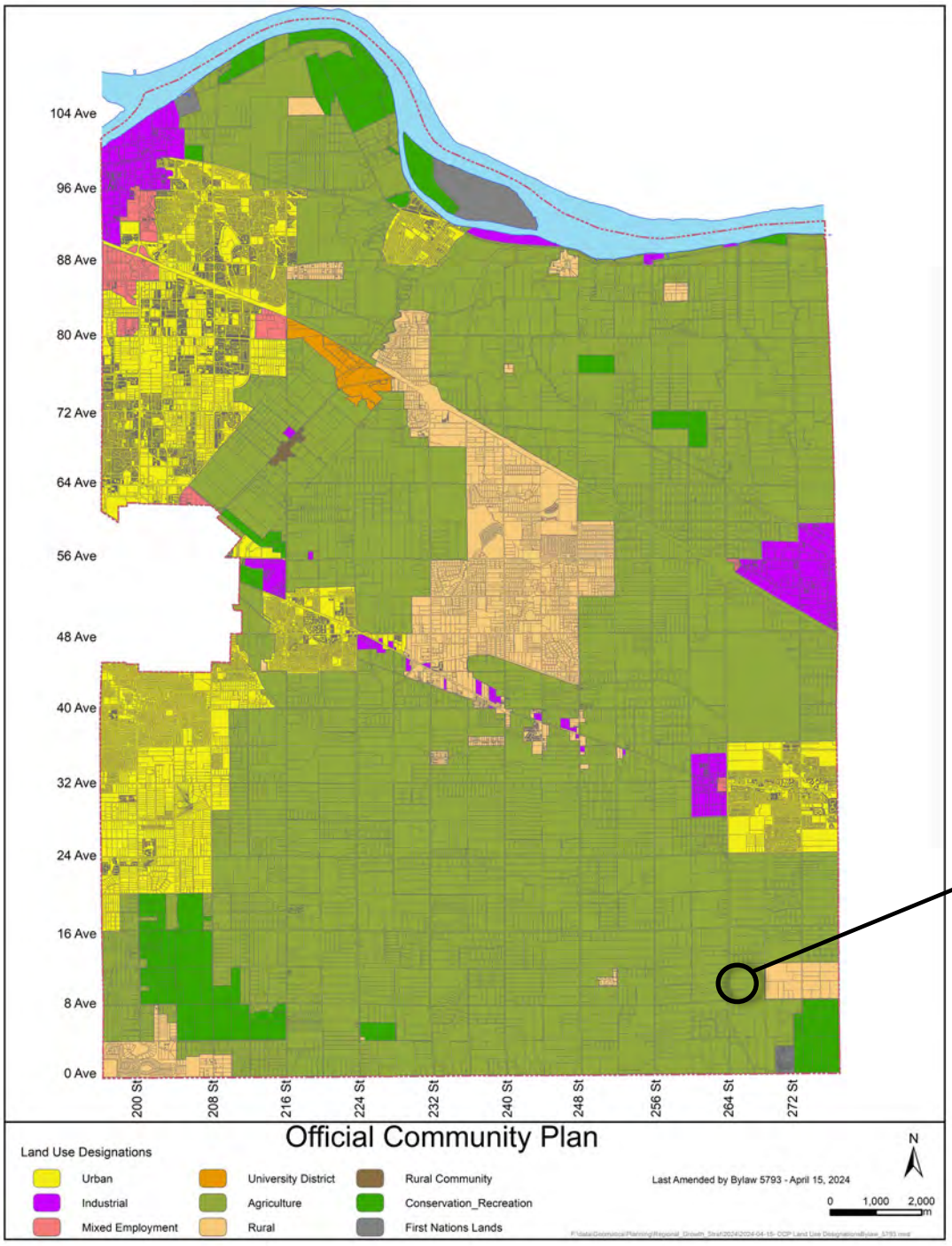
ATTACHMENT A

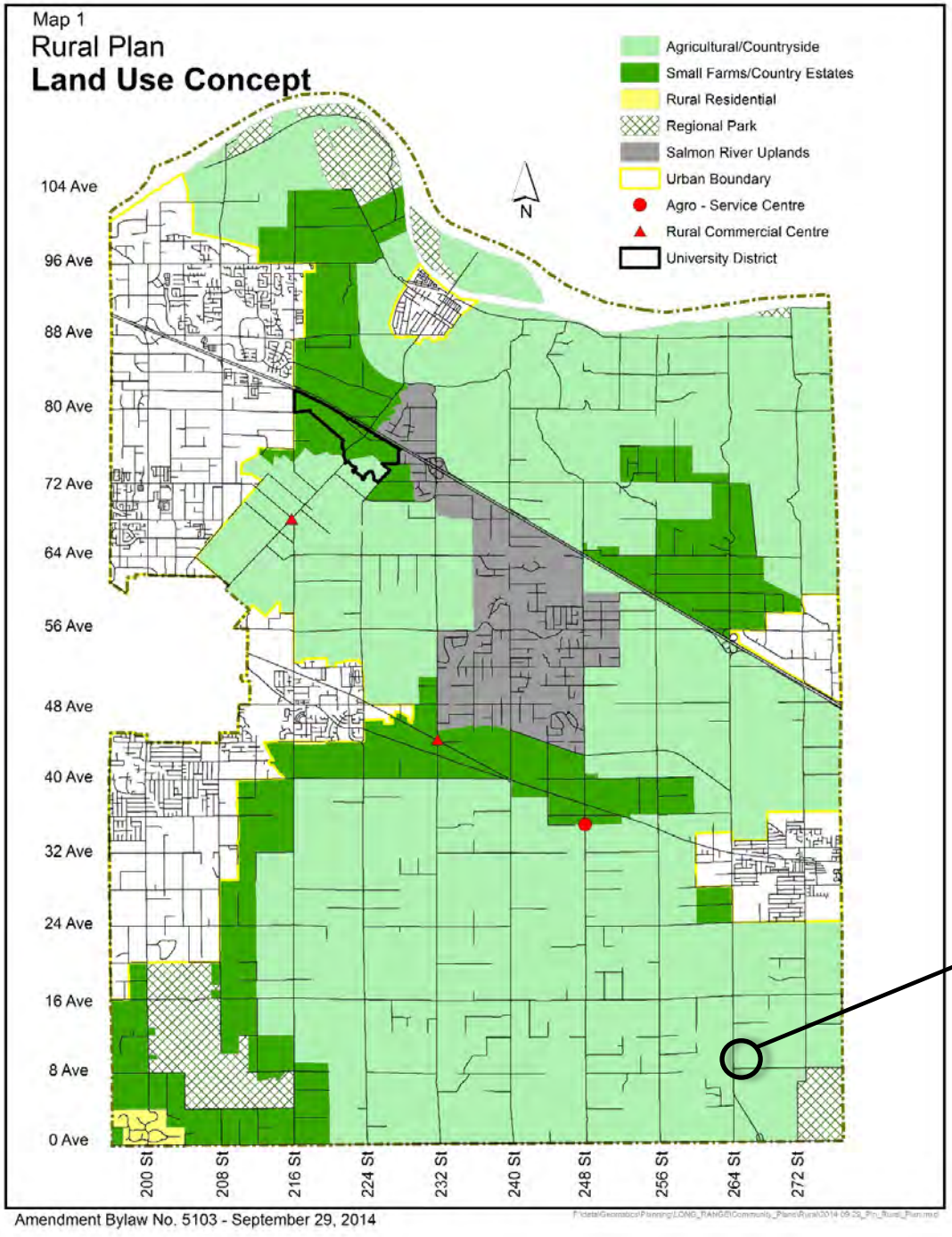


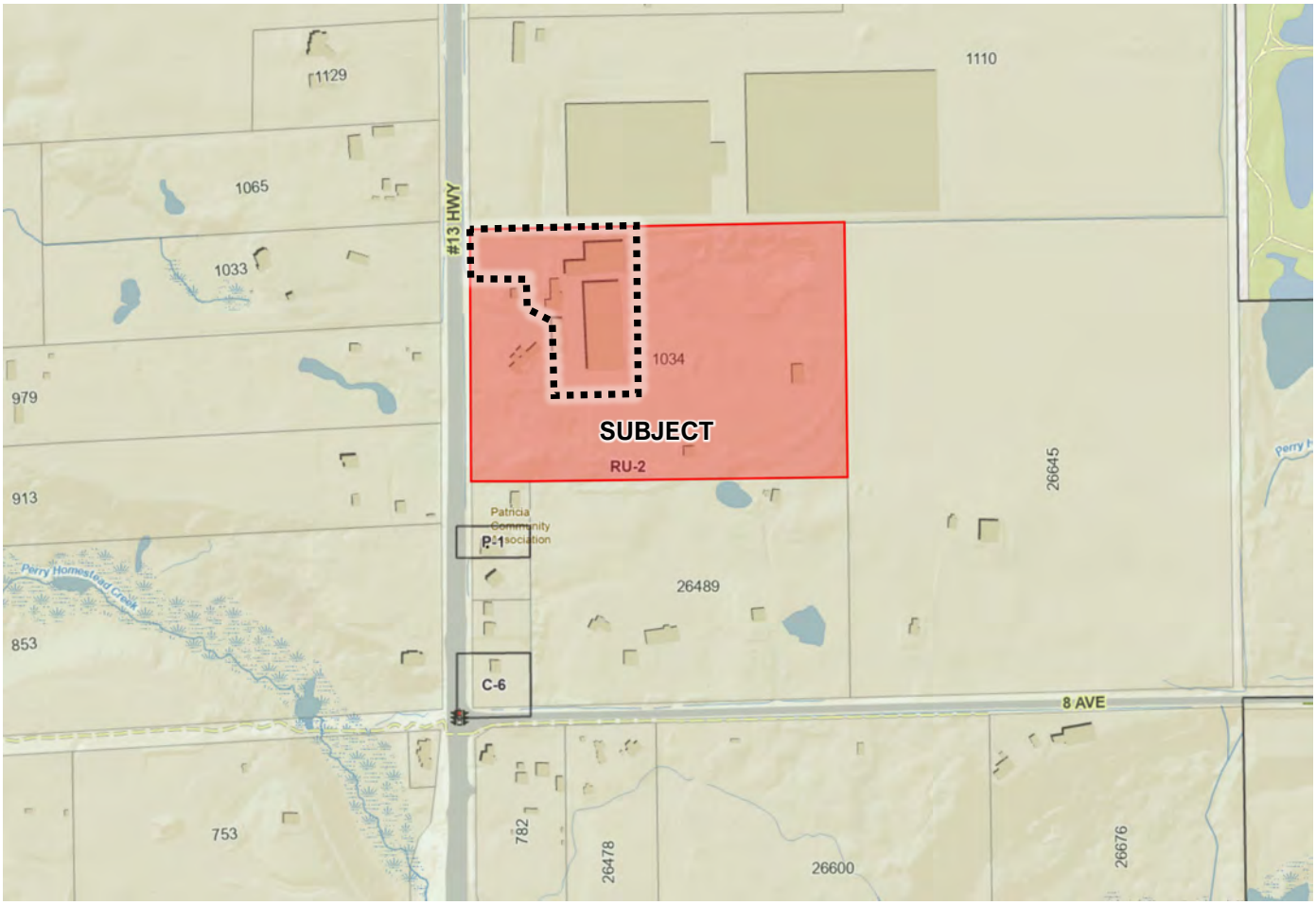
ALC Conditionally Approved Non-Farm Use Area (Production Studio Area)

AERIAL CONTEXT MAP


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
SUBJECT
Land Use Designations
RGS Land Use
Township of Langley
Est. 1873
Frequent Transit Development Area
See note below
Urban Containment Boundary
General Urban
Industrial
Conservation & Recreation
Rural
Agriculture
Mixed Employment
1. Designation is subject to approval of the Provincial Agricultural Land Commission. Refer to Settlement Agreement between the Township of Langley and Metro Vancouver.
Last amended by Bylaw 5793 - April 15, 2024
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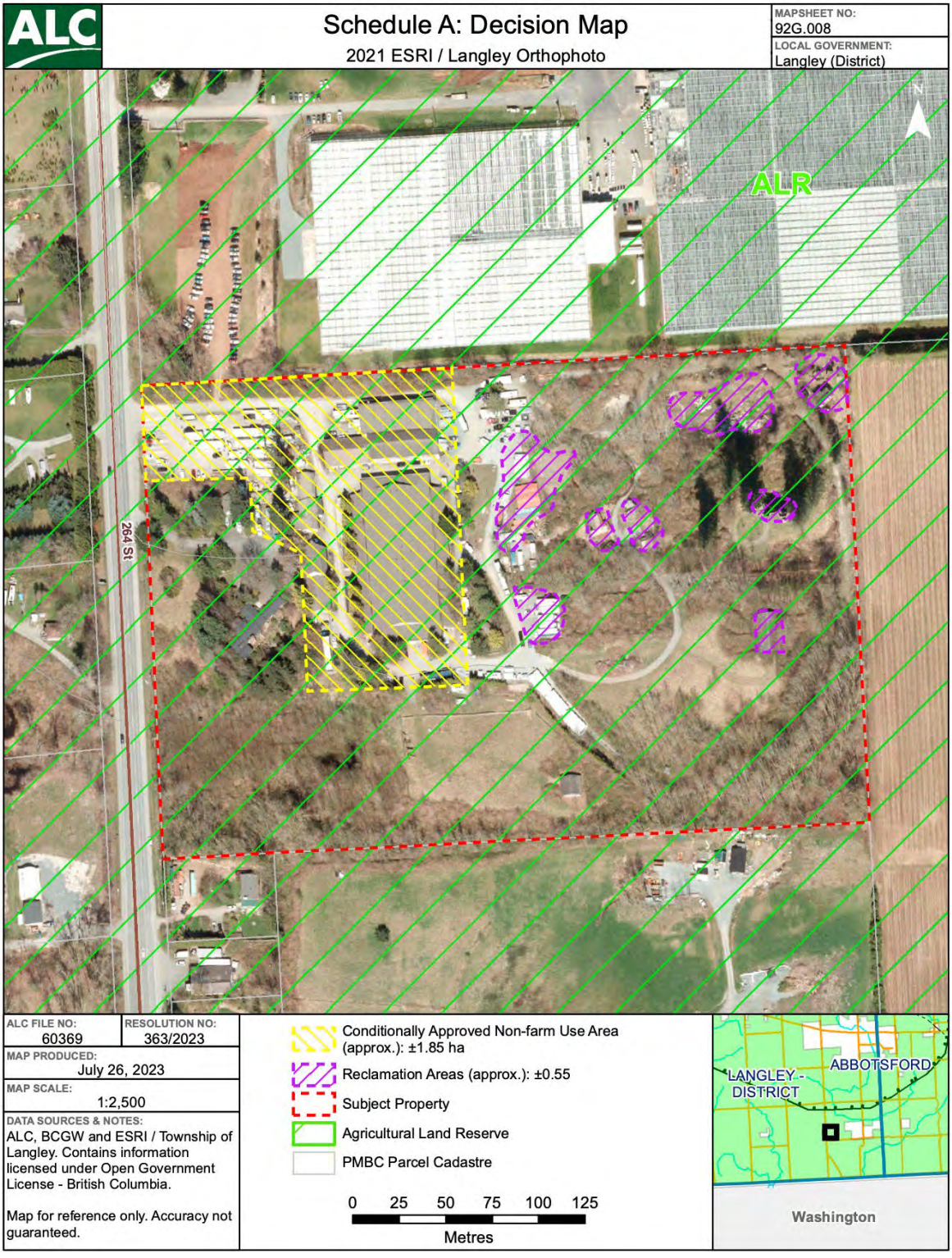

104 Ave
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200 St
208 St
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232 St
240 St
248 St
256 St
264 St
272 St
SUBJECT
Official Community Plan
Land Use Designations
Urban
Industrial
Mixed Employment
University District
Agriculture
Rural
Rural Community
Conservation_Recreation
First Nations Lands
Last Amended by Bylaw 5793 - April 15, 2024
N
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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
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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



ALC Conditionally Approved Non-Farm Use Area (Production Studio Area)

ZONING BYLAW NO. 2500



SITE PLAN – SUBMITTED BY APPLICANT

PROVINCIAL AGRICULTURAL LAND COMMISSION

T: 604-660-7000
E: ALCBurnaby@Victoria1.gov.bc.ca
201 – 4940 Canada Way, Burnaby
B.C., Canada V5G 4K6

ATTACHMENT B

July 27, 2023

ALC File: 60369

Michael Sanderson
Sanderson + Welsh Planning Ltd.

DELIVERED ELECTRONICALLY

Dear Michael Sanderson

Re: Reasons for Decision - ALC Application 60369

Please find attached the Reasons for Decision of the Film Panel on the above noted application (Resolution #363/2023). As agent, it is your responsibility to notify the applicant accordingly.

Please note that the submission of a $150 administrative fee may be required for the administration, processing, preparation, review, execution, filing or registration of documents required as a condition of the attached Decision in accordance with s. 11(2)(b) of the ALR General Regulation.

Under section 33.1 of the *Agricultural Land Commission Act* ("ALCA"), the Chair of the Agricultural Land Commission (the "Commission") has 60 days to review this decision and determine if it should be reconsidered by the Executive Committee in accordance with the ALCA. You will be notified in writing if the Chair directs the reconsideration of this decision. The Commission therefore advises that you consider this 60 day review period prior to acting upon this decision.

Under section 33 of the ALCA, a person affected by a decision (e.g. the applicant) may submit a request for reconsideration. A request to reconsider must now meet the following criteria:

- No previous request by an affected person has been made, and
- The request provides either:
    - Evidence that was not available at the time of the original decision that has become available, and that could not have been available at

the time of the original decision had the applicant exercised due diligence, or

- Evidence that all or part of the original decision was based on evidence that was in error or was false.

The time limit for requesting reconsideration of a decision is one year from the date of the decision's release, as per ALC Policy P-08: Request for Reconsideration.

Please refer to the ALC's Information Bulletin 08 – Request for Reconsideration for more information.

Please direct further correspondence with respect to this application to the undersigned.

Yours truly,



Martin Collins, Regional Planner

Enclosure: Reasons for Decision (Resolution #363/2023)
Schedule A: Decision Map

cc: Township of Langley Attention: Rob Nordrum

60369d1

AGRICULTURAL LAND COMMISSION FILE 60369

REASONS FOR DECISION OF THE FILM PANEL

Non-Farm Use Application Submitted Under s.20(2) of the Agricultural Land Commission Act

Applicant:	0716094 BC Ltd.
Agent:	Michael Sanderson, Sanderson and Welsh Planning Ltd.
Property:	Parcel Identifier: 010-398-872 Legal Description: Lot 2, Section 7, Township 13, New Westminster District Plan 3856 Civic: 1034 – 264th St Area: 9.88 ha
Panel:	Jennifer Dyson, Chair Bob Haywood Farmer Ione Smith

OVERVIEW

[1] The Property is located within the Agricultural Land Reserve (ALR) as defined in s. 1 of the *Agricultural Land Commission Act* (ALCA).

[2] The Applicants are applying to the Agricultural Land Commission (the "Commission" or "ALC") under s. 20(2) of the ALCA to use approximately 2 ha of the Property for commercial filming year round with no limits on the number of filming days, including the continued use of an existing film studio in an equestrian barn and several associated structures (~1.85 ha); and the use of an existing film sets (the Mansion and the Western Town) – 0.13 ha) for three years – which are located outside the 1.85 ha requested filming area (the "Proposal").

[3] The Proposal was considered in the context of the purposes and priorities of the Commission set out in s. 6 of the ALCA:

> 6 (1) The following are the purposes of the commission:
>
> (a) to preserve the agricultural land reserve;
>
> (b) to encourage farming of land within the agricultural land reserve in collaboration with other communities of interest; and,
>
> (c) to encourage local governments, first nations, the government and its agents to enable and accommodate farm use of land within the agricultural land reserve and uses compatible with agriculture in their plans, bylaws and policies.

(2) The commission, to fulfill its purposes under subsection (1), must give priority to protecting and enhancing all of the following in exercising its powers and performing its duties under this Act:

(a) the size, integrity and continuity of the land base of the agricultural land reserve;

(b) the use of the agricultural land reserve for farm use.

EVIDENTIARY RECORD

[4] The Proposal, along with related documentation from the Applicant, Agent, local government, third parties, and Commission is collectively referred to as the "Application". All documentation in the Application was disclosed to the Agent in advance of this decision.

[5] Commissioner Smith and Commissioner Haywood-Farmer conducted a walk-around and meeting site visit on April 25, 2023 in accordance with the *ALC Policy Regarding Site Visits in Applications*, (the "Site Visit"). A site visit report was prepared in accordance with the *Policy Regarding Site Visits in Applications*. The site visit report was certified as accurately reflecting the observations and discussions of the Site Visit by the Agent on May 18, 2023 (the "Site Visit Report"). A copy of the Site Visit Report was provide to all members of the Panel in advance of deliberations.

BACKGROUND

[6] The applicant indicated that they have been using the Property for film production for 13 years, and was not aware they required ALC authorization as the filming was permitted by the Township of Langley and encouraged by Creative BC.

[7] The previous landowner built a large greenhouse without permits or an engineer. When the Applicant purchased the Property they removed the building at the request of the Township. The remaining concrete slab foundation is now used for film crew parking.

[8] The Applicant explained that the building used as a studio building was constructed as an equestrian facility in 1982 and is currently set up for film production (with power, trusses, etc.). However, the building has not had regular filming uses since November 2021 and is currently being used for storage of equipment for the Applicant's electrical business.

[9] The film circus is stationed entirely on the Property in the graveled spaces around the studio buildings.

[10] The Applicant is also in the electrical business and stores electrical generating equipment in the studio and in other structures on site, and has installed an underground power substation to replace the use of generators so there is less disturbance to neighbours.

[11] The applicant proposes to agriculturally develop the majority of the Property outside the core residential/film area (~7 ha) for Christmas Trees in a two phase planting approach over a period of several years following the deconstruction of sets and the reclamation of disturbed sites.

[12] There are small film set areas lying outside the 1.85 ha core filming area; "the Mansion" and the "Western Town" in the area proposed for Christmas tree planting.

[13] There is a depleted gravel pit in the northeastern corner of the Property which was used to create concrete for the greenhouse foundation. The Applicant has indicated that the filling and reclamation of the gravel pit might be required as a condition of approval.

[14] The Township of Langley forwarded the application to the ALC with a recommendation of support.

ANALYSIS AND FINDINGS

[15] To assess agricultural capability on the Property, the Panel referred in part to agricultural capability ratings. The ratings are identified using the BC Land Inventory (BCLI), 'Land Capability Classification for Agriculture in B.C.'

system. The improved agricultural capability ratings applicable to the Property are: 90% 5:3AT 3:3ATD 2:5W; 10% 7:4AP 3:3AP

The BCLI Improved ratings are: 90% (5:3T 3:3TD 2:3DW) and 10% (7:3AP 3:2AP)

Class 2 - land is capable of producing a wide range of crops. Minor restrictions of soil or climate may reduce capability but pose no major difficulties in management.

Class 3 - land is capable of producing a fairly wide range of crops under good management practices. Soil and/or climate limitations are somewhat restrictive.

Class 4 - land is capable of a restricted range of crops. Soil and climate conditions require special management considerations.

Class 5 - land is capable of production of cultivated perennial forage crops and specially adapted crops. Soil and/or climate conditions severely limit capability.

The limiting subclasses associated with this parcel of land are A (soil moisture deficiency), D (undesirable soil structure), M (moisture deficiency), P (stoniness), T (topographic limitations), W (excess water).

[16] The Panel reviewed a memo, prepared by Stuart Brown of PGL Environmental Consultants (dated June 29, 2022) indicating that the majority of the site is suitable for growing Christmas Trees.

[17] In addition, a February 2020 Reclamation Plan was received from PGL Environmental Consultants outlining how the areas on the Property degraded by gravel extraction and temporary film set and other disturbances are proposed to be reclaimed and improved for agriculture.

[18] Based on the agricultural capability ratings and the reports provided by the Applicant/Agent, the Panel finds that the Property has prime agricultural capability and concurs with the assessment that the majority of the property could be used for soil bound agriculture, including the reclaimed disturbed areas.

[19] The Panel, in its consideration of whether the Proposal for filming on ~2 ha would negatively affect the agricultural capability of the 9.88 ha Property, finds that since the filming is largely concentrated within areas covered by buildings and fill, that permitting filming in this area would not appreciably affect the soil capability of the remainder of the Property. Furthermore, the Property, if sold could be redeveloped/re-used for equestrian uses or the buildings re-purposed for livestock or non-soil bound growing.

[20] The Panel considered whether the proposed reclamation of debilitated sites would have a positive long-term effect on the agricultural

development of the Property. The Panel finds that the proposed reclamation of degraded sites, as identified in the 2020 PGL Report would have a positive affect on the agricultural potential of the Property. These sites are scattered throughout the Property and negatively affect the continuity of the Property, and the ability to develop agriculture efficiently on the Property.

[21] The Panel did have concerns about the potential for permitting unrestricted filming activities on a portion of the Property with no time limit to reduce the incentives for the applicant to reclaim the degraded areas of the Property and to undertake agriculture on the remainder. Furthermore, the Panel is concerned that the Property (or even a portion thereof), if approved for filming uses without time limits would no longer be perceived as having potential for agricultural uses. It is the Panel's experience that permitting a non-farm use (such as filming) with no time limit is essentially alienating farmland permanently, ensuring that it will never be used for agriculture. The Property will then be marketed, not as a farm parcel, but as a quasi – industrial site. Such an approach will erode the long-term agricultural potential of the Property. Farming is a viable and appropriate option for the entire Property.

[22] The Panel is concerned that the degraded areas be reclaimed to a high agricultural standard. The Panel considered the filling of the existing gravel pit, and the deposit of topsoil and the reclamation of other filled,

and/or compacted areas to be the most important issue in its consideration of the Proposal.

In light of this, the Panel finds that it is prepared to allow unrestricted filming on the 1.85 ha proposed filming area for a period of five years, subject to the reclamation of the degraded areas on the ~ 7 ha remainder to an agricultural standard.

[23] The Panel considered a five-year time limit to be suitable because it requires the immediate reclamation of the gravel pit area – within 2 years, and the reclamation of the other film sets after the conclusion of filming (indicated to be three years in the application materials).

[24] The Panel also considered that the submission of a $30,000.00 financial security was necessary to ensure reclamation of the degraded areas to an agricultural standard. The Security could be used by the ALC to complete the reclamation should it not be completed within the 5 year period. However, the Security would be returned to the Applicant upon confirmation that the reclamation was complete.

[25] The Panel finds that the landowner must submit a new non-farm use application after five years to allow the Commission to assess whether filming, or other non-farm uses have intruded onto the ~ 7 ha farm area; and to confirm the rehabilitation of degraded areas, and what, if any, agricultural development has occurred on the ~7 ha farm area of the

Property. The Commission may approve or refuse a future Application and the Applicant should take this into consideration while reclaiming the Property, and undertaking filming activity, to minimize negative impacts to the size, integrity and continuity of the ALR on the Property and surrounding areas.

DECISION

[26] For the reasons given above, the Panel approves the Proposal to use ~1.85 ha of the Property for filming uses for five years, subject to the following conditions:

(a) the filming activities to be limited to the 1.85 ha area identified on the attached Schedule A,

(b) The two other existing sites: "The Mansion" and the "Western Town" which lie outside the 1.85 ha area be permitted filming for three years from the date of release of this decision and then removed and the sites reclaimed.

(c) Reclamation of the degraded sites (approx. 0.55 ha) identified on the Schedule A. The gravel pit must be reclaimed within 2 years from release of this decision, and the other sites within 5 years from release of this decision. The reclamation must be overseen by a professional agrologist and a report in accordance with ALC Policy P-13: Reclamation Plans for Aggregate Extraction (as relevant) must be submitted at the completion of the project outlining reclamation procedures.

(d) The submission of a $30,000.00 financial security (e.g. Irrevocable Letter of Credit, Certified Cheque, or Bank Draft) made payable to the Minister of Finance c/o the Agricultural Land Commission within 90 days of the date of the decision.

i. The financial security is to ensure the approval is conducted in accordance with the reclamation plans submitted with the application;

ii. For greater clarity, some or all of the financial security will be accessible to, and used by the Commission as a penalty upon default of the landowners to comply with condition(s) of the approval contained herein; and

iii. Release of the financial security will be dependent on receipt of evidence that the gravel pit has been reclaimed to the same or better agricultural standard as prior to disturbance.

(e) Approval for non-farm use is granted for the sole benefit of the Applicant and is non-transferable.

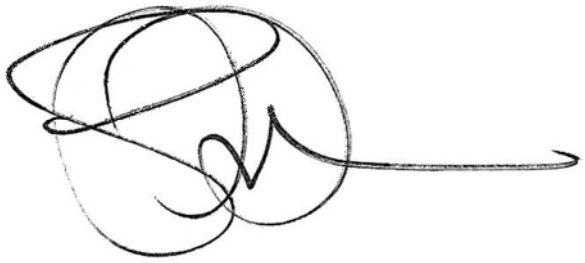
[27] This decision does not relieve the owner or occupier of the responsibility to comply with applicable Acts, regulations, bylaws of the local government, and decisions and orders of any person or body having jurisdiction over the land under an enactment.

[28] These are the unanimous reasons of the Panel.

[29] A decision of the Panel is a decision of the Commission pursuant to s. 11.1(3) of the ALCA.

[30] Resolution #363/2023

Released on July 27, 2023



Jennifer Dyson, Panel Chair

On behalf of the Film Panel

Schedule A: Decision Map

2021 ESRI / Langley Orthophoto

MAPSHEET NO: 92G.008 **G.3**

LOCAL GOVERNMENT: Langley (District)



ALC FILE NO:	RESOLUTION NO:
60369	363/2023

MAP PRODUCED: July 26, 2023

MAP SCALE: 1:2,500

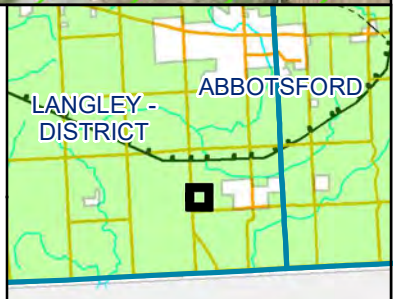
DATA SOURCES & NOTES:
ALC, BCGW and ESRI / Township of Langley. Contains information licensed under Open Government License - British Columbia.

Map for reference only. Accuracy not guaranteed.

- Conditionally Approved Non-farm Use Area (approx.): ±1.85 ha
- Reclamation Areas (approx.): ±0.55
- Subject Property
- Agricultural Land Reserve
- PMBC Parcel Cadastre

0 25 50 75 100 125

Metres



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (0716094 BC LTD.) BYLAW NO. 6190

EXPLANATORY NOTE

Bylaw No. 6190 amends Rural Zone RU-2 to allow a production studio as a permitted use on a site-specific basis on a 1.85 ha (4.57 ac) portion of a 9.88 ha (24.41 ac) property located at 1034 – 264 Street.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (0716094 BC LTD.) BYLAW NO. 6190

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 (0716094 BC Ltd.) Bylaw No. 6190".

2. The "Township of Langley Zoning Bylaw 1987 No. 2500" as amended is further amended:

   a) Amending Section 202.1 Uses Permitted in the Rural Zone RU-2 by adding the following:

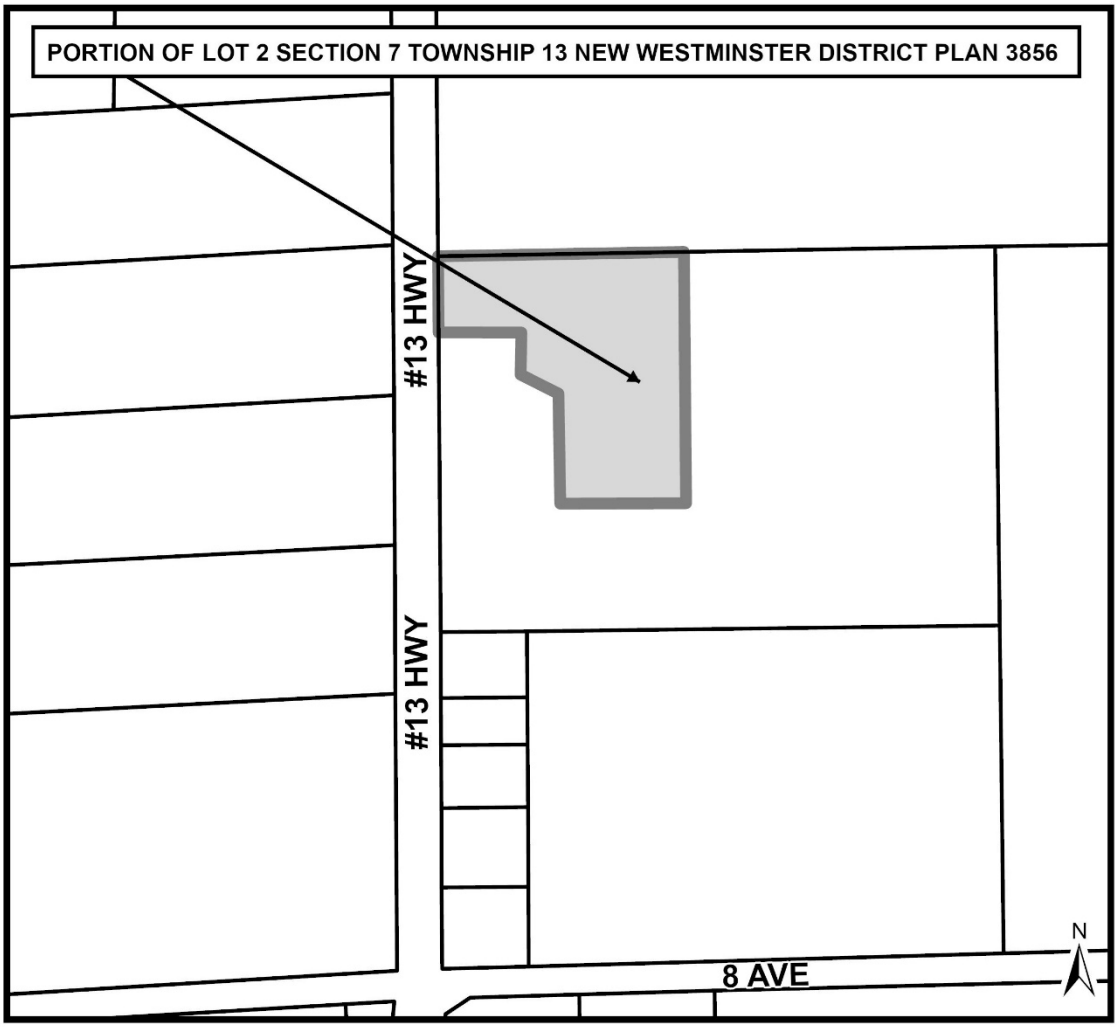
      "*production studio* on Lot 2 Section 7 Township 13 New Westminster District Plan 3856, subject to this use, including all ancillary activities, are entirely contained within the 1.85 ha (4.57 ac) portion approved by the Agricultural Land Commission; and must be in accordance with Agricultural Land Commission Resolution #363/2023 and any subsequent approvals"

   As shown delineated on Schedule "A" attached to and forming part of this Bylaw to Rural Zone RU-2.

NOTICE WAS ADVERTISED the	19	day of	January	, 2026
READ A FIRST TIME the		day of		, 2026
READ A SECOND TIME the		day of		, 2026
READ A THIRD TIME the		day of		, 2026
RECEIVED THE APPROVAL OF THE MINISTRY OF AGRICULTURE AND FOOD the		day of		, 2026
RECEIVED THE APPROVAL OF THE MINISTRY OF TRANSPORTATION AND TRANSIT the		day of		, 2026
ADOPTED the		day of		, 2026

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 6190



Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED: JANUARY 26, 2026 - REGULAR MEETING
FROM: FINANCE DIVISION
SUBJECT: 2026 UTILITY BUDGETS AND RATE BYLAW

REPORT: 26-06
FILE: 1700-80

RECOMMENDATION:

That Council give first, second, and third reading to the Utility Rate Bylaw No. 6107 Amendment Bylaw No. 6193.

EXECUTIVE SUMMARY:

2026 proposed utility rates and change:

USER PAY UTILITIES	Annual Flat Rate (Single Family)	Annual Change from 2025 $ (Single Family)	Annual Flat Rate (Multi-Family)	Annual Change from 2025 $ (Multi-Family)
Water	$784.96	$18.40	$667.22	($99.34)
Sanitary Sewer	$716.47	($66.13)	$609.00	($173.60)
Solid Waste – 240L	$426.00	$15.00	$426.00	$15.00
Solid Waste – 120L	$326.00	$10.00	$326.00	$10.00

PURPOSE:

To provide Council with the Draft 2026 utility rates. The utility rate budget will be included in the Five Year Annual Financial Plan.

BACKGROUND/HISTORY:

Council resolution dated December 1, 2025 directed staff to review, consider and recommend adjustments for Council's consideration within the draft 2026 Utility Rate Bylaw for multi-family, townhouse and secondary suite flat rate levies and applicable meter sizes fixed capital portions.

DISCUSSION/ANALYSIS:

USER PAY UTILITIES PROPOSED BUDGET CHANGES

BASE BUDGET CHANGES (in $000's)	Water	Sewer	Solid Waste
Salary & Wages - Steps/Increments	296	171	49
Regional Costs (Water Purchases & Liquid Waste)	2,756	368	0
Waste/Organics Collection and Disposal	0	0	442
Operating Impact of Development / Capital	215	38	0
MFA Debt	54	0	0
Admin Overhead	229	529	71
MFA Debt Redemption	0	(367)	0
Reduction in Transfer to Reserves	(2,530)	(4,510)	(365)
Excess User Fee Revenue	(1,682)	(228)	27
Secondary Suite Revenue	(94)	(126)	0
Other Adjustments	123	92	1
Change from 2025 to 2026 before Revenue from Growth	**(633)**	**(4,033)**	**225**
User Pay Utility Revenue from Growth (WTR 1.8% / SWR 1.8% / SW 0.42%)	(745)	(667)	(50)
Base Budget Change	**(1,378)**	**(4,700)**	**175**

HIGHLIGHTS – USER PAY UTILITIES

User pay utility fees provide funding for expenditures for salaries and wages, utility contracts, service and maintenance contracts, debt repayments, and operating costs for the water, sanitary sewer, and solid waste infrastructure.

Within the water utility, the main driver of the budget changes is a 6.4% rate increase for water purchases from Metro Vancouver (2025 increase was 7.2%). This increase is largely offset by a decrease in the contribution to reserve as a result of the elimination of the requirement to fund the second phase of the Jericho Reservoir.

Within the sewer utility, the current proposed reduction is a result of the reduction in the contribution to the capital works reserve. Sewer currently has an adequate reserve balance to provide for the 2026-2030 sewer capital plan.

Within the solid waste utility, increases are required for collection and disposal contract increases. This is partially offset by a reduction in reserve transfer based on current needs.

HOUSEHOLD IMPACT AND FIVE-YEAR PLAN

The household impact of proposed changes to the utility user pay fees for 2026 is shown in the table below. An estimated growth rate for new users joining the system has been estimated at 1.80% for both water and sewer and 0.42% for solid waste. The proposed 2026 utility user pay fee implements a change to the fee structure as directed by Council on December 1, 2025.

Current Year Proposed Flat Rate Changes are as follows:

USER PAY UTILITIES	Annual Flat Rate (Single Family)	Annual Change from 2025 $ (Single Family)	Annual Flat Rate (Multi-Family)	Annual Change from 2025 $ (Multi-Family)
Water	$784.96	$18.40	$667.22	($99.34)
Sanitary Sewer	$716.47	($66.13)	$609.00	($173.60)
Solid Waste – 240L	$426.00	$15.00	$426.00	$15.00
Solid Waste – 120L	$326.00	$10.00	$326.00	$10.00

Annual water and sewer infrastructure charges have been updated to reflect the ratios recommended by the American Water Works Association. The metered consumption rates remain unchanged.

Proposed Metered Utility Rates are included in the rate schedules as attached and forming part of the bylaw.

USE OF PRIOR YEAR SURPLUS AND RESERVES TO FUND ONE-TIME EXPENDITURES:

Budgeted one-time items may include specific Council directives, expenditures to meet one-time commitments, initial funding for the commencement of programs and/or services, payment and/or pay-down of debt obligations, and transfers to reserves. One-time items are funded from prior year surplus and reserves or other sources, as such, have no impact on current or future property tax rates.

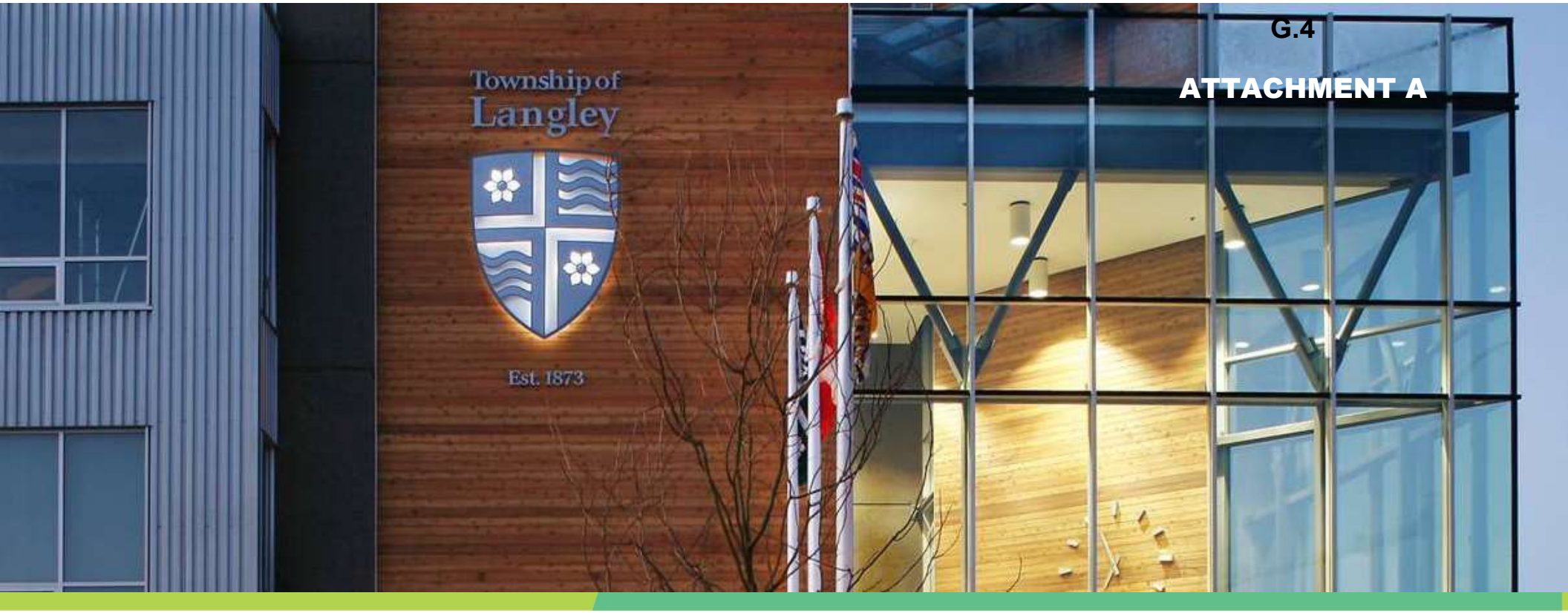
Current year proposed User Pay Utilities one-time expenditures:

UTILITIES ONE-TIME PROJECTS	WATER OPERATING SURPLUS	WATER DCCs
Internal Debt Repayment to Water Capital Reserve		1,922,849
Asbestos Concrete Pipe Assessment	100,000	

Respectfully submitted,

Karamjit Mahil
MANAGER, FINANCIAL PLANNING
for
FINANCE DIVISION

Attachment A – 2026 Proposed Budget – User Pay Utilities



2026 Proposed Budget

User Pay Utilities

January 2026

Budget Timeline

	Action
Jan-26	Utility User Rate Bylaw 1st, 2nd, 3rd
Feb-09	Utility User Rate Bylaw Final
Feb-16	Utility Flat Rate Statements Mailed
Mar-31	Utility Flat Rate Statements Due
May/September/December	Metered Utility Statements

Revenue and Cost Drivers

Drivers	Examples
User Fee Revenue from Growth	New Development
Other User Fees & Charges	Secondary Suite Program
Salary & Wage Contracts	CUPE, Steps, and Increments
Special Contracts	Solid Waste
Regional District	Metro Vancouver Water Services, Sewer/Drainage Levy, and Tipping Fees
Maintenance Contracts	Inspection Programs, Dispatch, Planted Area Maintenance, etc.
Equipment & Vehicle	Internal and External Equipment Costs
Asset Management	Debt, Transfers to Reserves and Surplus, and Asset Maintenance

Infrastructure Costs

From Operating Funds

Water

- Transfers to Reserves & Surplus
- Debt Servicing
- Asset Maintenance

Sewer

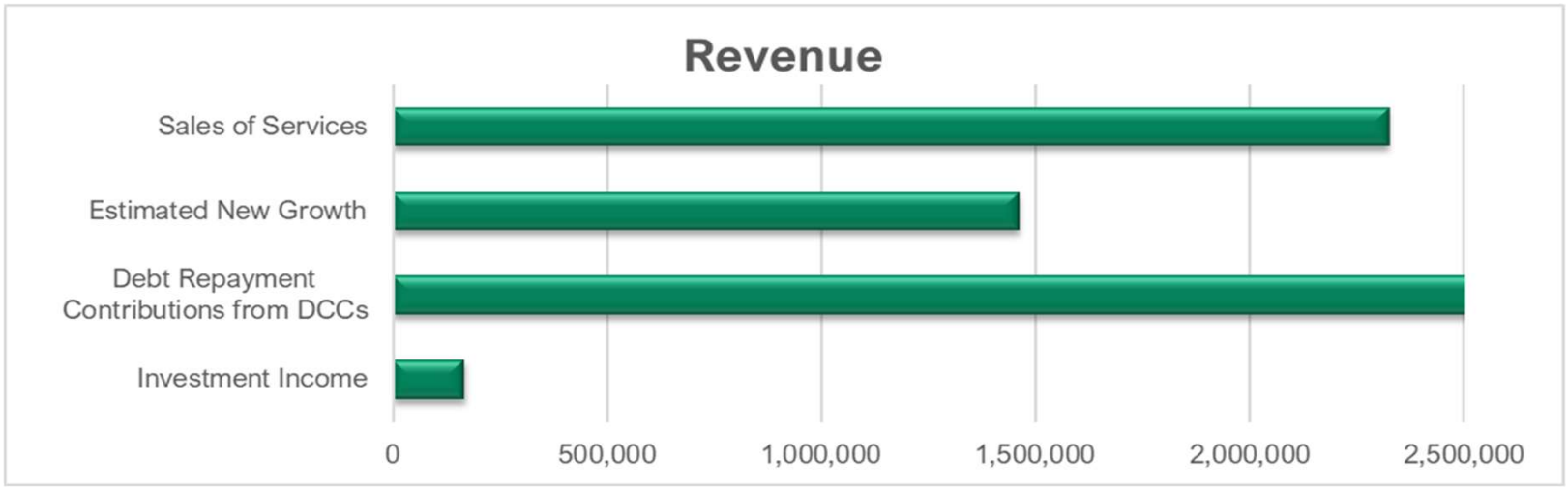
- Transfers to Reserves & Surplus
- Debt Servicing
- Asset Maintenance

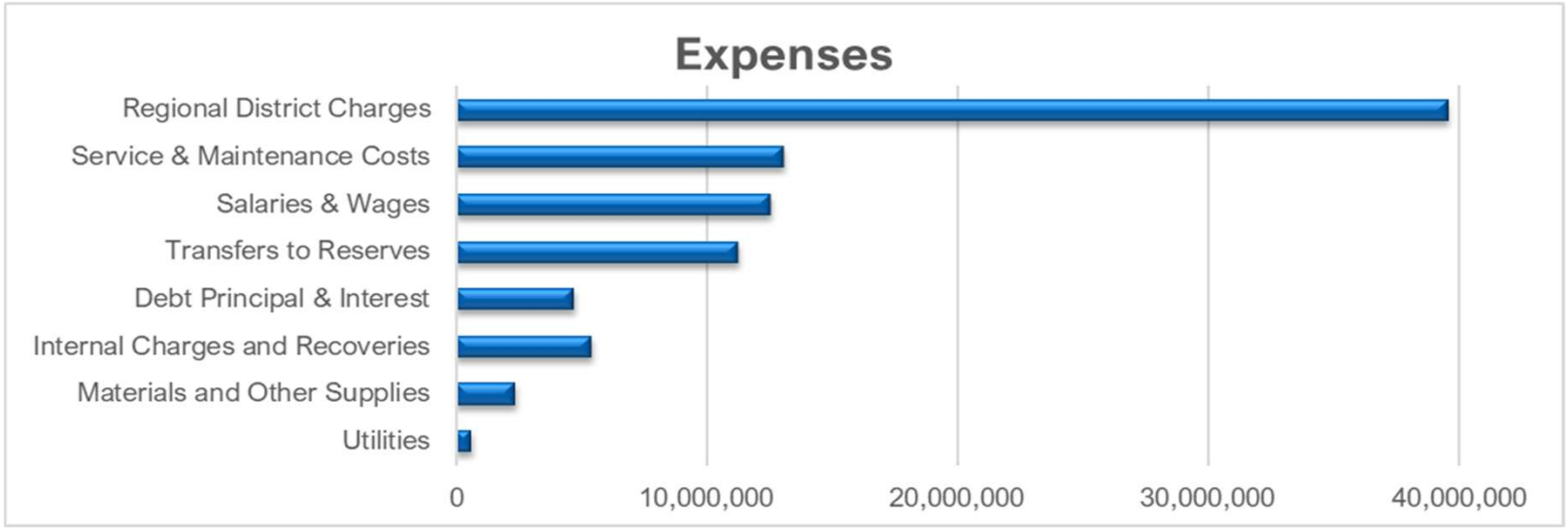
Solid Waste

- Transfers to Reserves & Surplus
- Debt Servicing
- Asset Maintenance

Revenue and Expense Categories for 2026

Utilities – excluding Utility User Rates





2026 Budget Considerations



2026 Budget Considerations

- Inflation
- Regional Costs
  (GVS&DD, GVWD, Metro Tipping Fees)
- Operating Impact of Township Capital and Community Development
- Infrastructure Costs
  - Continued diligence in providing funding levels that support asset maintenance now and into the future
  - Transfer to Reserves

Regional Charges – Metro Vancouver

Metro Vancouver Water

Year	Rate Increase %	Peak Rate ($/m^3)	Non-Peak Rate ($/m^3)
2026	6.4%	1.5062	0.7575
2027	3.0%	1.5514	0.7802
2028	2.4%	1.5886	0.7989
2029	2.3%	1.6251	0.8173
2030	2.7%	1.6690	0.8394

Metro Vancouver Sewerage and Drainage

Year	Rate Increase (%)
2026	1.4%
2027	4.0%
2028	10.1%
2029	9.0%
2030	13.2%

Operating Business Impact of Development and TOL Capital

Project Description Sewer	2026
208 Phase I and II (64 Ave to 76 Ave)	10,800
Road Construction Sanitary Sewer Works: Old Yale Road; 216 to Fraser Highway	1,700
Sanitary Sewer Upgrades: Fire Hall	1,288
Total Capital Project OBI	**13,788**
Development OBI	**24,370**
Total Sewer OBI	**38,158**

Project Description Water	2026
PRV Station: 201 Street 9500 Block	8,250
208 Phase I and II (64 Ave to 76 Ave)	15,525
Road Construction Water Works: Fraser Highway 24300 Block to 24600 Block	4,543
Watermain: 212 Street Connector from 208 Street to 210 Street	4,700
83 Avenue at 200 St; PRV Station	8,250
Jericho Booster Station Design & Construction: 73A Ave & 204 St	52,000
Brookswood Heights Booster Station	52,000
Road Construction Water Works: Old Yale Road; 216 to Fraser Highway	8,057
Total Capital Project OBI	**153,325**
Development OBI	**61,677**
Total Water OBI	**215,002**

Estimated December 2025 Reserve Balances

Estimated Reserve Balances Dec 2025	
Water Capital Works	25,300,000
Sewer Capital Works	21,700,000
Solid Waste	1,400,000

Annual Debt Servicing

External Debt	Debt (Millions)		Total Annual Debt Servicing (Dollars)		
MFA External Debt (in millions)	Bylaw	Debt	DCC-Water	DCC-Sewer	Water
Permanent Debt					
East Langley Water Supply	4919	22.4			$ 2,187,009
Water Pump Station, Maple Ridge	4920	4.7			$ 457,488
Jericho Booster Station	5921	18.7	$ 1,750,484		
Civic Infrastructure (208 Ph 1)	5922	4.1	$ 96,555	$ 127,454	$ 92,694
Temporary Debt					
212 Street Civic Infrastructure	6054/6150	5.8	$ 60,711		
Total			**$ 1,907,750**	**$ 127,454**	**$ 2,737,191**

Summary of Budget Changes

By Expense and Revenue Categories



2026 Budget Changes

BASE BUDGET CHANGES (in $000's)	Water	Sewer	Solid Waste
Salary & Wages - Steps/Increments	296	171	49
Regional Costs (Water Purchases & Liquid Waste)	2,756	368	0
Waste/Organics Collection and Disposal	0	0	442
Operating Impact of Development / Capital	215	38	0
MFA Debt	54	0	0
Admin Overhead	229	529	71
MFA Debt Redemption	0	(367)	0
Reduction in Transfer to Reserves	(2,530)	(4,510)	(365)
Excess User Fee Revenue	(1,682)	(228)	27
Secondary Suite Revenue	(94)	(126)	0
Other Adjustments	123	92	1
Change from 2025 to 2026 before Revenue from Growth	**(633)**	**(4,033)**	**225**
User Pay Utility Revenue from Growth (WTR 1.8% / SWR 1.8% / SW 0.42%)	(745)	(667)	(50)
Base Budget Change	**(1,378)**	**(4,700)**	**175**

One Times



One-Times

Utilities One-Time Project Description	Water	Water DCCs
Asbestos Concrete Pipe Assessment	100,000	
Internal Debt Repayment to Water Capital Works		1,922,849

2026-2030 Utilities Financial Plan



2026-2030 Utilities Financial Plan (Water)

TOWNSHIP OF LANGLEY WATER UTILITY 2026-2030 OPERATING BUDGET	2026	2027	2028	2029	2030
	Budget	Budget	Budget	Budget	Budget
RATES REVENUE					
Utility Levies	(41,372,508)	(40,738,607)	(42,833,059)	(44,817,835)	(46,682,981)
Estimated New Growth	(744,705)	(814,772)	(856,661)	(896,357)	(933,660)
Utility Levy increase	1,378,606	(1,279,680)	(1,128,115)	(968,789)	(1,148,346)
	(40,738,607)	(42,833,059)	(44,817,835)	(46,682,981)	(48,764,987)
NON-RATES REVENUE					
Special Levies/Grants-In-Lieu	30,000	30,000	30,000	30,000	30,000
Sales of Services	(1,532,308)	(1,532,308)	(1,532,308)	(1,532,308)	(1,532,308)
Investment Income	(85,000)	(85,000)	(85,000)	(85,000)	(85,000)
Debt Repayment Contributions from DCC	(2,573,863)	(2,594,845)	(3,282,614)	(3,438,165)	(3,541,128)
External Unidentified Revenue	(150,000)	(150,000)	(150,000)	(150,000)	(150,000)
TOTAL REVENUE	**(45,049,778)**	**(47,165,212)**	**(49,837,757)**	**(51,858,454)**	**(54,043,423)**
EXPENSE					
Salaries, Wages & Benefits	7,364,428	7,364,428	7,364,428	7,364,428	7,364,428
Service and Maintenance Contracts	1,914,026	1,950,787	1,985,369	2,017,926	2,050,591
Consulting and Professional Services	119,964	119,964	119,964	119,964	119,964
Regional Charges/Recoveries	18,905,259	20,334,461	21,746,060	23,234,586	24,922,834
Fuel	5,100	5,100	5,100	5,100	5,100
Equipment and Vehicle Rental	833,895	859,208	885,531	912,906	941,378
Communication and Technology	61,232	61,277	61,352	61,402	61,502
Insurance	134,088	147,497	162,247	178,472	196,319
Materials and Supplies	670,140	670,140	670,140	670,140	670,140
Utility User Fees	446,286	462,998	480,340	498,335	517,009
Debt Principal and Interest	4,644,943	4,644,943	7,975,567	8,441,854	9,294,494
Internal Charges & Recoveries	2,512,422	2,841,948	3,148,181	3,292,603	3,448,101
Transfer to Own Funds	6,875,500	6,875,500	4,211,001	3,877,939	3,105,234
External Unidentified	150,000	150,000	150,000	150,000	150,000
Other Supplies and Expense	412,495	676,961	872,477	1,032,799	1,196,329
TOTAL EXPENSE	**45,049,778**	**47,165,212**	**49,837,757**	**51,858,454**	**54,043,423**

2026-2030 Utilities Financial Plan (Sewer)

TOWNSHIP OF LANGLEY SEWER UTILITY 2026-2030 OPERATING BUDGET	2026	2027	2028	2029	2030
	Budget	Budget	Budget	Budget	Budget
RATES REVENUE					
Utility Levies	(37,079,135)	(33,046,531)	(34,384,922)	(36,812,582)	(39,218,583)
Estimated New Growth	(667,424)	(660,931)	(687,698)	(736,252)	(784,372)
Utility Levy increase	4,700,028	(677,460)	(1,739,962)	(1,669,749)	(2,840,181)
	(33,046,531)	(34,384,922)	(36,812,582)	(39,218,583)	(42,843,136)
NON-RATES REVENUE					
Special Levies/Grants-In-Lieu	20,000	20,000	20,000	20,000	20,000
Sales of Services	(808,623)	(808,623)	(808,623)	(808,623)	(808,623)
Investment Income	(65,000)	(65,000)	(65,000)	(65,000)	(65,000)
Debt Repayment Contributions from DCC	(191,346)	(191,346)	(191,346)	(191,346)	(191,346)
External Unidentified Revenue	(150,000)	(150,000)	(150,000)	(150,000)	(150,000)
TOTAL REVENUE	**(34,241,500)**	**(35,579,891)**	**(38,007,551)**	**(40,413,552)**	**(44,038,105)**
EXPENSE					
Salaries, Wages & Benefits	4,281,908	4,291,908	4,301,908	4,311,908	4,321,908
Service and Maintenance Contracts	1,446,917	1,475,722	1,504,648	1,533,705	1,542,870
Consulting and Professional Services	101,991	101,991	101,991	101,991	101,991
Regional Charges/Recoveries	20,711,961	21,546,492	23,690,275	25,795,707	29,143,283
Fuel	6,652	6,652	6,652	6,652	6,652
Equipment and Vehicle Rental	439,715	452,498	465,795	479,622	494,002
Communication and Technology	29,941	29,987	30,062	30,112	30,212
Insurance	61,193	67,312	74,043	81,447	89,592
Materials and Supplies	373,072	378,072	383,072	388,072	393,072
Utility User Fees	190,675	197,811	205,215	212,896	220,865
Debt Principal and Interest	127,453	127,453	127,453	127,453	127,453
Internal Charges & Recoveries	2,257,733	2,328,089	2,426,718	2,560,739	2,687,358
Transfer to Own Funds	3,803,893	4,013,893	4,013,893	4,013,893	4,013,893
External Unidentified	150,000	150,000	150,000	150,000	150,000
Other Supplies and Expense	258,396	412,011	525,826	619,355	714,954
TOTAL EXPENSE	**34,241,500**	**35,579,891**	**38,007,551**	**40,413,552**	**44,038,105**

2026-2030 Utilities Financial Plan (Solid Waste)

TOWNSHIP OF LANGLEY SOLID WASTE UTILITY 2026-2030 OPERATING BUDGET					
	2026	2027	2028	2029	2030
	Budget	Budget	Budget	Budget	Budget
RATES REVENUE					
Utility Levies	(11,904,054)	(12,129,887)	(12,493,521)	(12,874,074)	(13,276,656)
Estimated New Growth	(49,947)	(52,460)	(54,201)	(56,005)	(57,874)
Utility Levy increase	(175,886)	(311,174)	(326,352)	(346,577)	(358,152)
	(12,129,887)	(12,493,521)	(12,874,074)	(13,276,656)	(13,692,682)
NON-RATES REVENUE					
Sales of Services	(35,000)	(35,000)	(35,000)	(35,000)	(35,000)
Investment Income	(20,000)	(20,000)	(20,000)	(20,000)	(20,000)
External Unidentified Revenue	(150,000)	(150,000)	(150,000)	(150,000)	(150,000)
TOTAL REVENUE	**(12,334,887)**	**(12,698,521)**	**(13,079,074)**	**(13,481,656)**	**(13,897,682)**
EXPENSE					
Salaries, Wages & Benefits	925,279	925,279	925,279	925,279	925,279
Service and Maintenance Contracts	9,763,524	10,248,562	10,757,854	11,292,608	11,854,100
Consulting and Professional Services	20,000	20,000	20,000	20,000	20,000
Equipment and Vehicle Rental	15,852	16,492	17,158	17,851	18,571
Communication and Technology	1,460	1,460	1,460	1,460	1,460
Insurance	200	200	200	200	200
Materials and Supplies	78,934	78,934	78,934	78,934	78,934
Internal Charges & Recoveries	690,965	720,712	751,756	783,760	817,040
Transfer to Own Funds	635,000	450,000	265,000	80,000	(120,000)
External Unidentified	150,000	150,000	150,000	150,000	150,000
Other Supplies and Expense	53,673	86,882	111,433	131,564	152,098
TOTAL EXPENSE	**12,334,887**	**12,698,521**	**13,079,074**	**13,481,656**	**13,897,682**

TABLE OF CONTENTS

	Page #
OPERATING BUDGETS	
User Pay Utilities	**3-4**
Water	5-8
Sanitary Sewer	9-12
Solid Waste	13-14

Appendix A

Budget Package Color-Coding Orientation

When a row within the summary is highlighted **GREEN**, it means it is offset by an equal and opposite item elsewhere on the summary. These items do not impact property taxes or user rates.

Township of Langley FIVE YEAR OPERATING PLAN CORPORATE ADMINISTRATION - NON-DISCRETIONARY ADJUSTMENTS					
	20XX	20XX	20XX	20XX	20XX
GOVERNMENT GRANTS					
- Hotel Tax - Provincial	(45,000)				
MUNICIPAL GRANTS					
- Hotel Tax - Municipal	45,000				

When rows within the summary are highlighted **BROWN**, it means they are offset across the Township as a whole. If the offset crosses between a Universal Services tax supported division and a User Pay Utility, there will be an impact to revenue requirements in both.

Township of Langley FIVE YEAR OPERATING PLAN PARKS DESIGN & DEVELOPMENT - NON-DISCRETIONARY ADJUSTMENTS					
	20XX	20XX	20XX	20XX	20XX
INTERNAL CHARGES & RECOVERIES					
- Administrative Overhead	13,986	847	(1,603)	(17,347)	20,286

When a row within the summary is highlighted **BLUE**, it means it is a position that is being annualized from the previous year. These items do impact property taxes or user rates.

Township of Langley FIVE YEAR OPERATING PLAN CORPORATE ADMINISTRATION - NON-DISCRETIONARY ADJUSTMENTS					
	20XX	20XX	20XX	20XX	20XX
SALARY, WAGES & BENEFITS					
- Digital Media Specialist (6 months) (Annualize 2021 addition)	39,916				

When a row within the summary is highlighted **PINK**, it means it is an Operating Budget Impact (OBI) of Capital Construction or a Development constructed asset turned over to the Township for operations and maintenance. During the budget presentation, a summary of OBI projects will be provided and included in the presentation attached.

Township of Langley FIVE YEAR OPERATING PLAN PARK OPERATIONS - NON-DISCRETIONARY ADJUSTMENTS					
	20XX	20XX	20XX	20XX	20XX
MATERIALS & SUPPLIES					
- Operating Impact from Development Capital Works	16,011				
- Operating Impact from ToL Capital Construction	8,135				

TOWNSHIP OF LANGLEY
2026 OPERATING BUDGET SUMMARY
USER PAY UTILITIES

	Water	Sewer	Solid Waste
RATES REVENUE			
Utility Levies	(41,372,508)	(37,079,135)	(11,904,054)
Estimated New Growth	(744,705)	(667,424)	(49,947)
Utility Levy increase	1,378,606	4,700,028	(175,886)
	(40,738,607)	(33,046,531)	(12,129,887)
NON-RATES REVENUE			
Special Levies/Grants-In-Lieu	30,000	20,000	-
Sales of Services	(1,532,308)	(808,623)	(35,000)
Investment Income	(85,000)	(65,000)	(20,000)
Debt Repayment Contributions from DCCs	(2,573,863)	(191,346)	-
External Unidentified Revenue	(150,000)	(150,000)	(150,000)
Total Revenue	**(45,049,778)**	**(34,241,500)**	**(12,334,887)**
EXPENSE			
Salaries, Wages & Benefits	7,364,428	4,281,908	925,279
Service and Maintenance Contracts	1,914,026	1,446,917	9,763,524
Consulting and Professional Services	119,964	101,991	20,000
Regional Charges/Recoveries	18,905,259	20,711,961	-
Fuel	5,100	6,652	-
Equipment and Vehicle Rental	833,895	439,715	15,852
Communication and Technology	61,232	29,941	1,460
Insurance	134,088	61,193	200
Materials and Supplies	670,140	373,072	78,934
Utility User Fees	446,286	190,675	-
Debt Principal and Interest	4,644,943	127,453	-
Internal Charges & Recoveries	2,512,422	2,257,733	690,965
Transfer to Own Funds	6,875,500	3,803,893	635,000
External Unidentified	150,000	150,000	150,000
Other Supplies and Expense	412,495	258,396	53,673
Total Expense	**45,049,778**	**34,241,500**	**12,334,887**
Budget Shortfall/(Surplus)	**-**	**-**	**-**

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TOWNSHIP OF LANGLEY
WATER UTILITY
2026-2030 OPERATING BUDGET

	2025 BUDGET (Base)	2026 Change	2026 Budget	2027 Change	2027 Budget	2028 Change	2028 Budget	2029 Change	2029 Budget	2030 Change	2030 Budget
RATES REVENUE											
Utility Levies		(1,682,080)	(41,372,508)	-	(40,738,607)	-	(42,833,059)		(44,817,835)	-	(46,682,981)
Estimated New Growth		(744,705)	(744,705)	(814,772)	(814,772)	(856,661)	(856,661)	(896,357)	(896,357)	(933,660)	(933,660)
Utility Levy increase		1,378,606	1,378,606	(1,279,680)	(1,279,680)	(1,128,115)	(1,128,115)	(968,789)	(968,789)	(1,148,346)	(1,148,346)
	(39,690,428)	(1,048,179)	(40,738,607)	(2,094,452)	(42,833,059)	(1,984,776)	(44,817,835)	(1,865,146)	(46,682,981)	(2,082,006)	(48,764,987)
NON-RATES REVENUE											
Special Levies/Grants-In-Lieu	-	30,000	30,000	-	30,000	-	30,000	-	30,000	-	30,000
Government Grants	-	-	-	-	-	-	-	-	-	-	-
Service Cost Recoveries	-	-	-	-	-	-	-	-	-	-	-
Service Cost Sharing	-	-	-	-	-	-	-	-	-	-	-
Sales of Services	(1,437,908)	(94,400)	(1,532,308)	-	(1,532,308)	-	(1,532,308)	-	(1,532,308)	-	(1,532,308)
Rentals and Leases	-	-	-	-	-	-	-	-	-	-	-
Permit and License Fees	-	-	-	-	-	-	-	-	-	-	-
Development Revenue	-	-	-	-	-	-	-	-	-	-	-
Investment Income	(85,000)	-	(85,000)	-	(85,000)	-	(85,000)	-	(85,000)	-	(85,000)
Other Revenue	-	-	-	-	-	-	-	-	-	-	-
Debt Repayment Contributions from DCCs	(1,300,191)	(1,273,672)	(2,573,863)	(20,982)	(2,594,845)	(687,769)	(3,282,614)	(155,551)	(3,438,165)	(102,963)	(3,541,128)
Internal Recoveries	-	-	-	-	-	-	-	-	-	-	-
Transfer from Own Funds	-	-	-	-	-	-	-	-	-	-	-
External Unidentified Revenue	(150,000)	-	(150,000)	-	(150,000)	-	(150,000)	-	(150,000)	-	(150,000)
TOTAL REVENUE	**(42,663,527)**	**(2,386,251)**	**(45,049,778)**	**(2,115,434)**	**(47,165,212)**	**(2,672,545)**	**(49,837,757)**	**(2,020,697)**	**(51,858,454)**	**(2,184,969)**	**(54,043,423)**
EXPENSE											
Salaries, Wages & Benefits	7,183,763	180,665	7,364,428	-	7,364,428	-	7,364,428	-	7,364,428	-	7,364,428
Special Contracts	-	-	-	-	-	-	-	-	-	-	-
Service and Maintenance Contracts	1,880,582	33,444	1,914,026	36,761	1,950,787	34,582	1,985,369	32,557	2,017,926	32,665	2,050,591
Consulting and Professional Services	119,964	-	119,964	-	119,964	-	119,964	-	119,964	-	119,964
Regional Charges/Recoveries	16,148,867	2,756,392	18,905,259	1,429,202	20,334,461	1,411,599	21,746,060	1,488,526	23,234,586	1,688,248	24,922,834
Fuel	5,100	-	5,100	-	5,100	-	5,100	-	5,100	-	5,100
Equipment and Vehicle Rental	798,965	34,930	833,895	25,313	859,208	26,323	885,531	27,375	912,906	28,472	941,378
Communication and Technology	61,110	122	61,232	45	61,277	75	61,352	50	61,402	100	61,502
Insurance	134,088	-	134,088	13,409	147,497	14,750	162,247	16,225	178,472	17,847	196,319
Materials and Supplies	627,140	43,000	670,140	-	670,140	-	670,140	-	670,140	-	670,140
Utility User Fees	427,908	18,378	446,286	16,712	462,998	17,342	480,340	17,995	498,335	18,674	517,009
Municipal Grants	-	-	-	-	-	-	-	-	-	-	-
Debt Principal and Interest	3,353,092	1,291,851	4,644,943	-	4,644,943	3,330,624	7,975,567	466,287	8,441,854	852,640	9,294,494
Internal Charges & Recoveries	2,274,101	238,321	2,512,422	329,526	2,841,948	306,233	3,148,181	144,422	3,292,603	155,498	3,448,101
Transfer to Own Funds	9,378,045	(2,502,545)	6,875,500	-	6,875,500	(2,664,499)	4,211,001	(333,062)	3,877,939	(772,705)	3,105,234
Contribution to Capital	-	-	-	-	-	-	-	-	-	-	-
External Unidentified	150,000	-	150,000	-	150,000	-	150,000	-	150,000	-	150,000
Other Supplies and Expense	120,802	291,693	412,495	264,466	676,961	195,516	872,477	160,322	1,032,799	163,530	1,196,329
TOTAL EXPENSE	**42,663,527**	**2,386,251**	**45,049,778**	**2,115,434**	**47,165,212**	**2,672,545**	**49,837,757**	**2,020,697**	**51,858,454**	**2,184,969**	**54,043,423**
SHORTFALL/(SURPLUS)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

Township of Langley
FIVE YEAR OPERATING PLAN
WATER UTILITY - NON-DISCRETIONARY ADJUSTMENTS

	2026	2027	2028	2029	2030
REVENUE (Non-Rates)					
SPECIAL LEVIES/GRANTS-IN-LIEU					
- Reallocate Property Tax Penalties Revenue	30,000	-	-	-	-
SPECIAL LEVIES/GRANTS-IN-LIEU	**30,000**	**-**	**-**	**-**	**-**
SALES OF SERVICES					
- Secondary Suite Program	(94,400)	-	-	-	-
SALES OF SERVICES	**(94,400)**	**-**	**-**	**-**	**-**
DEBT REPAYMENT CONTRIBUTIONS FROM DCCs					
- Jericho Reservoir - Phase I - Repayment from DCCs (Fund 90)	(10,002)	(10,318)	(10,643)	(10,978)	(11,323)
- Jericho Reservoir - Phase I - Repayment from DCCs (Fund 88)	(26,050)	(10,664)	(11,001)	(11,348)	(11,705)
- DEBTMFADC-5921	(1,363,916)	-	-	-	-
- DEBTMFADC-6054	(34,667)	-	-	-	-
- DEBTMFADC-WIP	167,186	-	-	-	-
- DEBTMFADC-6035	64,262	-	-	-	-
- DEBTMFADC-5922	(70,485)	-	-	-	-
- Debt Provision	-	-	(666,125)	(133,225)	(79,935)
DEBT REPAYMENT CONTRIBUTIONS FROM DCCs	**(1,273,672)**	**(20,982)**	**(687,769)**	**(155,551)**	**(102,963)**
REVENUE ADJUSTMENTS	**(1,338,072)**	**(20,982)**	**(687,769)**	**(155,551)**	**(102,963)**
EXPENSE					
SALARY, WAGES & BENEFITS					
- Steps/Increments	45,477	-	-	-	-
- Increases to Benefits (Extended, Dental, Life)	11,943	-	-	-	-
- Operating Impact from Development Capital Works	35,355	-	-	-	-
- Operating Impact from ToL Capital Construction	87,890	-	-	-	-
SALARY, WAGES & BENEFITS	**180,665**	**-**	**-**	**-**	**-**
SERVICE AND MAINTENANCE CONTRACTS					
- Surrey Dispatching Contract	1,196	1,305	1,426	1,557	1,665
- Water Infrastructure Condition Assessment Program	-	20,000	20,000	20,000	20,000
- Voluntary Water Metering Program	-	10,000	10,000	10,000	10,000
- Corrosive Investigation Program	-	1,000	1,000	1,000	1,000
- Operating Impact from Development Capital Works	9,251	-	-	-	-
- Operating Impact from ToL Capital Construction	22,997	4,456	2,156	-	-
SERVICE AND MAINTENANCE CONTRACTS	**33,444**	**36,761**	**34,582**	**32,557**	**32,665**
REGIONAL DISTRICT CHARGES					
- Water Purchase	2,756,392	1,429,202	1,411,599	1,488,526	1,688,248
REGIONAL DISTRICT CHARGES	**2,756,392**	**1,429,202**	**1,411,599**	**1,488,526**	**1,688,248**
EQUIPMENT & VEHICLE RENTALS					
- Vehicle & Equipment Hourly Unit Rental	26,066	20,130	20,933	21,770	22,642
- Vehicle & Equipment Monthly Unit Rental	6,713	5,183	5,390	5,605	5,830
- Operating Impact from Development Capital Works	617	-	-	-	-
- Operating Impact from ToL Capital Construction	1,534	-	-	-	-
EQUIPMENT & VEHICLE RENTALS	**34,930**	**25,313**	**26,323**	**27,375**	**28,472**
COMMUNICATION AND TECHNOLOGY					
- Metro Vancouver Geospatial	122	45	75	50	100
COMMUNICATION AND TECHNOLOGY	**122**	**45**	**75**	**50**	**100**
INSURANCE					
- Insurance Premiums	-	13,409	14,750	16,225	17,847
INSURANCE	**-**	**13,409**	**14,750**	**16,225**	**17,847**
MATERIALS & SUPPLIES					
- Operating Impact from Development Capital Works	12,335	-	-	-	-
- Operating Impact from ToL Capital Construction	30,665	-	-	-	-
MATERIALS & SUPPLIES	**43,000**	**-**	**-**	**-**	**-**
UTILITY USER FEES					
- Electricity	15,886	16,482	17,100	17,741	18,407
- Natural Gas	341	230	242	254	267
- Operating Impact from Development Capital Works	617	-	-	-	-
- Operating Impact from ToL Capital Construction	1,534	-	-	-	-
UTILITY USER FEES	**18,378**	**16,712**	**17,342**	**17,995**	**18,674**
DEBT PRINCIPAL AND INTEREST					
- DEBTMFADC-5921	1,363,916	-	-	-	-
- DEBTMFADC-6054	34,667	-	-	-	-
- DEBTMFADC-WIP	(167,186)	-	-	-	-
- DEBTMFADC-5922	70,485	-	-	-	-
- DEBTMFA-5922	54,231	-	-	-	-
- Debt Provision	-	-	3,330,624	466,287	852,640
- DEBTMFADC-6035	(64,262)	-	-	-	-
DEBT PRINCIPAL AND INTEREST	**1,291,851**	**-**	**3,330,624**	**466,287**	**852,640**
INTERNAL CHARGES & RECOVERIES					
- Small Equipment Replacement Contribution	9,189	-	-	-	-
- Garage Shop Overhead Contribution	517	-	-	-	-
- Administrative Overhead	228,615	329,526	306,233	144,422	155,498
INTERNAL CHARGES & RECOVERIES	**238,321**	**329,526**	**306,233**	**144,422**	**155,498**

Township of Langley
FIVE YEAR OPERATING PLAN
WATER UTILITY - NON-DISCRETIONARY ADJUSTMENTS

	2026	2027	2028	2029	2030
TRANSFER TO RESERVES					
- Jericho Reservoir - Phase I - Principal Payment from DCCs (Fund 90)	10,002	10,318	10,643	10,978	11,323
- Jericho Reservoir - Phase I - Interest from User Fees (Fund 90)	(10,002)	(10,318)	(10,643)	(10,978)	(11,323)
- Jericho Reservoir - Phase I - Principal Payment from DCCs (Fund 88)	26,050	10,664	11,001	11,348	11,705
- Jericho Reservoir - Phase I - Interest from User Fees (Fund 88)	1,405	(10,664)	(11,001)	(11,348)	(11,705)
- Transfer to Reserves	(2,530,000)	-	(2,664,499)	(333,062)	(772,705)
TRANSFER TO RESERVES	**(2,502,545)**	**-**	**(2,664,499)**	**(333,062)**	**(772,705)**
OTHER SUPPLIES AND EXPENSES					
- Vehicle Allowance Adjustment	8,246	-	-	-	-
- Postage for new Utility billing	33,000	-	-	-	-
- Operating Impact from Development Capital Works	617	-	-	-	-
- Operating Impact from ToL Capital Construction	1,534	-	-	-	-
OTHER SUPPLIES AND EXPENSES	**43,397**	**-**	**-**	**-**	**-**
FISCAL SERVICES	**248,296**	**264,466**	**195,516**	**160,322**	**163,530**
TOTAL EXPENSE ADJUSTMENTS	**2,386,251**	**2,115,434**	**2,672,545**	**2,020,697**	**2,184,969**
TOTAL NET NON-DISCRETIONARY ADJUSTMENTS	**1,048,179**	**2,094,452**	**1,984,776**	**1,865,146**	**2,082,006**

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TOWNSHIP OF LANGLEY
SEWER UTILITY
2026-2030 OPERATING BUDGET

	2025 BUDGET (Base)	2026 Change	2026 Budget	2027 Change	2027 Budget	2028 Change	2028 Budget	2029 Change	2029 Budget	2030 Change	2030 Budget
RATES REVENUE											
Utility Levies		(228,460)	(37,079,135)	-	(33,046,531)	-	(34,384,922)	-	(36,812,582)	-	(39,218,583)
Estimated New Growth		(667,424)	(667,424)	(660,931)	(660,931)	(687,698)	(687,698)	(736,252)	(736,252)	(784,372)	(784,372)
Utility Levy increase		4,700,028	4,700,028	(677,460)	(677,460)	(1,739,962)	(1,739,962)	(1,669,749)	(1,669,749)	(2,840,181)	(2,840,181)
	(36,850,675)	3,804,144	(33,046,531)	(1,338,391)	(34,384,922)	(2,427,660)	(36,812,582)	(2,406,001)	(39,218,583)	(3,624,553)	(42,843,136)
NON-RATES REVENUE											
Special Levies/Grants-In-Lieu	-	20,000	20,000	-	20,000	-	20,000	-	20,000	-	20,000
Government Grants	-	-	-	-	-	-	-	-	-	-	-
Service Cost Recoveries	-	-	-	-	-	-	-	-	-	-	-
Service Cost Sharing	-	-	-	-	-	-	-	-	-	-	-
Sales of Services	(682,323)	(126,300)	(808,623)	-	(808,623)	-	(808,623)	-	(808,623)	-	(808,623)
Rentals and Leases	-	-	-	-	-	-	-	-	-	-	-
Permit and License Fees	-	-	-	-	-	-	-	-	-	-	-
Development Revenue	-	-	-	-	-	-	-	-	-	-	-
Investment Income	(65,000)	-	(65,000)	-	(65,000)	-	(65,000)	-	(65,000)	-	(65,000)
Other Revenue	-	-	-	-	-	-	-	-	-	-	-
Debt Repayment Contributions from DCCs	(116,779)	(74,567)	(191,346)	-	(191,346)	-	(191,346)	-	(191,346)	-	(191,346)
Internal Recoveries	-	-	-	-	-	-	-	-	-	-	-
Transfer from Own Funds	-	-	-	-	-	-	-	-	-	-	-
External Unidentified Revenue	(150,000)	-	(150,000)	-	(150,000)	-	(150,000)	-	(150,000)	-	(150,000)
TOTAL REVENUE	**(37,864,777)**	**3,623,277**	**(34,241,500)**	**(1,338,391)**	**(35,579,891)**	**(2,427,660)**	**(38,007,551)**	**(2,406,001)**	**(40,413,552)**	**(3,624,553)**	**(44,038,105)**
EXPENSE											
Salaries, Wages & Benefits	4,227,750	54,158	4,281,908	10,000	4,291,908	10,000	4,301,908	10,000	4,311,908	10,000	4,321,908
Special Contracts	-	-	-	-	-	-	-	-	-	-	-
Service and Maintenance Contracts	1,436,946	9,971	1,446,917	28,805	1,475,722	28,926	1,504,648	29,057	1,533,705	9,165	1,542,870
Consulting and Professional Services	101,991	-	101,991	-	101,991	-	101,991	-	101,991	-	101,991
Regional Charges/Recoveries	20,343,649	368,312	20,711,961	834,531	21,546,492	2,143,783	23,690,275	2,105,432	25,795,707	3,347,576	29,143,283
Fuel	6,652	-	6,652	-	6,652	-	6,652	-	6,652	-	6,652
Equipment and Vehicle Rental	422,776	16,939	439,715	12,783	452,498	13,297	465,795	13,827	479,622	14,380	494,002
Communication and Technology	29,820	121	29,941	46	29,987	75	30,062	50	30,112	100	30,212
Insurance	61,193	-	61,193	6,119	67,312	6,731	74,043	7,404	81,447	8,145	89,592
Materials and Supplies	367,348	5,724	373,072	5,000	378,072	5,000	383,072	5,000	388,072	5,000	393,072
Utility User Fees	183,415	7,260	190,675	7,136	197,811	7,404	205,215	7,681	212,896	7,969	220,865
Municipal Grants	-	-	-	-	-	-	-	-	-	-	-
Debt Principal and Interest	419,761	(292,308)	127,453	-	127,453	-	127,453	-	127,453	-	127,453
Internal Charges & Recoveries	1,719,021	538,712	2,257,733	70,356	2,328,089	98,629	2,426,718	134,021	2,560,739	126,619	2,687,358
Transfer to Own Funds	8,313,893	(4,510,000)	3,803,893	210,000	4,013,893	-	4,013,893	-	4,013,893	-	4,013,893
Contribution to Capital	-	-	-	-	-	-	-	-	-	-	-
External Unidentified	150,000	-	150,000	-	150,000	-	150,000	-	150,000	-	150,000
Other Supplies and Expense	80,562	177,834	258,396	153,615	412,011	113,815	525,826	93,529	619,355	95,599	714,954
TOTAL EXPENSE	**37,864,777**	**(3,623,277)**	**34,241,500**	**1,338,391**	**35,579,891**	**2,427,660**	**38,007,551**	**2,406,001**	**40,413,552**	**3,624,553**	**44,038,105**
SHORTFALL/(SURPLUS)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

Township of Langley
FIVE YEAR OPERATING PLAN
SEWER UTILITY - NON-DISCRETIONARY ADJUSTMENTS

	2026	2027	2028	2029	2030
REVENUE (Non-Rates)					
SPECIAL LEVIES/GRANTS-IN-LIEU					
- Reallocate Property Tax Penalties Revenue	20,000	-	-	-	-
SPECIAL LEVIES/GRANTS-IN-LIEU	**20,000**	**-**	**-**	**-**	**-**
SALES OF SERVICES					
- Secondary Suite Program	(126,300)	-	-	-	-
SALES OF SERVICES	**(126,300)**	**-**	**-**	**-**	**-**
DEBT REPAYMENT CONTRIBUTIONS FROM DCCs					
- DEBTMFADC-5922	(74,567)	-	-	-	-
DEBT REPAYMENT CONTRIBUTIONS FROM DCCs	**(74,567)**	**-**	**-**	**-**	**-**
REVENUE ADJUSTMENTS	**(180,867)**	**-**	**-**	**-**	**-**
EXPENSE					
SALARY, WAGES & BENEFITS					
- Steps/Increments	24,006	-	-	-	-
- Increases to Benefits (Extended, Dental, Life)	9,338	-	-	-	-
- H2S Mitigation and Monitoring	-	2,500	2,500	2,500	2,500
- Asset Management Auxiliary Staff	-	7,500	7,500	7,500	7,500
- Operating Impact from Development Capital Works	13,293	-	-	-	-
- Operating Impact from ToL Capital Construction	7,521	-	-	-	-
SALARY, WAGES & BENEFITS	**54,158**	**10,000**	**10,000**	**10,000**	**10,000**
SERVICE AND MAINTENANCE CONTRACTS					
- Surrey Dispatching Contract	1,196	1,305	1,426	1,557	1,665
- H2S Mitigation and Monitoring	-	7,500	7,500	7,500	7,500
- Sewer Infrastructure Condition Assessment Program	-	20,000	20,000	20,000	-
- Operating Impact from Development Capital Works	5,604	-	-	-	-
- Operating Impact from ToL Capital Construction	3,171	-	-	-	-
SERVICE AND MAINTENANCE CONTRACTS	**9,971**	**28,805**	**28,926**	**29,057**	**9,165**
REGIONAL DISTRICT CHARGES					
- Greater Vancouver Sewer and Drainage District Levy	269,339	804,267	2,112,005	2,072,065	3,312,541
- City of Langley Annual Sewer Agreement	98,973	30,264	31,778	33,367	35,035
REGIONAL DISTRICT CHARGES	**368,312**	**834,531**	**2,143,783**	**2,105,432**	**3,347,576**
EQUIPMENT & VEHICLE RENTALS					
- Vehicle & Equipment Hourly Unit Rental	13,540	10,453	10,873	11,308	11,759
- Vehicle & Equipment Monthly Unit Rental	3,017	2,330	2,424	2,519	2,621
- Operating Impact from Development Capital Works	244	-	-	-	-
- Operating Impact from ToL Capital Construction	138	-	-	-	-
EQUIPMENT & VEHICLE RENTALS	**16,939**	**12,783**	**13,297**	**13,827**	**14,380**
COMMUNICATION AND TECHNOLOGY					
- Metro Vancouver Geospatial	121	46	75	50	100
COMMUNICATION AND TECHNOLOGY	**121**	**46**	**75**	**50**	**100**
INSURANCE					
- Insurance Premiums	-	6,119	6,731	7,404	8,145
INSURANCE	**-**	**6,119**	**6,731**	**7,404**	**8,145**
MATERIALS & SUPPLIES					
- H2S Mitigation and Monitoring	-	5,000	5,000	5,000	5,000
- Operating Impact from Development Capital Works	3,656	-	-	-	-
- Operating Impact from ToL Capital Construction	2,068	-	-	-	-
MATERIALS & SUPPLIES	**5,724**	**5,000**	**5,000**	**5,000**	**5,000**
UTILITY USER FEES					
- Electricity	6,878	7,136	7,404	7,681	7,969
- Operating Impact from Development Capital Works	244	-	-	-	-
- Operating Impact from ToL Capital Construction	138	-	-	-	-
UTILITY USER FEES	**7,260**	**7,136**	**7,404**	**7,681**	**7,969**
DEBT PRINCIPAL AND INTEREST					
- DEBTMFA-4750 - Redemption	(366,875)	-	-	-	-
- DEBTMFADC-5922	74,567	-	-	-	-
DEBT PRINCIPAL AND INTEREST	**(292,308)**	**-**	**-**	**-**	**-**
INTERNAL CHARGES & RECOVERIES					
- Small Equipment Replacement Contribution	9,189	-	-	-	-
- Garage Shop Overhead Contribution	511	-	-	-	-
- Administrative Overhead	529,012	70,356	98,629	134,021	126,619
INTERNAL CHARGES & RECOVERIES	**538,712**	**70,356**	**98,629**	**134,021**	**126,619**

Township of Langley
FIVE YEAR OPERATING PLAN
SEWER UTILITY - NON-DISCRETIONARY ADJUSTMENTS

	2026	2027	2028	2029	2030
TRANSFER TO RESERVES					
- Transfer to Reserves	(4,510,000)	210,000	-	-	-
TRANSFER TO RESERVES	**(4,510,000)**	**210,000**	**-**	**-**	**-**
OTHER SUPPLIES AND EXPENSES					
- Postage for new Utility billing	33,000	-	-	-	-
- Vehicle Allowance Adjustment	4,968	-	-	-	-
- Operating Impact from Development Capital Works	244	-	-	-	-
- Operating Impact from ToL Capital Construction	138	-	-	-	-
OTHER SUPPLIES AND EXPENSES	**38,350**	**-**	**-**	**-**	**-**
FISCAL SERVICES	**139,484**	**153,615**	**113,815**	**93,529**	**95,599**

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TOWNSHIP OF LANGLEY
SOLID WASTE UTILITY
2026-2030 OPERATING BUDGET

	2025 BUDGET (Base)	2026 Changes	2026 Budget	2027 Changes	2027 Budget	2028 Changes	2028 Budget	2029 Changes	2029 Budget	2030 Changes	2030 Budget
RATES REVENUE											
Utility Levies		26,737	(11,904,054)		(12,129,887)		(12,493,521)		(12,874,074)		(13,276,656)
Estimated New Growth		(49,947)	(49,947)	(52,460)	(52,460)	(54,201)	(54,201)	(56,005)	(56,005)	(57,874)	(57,874)
Utility Levy increase		(175,886)	(175,886)	(311,174)	(311,174)	(326,352)	(326,352)	(346,577)	(346,577)	(358,152)	(358,152)
	(11,930,791)	(199,096)	(12,129,887)	(363,634)	(12,493,521)	(380,553)	(12,874,074)	(402,582)	(13,276,656)	(416,026)	(13,692,682)
NON-RATES REVENUE											
Special Levies/Grants-In-Lieu	-	-	-	-	-	-	-	-	-	-	-
Government Grants	-	-	-	-	-	-	-	-	-	-	-
Service Cost Recoveries	-	-	-	-	-	-	-	-	-	-	-
Service Cost Sharing	-	-	-	-	-	-	-	-	-	-	-
Sales of Services	(35,000)	-	(35,000)	-	(35,000)	-	(35,000)	-	(35,000)	-	(35,000)
Rentals and Leases	-	-	-	-	-	-	-	-	-	-	-
Permit and License Fees	-	-	-	-	-	-	-	-	-	-	-
Development Revenue	-	-	-	-	-	-	-	-	-	-	-
Investment Income	(20,000)	-	(20,000)	-	(20,000)	-	(20,000)	-	(20,000)	-	(20,000)
Other Revenue	-	-	-	-	-	-	-	-	-	-	-
Debt Repayment Contributions from DCCs	-	-	-	-	-	-	-	-	-	-	-
Internal Recoveries	-	-	-	-	-	-	-	-	-	-	-
Transfer from Own Funds	-	-	-	-	-	-	-	-	-	-	-
External Unidentified Revenue	(150,000)	-	(150,000)	-	(150,000)	-	(150,000)	-	(150,000)	-	(150,000)
TOTAL REVENUE	**(12,135,791)**	**(199,096)**	**(12,334,887)**	**(363,634)**	**(12,698,521)**	**(380,553)**	**(13,079,074)**	**(402,582)**	**(13,481,656)**	**(416,026)**	**(13,897,682)**
EXPENSE											
Salaries, Wages & Benefits	901,241	24,038	925,279	-	925,279	-	925,279	-	925,279	-	925,279
Special Contracts	-	-	-	-	-	-	-	-	-	-	-
Service and Maintenance Contracts	9,321,224	442,300	9,763,524	485,038	10,248,562	509,292	10,757,854	534,754	11,292,608	561,492	11,854,100
Consulting and Professional Services	20,000	-	20,000	-	20,000	-	20,000	-	20,000	-	20,000
Regional Charges/Recoveries	-	-	-	-	-	-	-	-	-	-	-
Fuel	-	-	-	-	-	-	-	-	-	-	-
Equipment and Vehicle Rental	15,023	829	15,852	640	16,492	666	17,158	693	17,851	720	18,571
Communication and Technology	1,460	-	1,460	-	1,460	-	1,460	-	1,460	-	1,460
Insurance	200	-	200	-	200	-	200	-	200	-	200
Materials and Supplies	78,934	-	78,934	-	78,934	-	78,934	-	78,934	-	78,934
Utility User Fees	-	-	-	-	-	-	-	-	-	-	-
Municipal Grants	-	-	-	-	-	-	-	-	-	-	-
Debt Principal and Interest	-	-	-	-	-	-	-	-	-	-	-
Internal Charges & Recoveries	619,703	71,262	690,965	29,747	720,712	31,044	751,756	32,004	783,760	33,280	817,040
Transfer to Own Funds	1,000,000	(365,000)	635,000	(185,000)	450,000	(185,000)	265,000	(185,000)	80,000	(200,000)	(120,000)
Contribution to Capital	-	-	-	-	-	-	-	-	-	-	-
External Unidentified	150,000	-	150,000	-	150,000	-	150,000	-	150,000	-	150,000
Other Supplies and Expense	28,006	25,667	53,673	33,209	86,882	24,551	111,433	20,131	131,564	20,534	152,098
TOTAL EXPENSE	**12,135,791**	**199,096**	**12,334,887**	**363,634**	**12,698,521**	**380,553**	**13,079,074**	**402,582**	**13,481,656**	**416,026**	**13,897,682**
SHORTFALL/(SURPLUS)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

Township of Langley
FIVE YEAR OPERATING PLAN
SOLID WASTE UTILITY - NON-DISCRETIONARY ADJUSTMENTS

	2026	2027	2028	2029	2030
REVENUE (Non-Rates)					
REVENUE ADJUSTMENTS	-	-	-	-	-
EXPENSE					
SALARY, WAGES & BENEFITS					
- Steps/Increments	17,166	-	-	-	-
- Increases to Benefits (Extended, Dental, Life)	6,872	-	-	-	-
SALARY, WAGES & BENEFITS	**24,038**	**-**	**-**	**-**	**-**
SERVICE AND MAINTENANCE CONTRACTS					
- Waste Collection	160,400	152,672	160,306	168,321	176,737
- Waste Disposal	84,000	89,091	93,546	98,223	103,134
- Organics Collection	94,700	146,009	153,310	160,975	169,024
- Organics Processing	91,000	80,382	84,401	88,621	93,052
- Waste Collection - Large Pickup Item/Mattresses	-	10,849	11,392	11,961	12,559
- New Resident Cart Delivery	-	3,750	3,938	4,134	4,341
- Cart Storage	12,200	2,285	2,399	2,519	2,645
SERVICE AND MAINTENANCE CONTRACTS	**442,300**	**485,038**	**509,292**	**534,754**	**561,492**
EQUIPMENT & VEHICLE RENTALS					
- Vehicle & Equipment Hourly Unit Rental	56	43	45	47	49
- Vehicle & Equipment Monthly Unit Rental	773	597	621	646	671
EQUIPMENT & VEHICLE RENTALS	**829**	**640**	**666**	**693**	**720**
INTERNAL CHARGES & RECOVERIES					
- Administrative Overhead	71,262	29,747	31,044	32,004	33,280
INTERNAL CHARGES & RECOVERIES	**71,262**	**29,747**	**31,044**	**32,004**	**33,280**
TRANSFER TO RESERVES					
- Transfer to Reserves	(365,000)	(185,000)	(185,000)	(185,000)	(200,000)
TRANSFER TO RESERVES	**(365,000)**	**(185,000)**	**(185,000)**	**(185,000)**	**(200,000)**
OTHER SUPPLIES AND EXPENSES					
- Vehicle Allowance Adjustment	488	-	-	-	-
OTHER SUPPLIES AND EXPENSES	**488**	**-**	**-**	**-**	**-**
FISCAL SERVICES	**25,179**	**33,209**	**24,551**	**20,131**	**20,534**
TOTAL EXPENSE ADJUSTMENTS	**199,096**	**363,634**	**380,553**	**402,582**	**416,026**
TOTAL NET NON-DISCRETIONARY ADJUSTMENTS	**199,096**	**363,634**	**380,553**	**402,582**	**416,026**

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

UTILITY RATE BYLAW NO. 6107

AMENDMENT BYLAW NO. 6193

EXPLANATORY NOTE

Bylaw No. 6107 Amendment Bylaw No. 6193 to add new fees, or other adjustments to Utility User Fee Rates for Water, Sewer and Solid Waste Collection.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

UTILITY RATE BYLAW NO. 6107

AMENDMENT BYLAW NO. 6193

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 “Utility Rate Bylaw No. 6107 Amendment Bylaw No. 6193”

2. If a portion of this bylaw is held invalid by a Court of competent jurisdiction, the invalid portion must be severed, and the remainder of this bylaw is deemed to have been adopted without the severed section, subsection, paragraph, subparagraph, clause or phrase.

3. The Township hereby imposes utility rates for the provision of user pay services as specified in Schedules “1” to “3” attached to and forming part of this bylaw.

READ A FIRST TIME the	day of	, 2026
READ A SECOND TIME the	day of	, 2026
READ A THIRD TIME the	day of	, 2026
ADOPTED the	day of	, 2026

_____ Mayor _____ Township Clerk

SCHEDULE 1. WATER UTILITY
UTILITY RATE BYLAW NO. 6107
AMENDMENT BYLAW NO. 6193

Water Utility Rate Type	Description	Amount
Flat Annual Water Rates		
Flat Annual Multi-Family Water Rates	For a distinct Condo, Townhouse, Row House, or Apartment. The 2026 annual flat rates shall be multiplied by 365/326 and calculated from February 9, 2026.	$667.22
Flat Annual Water Rates	For a distinct Premise or Coach House that is not charged a Flat Annual Multi-Family Water Rate. The 2026 annual flat rates shall be multiplied by 365/326 and calculated from February 9, 2026.	$784.96
Secondary Suite Annual Rate	Where a Premise contains a Secondary Suite.	Additional 30% fee of Flat Annual Water Rate
Metered Water Rates		
Annual Water Infrastructure Charge (Based on Water Meter Size)		
≤ 19mm	For each metered service connection to Real Property. The 2026 minimum metered infrastructure rates shall be multiplied by 365/326 and calculated from February 9, 2026.	$476.00
25mm		$476.00
37mm		$857.00
50mm		$1,381.00
75mm		$5,235.00
100mm		$6,663.00
150mm		$6,663.00
200mm		$6,663.00
Where water meter diameter is not shown in the table, the annual infrastructure charge will be based on rounding the meter size up to the closest diameter shown.		
Metered Water Unit Rate		
Tier 1 Volumetric Consumption Charge: 0 to 500m³	500m³ consumption prorated to billing period	$0.98 / m³
Tier 2 Volumetric Consumption Charge: over 500m³	Consumption over 500m³ prorated to billing period	$1.28 / m³
Other Rates		
Water Purchased for Resale		Four (4) times the Tier 2 Rate
Municipal Standpipe Use	Prepayment of estimated use over a period of one year is required	Four (4) times the Tier 2 Rate
Unauthorized Usage		Four (4) times the Tier 2 Rate

SCHEDULE 2. SEWER UTILITY
UTILITY RATE BYLAW NO. 6107
AMENDMENT BYLAW NO. 6193

Sewer Utility Rate Type	Description	Amount
Flat Annual Sewer Rates		
Flat Annual Multi-Family Sewer Rates	For a distinct Condo, Townhouse, Row House, or Apartment. The 2026 annual flat rates shall be multiplied by 365/326 and calculated from February 9, 2026.	$609.00
Flat Annual Sewer Rates	For a distinct Premise or Coach House that is not charged a Flat Annual Multi-Family Sewer Rate. The 2026 annual flat rates shall be multiplied by 365/326 and calculated from February 9, 2026.	$716.47
Secondary Suite Annual Rate	Where a Premise contains a Secondary Suite.	Additional 30% fee of Flat Annual Sewer Rate
Metered Sewer Rates		
Annual Sewer Infrastructure Charge (Based on Water Meter Size)		
≤ 19mm	For each metered service connection to Real Property. The 2026 minimum metered infrastructure rates shall be multiplied by 365/326 and calculated from February 9, 2026.	$476.00
25mm		$476.00
37mm		$857.00
50mm		$1,381.00
75mm		$5,235.00
100mm		$6,663.00
150mm		$6,663.00
200mm		$6,663.00
Where water meter diameter is not shown in the table, the annual infrastructure charge will be based on rounding the meter size up to the closest diameter shown.		
Metered Sewer Unit Rate		
Tier 1 Volumetric Consumption Charge: 0 to 400m³	Calculated based on 80% of water consumption. 400m³ consumption prorated to billing period.	$1.26 / m³
Tier 2 Volumetric Consumption Charge: over 400m³	Calculated based on 80% of water consumption. Consumption over 400m³ prorated to billing period.	$1.76 / m³
Other Rates		
Contaminated Ground Water	Discharge volume as indicated on the GVS&DD “Application for a Waste Discharge Permit” pursuant to GVS&DD Sewer Use Bylaw No. 299, 2007.	$1.76 /m³

SCHEDULE 3. SOLID WASTE UTILITY
UTILITY RATE BYLAW NO. 6107
AMENDMENT BYLAW NO. 6193

Solid Waste Utility Fee Type	Description	Amount
Flat Annual Solid Waste Base Rate	The 2026 annual rates shall be multiplied by 365/326 and calculated from February 9, 2026.	
Curbside Collection	Fee charged per Eligible Property for curbside collection service, all services	$226.00
Centralized Collection - All Services	Fee charged per Eligible Property for Centralized Collection service, all services	$149.30
Centralized Collection - Organics Service Only	Fee charged per Eligible Property for Centralized Collection service, Organics service only	$54.20
Annual Municipal Garbage Collection Service Fee	The 2026 annual rates shall be multiplied by 365/326 and calculated from February 9, 2026.	
Container Charge - 120L Garbage Cart	Fee charged per 120L Garbage Cart for garbage collection service	$100.00
Container Charge - 240L Garbage Cart	Fee charged per 240L Garbage Cart for garbage collection service	$200.00
Other Fees		
Extra Garbage Sticker		$3.50
Cart Administration Fee		$50.00
Cart Replacement Fee		$110.00

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

AMENITY COST CHARGES BYLAW NO. 6115

EXPLANATORY NOTE

Bylaw No. 6115 establishes an Amenity Cost Charges Bylaw.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

AMENITY COST CHARGES BYLAW NO. 6115

A Bylaw to Impose Amenity Cost Charges for Public Amenity Projects

The Municipal Council of the Corporation of the Township of Langley, in Open meeting assembled, ENACTS AS FOLLOWS:

Title

1. This Bylaw may be cited for all purposes as “Amenity Cost Charges Bylaw No. 6115”. As a short title, it may be known as “ACC Bylaw No. 6115”.

Definitions

2. For the purposes of this Bylaw:

Accessory Dwelling Unit	means a self-contained dwelling unit within a building of secondary use which contains sleeping facilities, sanitary facilities and cooking facilities that are for the exclusive use of the occupant(s) of the suite and is located in a building smaller than a principal building located on the same lot and may be situated above a detached garage.
Amenity	means a facility or feature that provides social, cultural, heritage, recreational or environmental benefits to a community.
Amenity Cost Charge	means the charges payable pursuant to the provisions of this Bylaw and in the amounts as calculated in the schedules hereto. The term Amenity Cost Charges may also be referred to as “ACCs” or “ACC” in this Bylaw.
Apartment Residential	means a building or portion of a building(s) containing three (3) or more self-contained Multiple-Unit Dwellings accessed through a common hallway, one or more of which are wholly or partly above another self-contained dwelling unit.
Commercial	means a commercial development in a commercial zone listed in the Zoning Bylaw or a similar development in another zone permitted in accordance with the Zoning Bylaw, in which the predominant use of the zone, as determined by its purpose and list of permitted uses, is of a commercial nature.
Dwelling, Multiple-Unit	means a principal building consisting of three (3) or more dwelling units in one or more buildings

Dwelling, One-Unit	means a principal building used exclusively for residential purposes and consisting of one (1) dwelling unit and may include a fully enclosed Secondary Suite as an independent Dwelling Unit located within the principal building.
Dwelling, Two-Unit	means a principal building used exclusively for residential purposes and consisting of two (2) primary dwelling units, and each primary dwelling unit in a Two-Unit Dwelling may include one (1) fully enclosed Secondary Suite as an independent dwelling unit located within the principal building.
Dwelling Unit	means one (1) or more habitable rooms used for residential purposes where such room or rooms contain or provide for the installation of only one (1) set of cooking facilities and one (1) or more sets of sanitary facilities.
Gross Floor Area	means the sum of all floor areas used or intended to be used for the undertaking of permitted uses, measured to the extreme outer limits of the building or structure, excluding areas for parking and unenclosed balconies.
Ground Oriented Multi Family Residential	means a Multiple-Unit Dwelling building(s) containing three (3) or more self-contained units accessible through separate, ground-oriented entrances (i.e., not accessed through a common hallway). Forms of development include Accessory Dwelling Units, rowhouses, townhouses, small-scale multi-unit housing and mobile homes.
Industrial	means all developments zoned for industrial uses under the Zoning Bylaw and all developments having industrial uses undertaken in buildings or on land where the zoning designation under the Zoning Bylaw is other than industrial.
Institutional	means: (a) all developments zoned for institutional use under the Zoning Bylaw; or (b) institutional uses undertaken in buildings or on land where the zoning designation under the Zoning Bylaw is other than institutional, including, but not limited to, schools and other educational facilities, congregate care facilities and other live/care accommodation, hospitals and other medical facilities, government buildings, public recreational facilities, fire halls, police stations, airport facilities, communications and energy facilities, waste disposal and other similar public and Utility uses.

Secondary Suite	means a self-contained dwelling unit containing sleeping facilities, sanitary facilities, and cooking facilities that are for the exclusive use of the occupant(s) of the suite and is smaller than, secondary to, and connected to a primary dwelling unit located within a principal building on the same lot
Single and Two Family Residential	means a One-Unit Dwelling, which may contain one (1) additional dwelling unit in the form of a secondary suite or an Accessory Dwelling Unit, OR a Two-Unit Dwelling, wherein each unit may also contain one fully enclosed secondary suite.
Zoning Bylaw	means the Township of Langley Zoning Bylaw No. 2500, as amended or replaced.

Schedules and Notes

3. Schedules “A”, “B”, and “C” are attached hereto and form a part of this Bylaw. The notes found at the bottom of Schedules “A” and “B” form a part of this Bylaw.

Amenity Cost Charges

4. In accordance with the *Local Government Act*, every person who obtains:

   a) approval of a subdivision, or
   b) a building permit authorizing the construction, alteration or extension of a building or a structure,

   must pay to the Township of Langley the applicable Amenity Cost Charges set out in Schedules “A” and “B” of this Bylaw for the purpose of providing funds to assist the Township in paying the capital costs of amenities set out in Schedule “C” to this bylaw.

5. Where a type of development is not specifically identified in Schedules “A” and “B” of this Bylaw, the amount of Amenity Cost Charges to be paid to the Township shall be equal to the Amenity Cost Charges that are payable for the type of development that in the opinion of the Director of Community Development imposes the most similar cost burden on the Township’s amenity services.

6. The amount of Amenity Cost Charges payable in relation to mixed-use type of development shall be calculated separately for each portion of the development, in accordance with Schedule “A” and “B”, based on the mix of uses included in the building permit application and the total amenity cost charges payable shall be the sum of the charges payable for each type.

7. For Amenity Cost Charges imposed pursuant to this Bylaw on Single and Two Family Residential subdivisions, a credit will be granted for each existing fee simple lot, but excluding an existing stratified lot, forming part of the subdivision at the time of the subdivision, or building permit application. For Ground Oriented Multi Family Residential and Apartment Residential developments, a credit will be granted for each existing dwelling

unit forming part of the development at time of the subdivision or building permit application. For non-residential developments, Amenity Cost Charges are assessed based on the additional Gross Floor Area, as applicable.

8. In the case of a Building Permit for a Mobile Home Park, Amenity Cost Charges are calculated by multiplying the total Amenity Cost Charges payable per unit for a Ground-oriented Multi-family Residential use, as prescribed in Schedule "A", by the number of Mobile Home pads to be constructed.

Payment

9. Pursuant to *Local Government Act* Section 570.2 *Amenity cost charges: imposition and collection*, amenity cost charges are payable at the time of approval of the subdivision or issuance of the building permit. The payment of amenity cost charges, including payments made by instalments, is prescribed by B.C. Reg. 166/84 [*Development Charge (Instalments) Regulation],* as amended.

Exemptions

10. An ACC is not payable under the following circumstances:

    a) Development of a public place of worship;
    b) Development does not result in an increase in the population of residents or workers in the Township of Langley;
    c) Developments that have already been charged for a particular amenity, unless further development results in additional increase in population of residents or workers; or
    d) In relation to affordable and special needs housing units that are required under an affordable and special needs housing zoning bylaw or any class of affordable housing prescribed by regulation.

Severability

11. If any section, subsection, clause, or phrase of this Bylaw is, for any reason, held to be invalid by a court of competent jurisdiction, it will be deemed to be severed, and the remainder of the Bylaw will remain valid and enforceable in accordance with its terms.

READ A FIRST TIME the	21	day of	July	, 2025
READ A SECOND TIME the	15	day of	December	, 2025
READ A THIRD TIME the		day of		, 2026
ADOPTED the		day of		, 2026

Mayor

Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

AMENITY COST CHARGES BYLAW NO. 6115

Schedule "A"

Residential Amenity Cost Charges

Type of Development	Unit	ACC $/Unit
Single and Two Family Residential	dwelling unit	$19,571
Ground Oriented Multi Family Residential	dwelling unit	$13,584
Apartment Residential	dwelling unit	$8,634

NOTE:

- Residential ACCs are imposed on each dwelling unit (du).
- The residential component of mixed-use developments, other than institutional, is calculated and assessed in accordance with Schedule "A", and is payable in addition to any other ACCs applicable to other uses in the development.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

AMENITY COST CHARGES BYLAW NO. 6115

Schedule "B"

Non-Residential Amenity Cost Charges

Type of Development	**Unit**	**ACC $/m^2 gross floor area**
Commercial	m^2 gross floor area	$65.62 ($6.10/ft^2 gross floor area)
Industrial	m^2 gross floor area	$25.90 ($2.41/ft^2 gross floor area)
Institutional	m^2 gross floor area	$65.62 ($6.10/ft^2 gross floor area)

NOTE:

- The residential component of mixed-use developments, other than institutional, is calculated and assessed in accordance with Schedule "A", and is payable in addition to any other ACCs applicable to other uses in the development.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

AMENITY COST CHARGES BYLAW NO. 6115

Schedule "C"

List of Amenities

1. Langley Events Centre Convention Centre
2. Langley Events Centre Concert and Performance Hall
3. Langley Events Centre Ice and Dry Arenas Facility
4. Smith Athletic Park
5. Brookswood-Fernridge Community Centre
6. Willoughby Community Centre
7. Aldergrove Community Centre Expansion
8. Willowbrook Community Centre

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	DECEMBER 15, 2025 - REGULAR MEETING	**REPORT:**	25-207
FROM:	COMMUNITY AND POLICY PLANNING DIVISION	**FILE:**	LSP00007
SUBJECT:	AMENITY COST CHARGES BYLAW		

RECOMMENDATION:

That Council give second reading to the revised Amenity Cost Charges Bylaw No. 6115.

EXECUTIVE SUMMARY:

At the July 21, 2025 Regular Meeting, Council gave first reading to the Amenity Cost Charges Bylaw (ACC) No. 6115 and authorized staff to conduct public consultation. Public consultation was conducted in late September and early October. Six public engagement events were held across the Township including four in-person Open Houses and two virtual information sessions.

The Urban Development Institute (UDI) and the Home Builders Association of Vancouver (HAVAN) were consulted and provided with opportunities for feedback. On November 7, 2025, the proposed ACC Bylaw was presented to the Langley UDI Liaison Committee with an opportunity for questions and feedback. To date no formal feedback has been received.

Specific feedback has been received advising that borrowed funds are not to be included in an ACC Bylaw for projects under construction prior to adoption. The ACC Bylaw has been revised to remove borrowed funds as well as grant funds from the amenity costs. Proposed revisions are presented with the intent of maintaining the per unit rates as initially proposed at first reading.

In order to maintain the per unit rates, it is recommended that the amenity costs be revised to (a) remove the debt for the LEC Ice and Dry Arenas and Smith Athletic Park; (b) remove grant funding for the LEC Concert and Performance Hall and LEC Ice and Dry Arenas; (c) add the Willowbrook Community Centre as a new amenity; and (d) extend the growth period beyond 25 years.

Upon Amenity Cost Charges Bylaw No. 6115 receiving third reading, a separate report will be presented to Council to discuss the management of Community Amenity Contribution funds and establishment of new reserve account(s) for ACC funds.

PURPOSE:

To present Council with information received during public engagement and revisions to the Amenity Cost Charges Bylaw No. 6115 to be received for second reading.

BACKGROUND/HISTORY:

In November 2023, the Province of British Columbia passed a series of legislative changes, including Bill 46: Housing Statutes (Development Financing) Amendment Act, which introduced Amenity Cost Charges (ACCs) as a new development finance tool. The ACC tool allows local governments to collect funds for amenities such as community centres, recreation centres, daycares and libraries from new developments that result in increased population and demand for services. These amenities support livable and complete communities in areas of growth. The ACC tool contains mechanisms that ensure transparency and cost certainty for developers, local governments and the public.

At the June 10, 2024 Regular Meeting (Item G.2, Motion #4), Council passed the following resolution:

> *"That Council direct staff to develop an Amenity Cost Charges (ACC) Bylaw to help fund the costs of amenities needed to adequately service the demands of small-scale multi-unit housing options."*

In March 2025, the BC Ministry of Housing and Municipal Affairs published an ACC Best Practices Guide to help local governments prepare and implement ACC bylaws. Amenity Cost Charges Bylaw No. 6115 has been prepared based on Council direction and provincial guidance. On July 21, 2025, Council received Report #25-123, gave first reading Bylaw No. 6115 and authorized staff to conduct public consultation.

DISCUSSION/ANALYSIS:

Public consultation has been conducted. Additional information on Bylaw No. 6115 has been received and taken into consideration for preparation of this report and recommended revisions.

<u>Engagement</u>
Six public engagement events were held in late September and early October which included four in-person Open Houses and two virtual information sessions. In-person events were held across the Township:

- September 18, 2025: Aldergrove Athletic Park Rotary Field House
- September 23, 2025: Langley Events Centre Banquet Hall
- September 25, 2025: Langley Events Centre Banquet Hall
- October 2, 2025: salishan Place by the River

Two virtual information sessions were held online:

- September 24, 2025 from 12 noon - 1:00pm
- October 1, 2025 from 5:00 - 6:00pm

A questionnaire was available to receive comments at each of the in-person events and was available from the Township's webpage. Engagement events were promoted by the Township's social media accounts, webpage and newspaper advertisements. No feedback has been received from the questionnaire at the close of the engagement period.

UDI and HAVAN were consulted and provided opportunities for feedback. On November 7, 2025, the proposed ACC Bylaw was presented to the Langley UDI Liaison Committee with an opportunity for questions and feedback. To date no formal feedback has been received.

<u>ACC Bylaw No. 6115 Revisions</u>
The ACC Bylaw has been revised based on provincial input that costs incurred prior to bylaw adoption are to be excluded even if the projects are ongoing, as well as the recently announced

federal grant funding for the LEC Concert and Performance Hall. As a result, it is recommended that the proposed amenity costs be revised to:

a) remove the debt for the LEC Ice and Dry Arenas and Smith Athletic Park
b) remove grant funding for the LEC Concert and Performance Hall and Ice and Dry Arenas
c) add the Willowbrook Community Centre as a new amenity
d) extend the growth period beyond 25 years

Table 1 shows the results of revising amenity costs and summarizes the implications of the revisions:

- removed debt amounts of approximately $144M from the ACC amenities allocated to the LEC Ice and Dry Arena and Smith Athletic Park
- removed $49M in grant funding for the LEC Concert and Performance Hall ($25M) and LEC Ice & Dry Arenas ($24M)
- added the Willowbrook Community Centre at an estimated cost of $250M
- a net increase of $57M in ACC amenity costs after subtracting debts, grants and adding the Willowbrook Community Centre
- extended the growth period from 25 to 30 years to keep ACC rates unchanged

Table 1: Proposed Revisions to Amenities and Capital Costs

Amenity	**(A) Estimated Capital Cost**	**(B) Debt**	**(C) Grants**	**(D) Revised Capital Cost (A – B – C = D)**
LEC Concert and Performance Hall	$150M		-$25	$125M
LEC Ice & Dry Arenas Facility	$158M	-$74M	-$24M	$60M
Smith Athletic Park	$109.5M	-$70M	n/a	$39.5M
Total	**$417.5M**	**-$144M**	**-$49M**	**$224.5M**
New Amenity	**(A) Estimated Capital Cost**	**(B) Debt**	**(C) Grants**	**(D) Net Increase in ACC Program (A – B – C = D)**
Willowbrook Community Centre	$250M	-$144M	-$49M	$57M

A recap of the complete list of amenities and proposed status is noted in Table 2.

Table 2: Summary of Amenities and Proposed Status

Amenity in Proposed ACC Bylaw	**Status**
LEC Convention Centre	Unchanged
LEC Concert and Performance Hall	Revised
LEC Ice and Dry Arenas Facility	Revised
Smith Athletic Park	Revised
Brookswood-Fernridge Community Centre	Unchanged
Willoughby Community Centre	Unchanged
Aldergrove Community Centre Expansion	Unchanged
Willowbrook Community Centre	New

Proposed revisions are presented which maintain the ACC rates as initially proposed as shown in Table 3.

Table 3: Amenity Cost Charges as proposed on July 21, 2025

Land Use	Amount	Unit
Single and Two Family Residential	$19,571	dwelling unit
Ground Oriented Multi Family Residential	$13,584	dwelling unit
Apartment Residential	$8,634	dwelling unit
Commercial	$65.62	m^2 gross floor area
	$6.10	ft^2 gross floor area
Industrial	$25.90	m^2 gross floor area
	$2.41	ft^2 gross floor area
Institutional	$65.62	m^2 gross floor area
	$6.10	ft^2 gross floor area

The proposed revisions maintain the ACC rates initially presented to Council at first reading of Bylaw No. 6115 on July 21, 2025. Revisions to the ACC Bylaw that substantially differ from the version presented during the public information sessions would require further public engagement. As the proposed revisions make no changes to ACC rates it is considered that further public engagement is not required.

Legislative Changes

The ACC Bylaw has been revised to respond to legislative changes to the payment instalment period and title of the regulation. Ministerial Order No. M197 on June 30, 2025, amended B.C. Reg. 166/86 to change the payment instalment period from two to four years with a 25% payment due at subdivision approval or building permit issuance and the title to "Development Charge (Instalments) Regulation". These changes take effect on January 1, 2026.

Financial Implications:

Revisions to Bylaw No. 6115 have removed $144M in debt. These funds are related to the initial construction phases of the LEC Ice and Dry Arenas and Smith Athletic Park for which borrowing has occurred. Further funding may emerge through voluntary amenity contributions as per Council Policy 07-170 Interim Policy Regarding Community Amenity Contributions as in-stream applications are not subject to the ACC Bylaw per provincial legislation. Applications that are in-stream prior to adoption of an ACC Bylaw account for approximately $165M in potential revenue.

Respectfully submitted,

Aubrey Jensen
MANAGER, STRATEGIC AND SOCIAL PLANNING
for
COMMUNITY AND POLICY PLANNING DIVISION

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

CONCURRENCES	
Division / Department	**Name**
MUNICIPAL ADMINISTRATION	J. Winslade
FINANCE	S. Ruff

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JANUARY 26, 2026 – REGULAR MEETING	**REPORT:**	26-01
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	08-23-0241
SUBJECT:	REZONING APPLICATION NO. 100795 (POLLYCO (BLOCK B) HOLDINGS LTD. / 7980 – 206A STREET)		

PROPOSAL:

Application to amend Comprehensive Development Zone CD-89 to increase the permitted Commercial Density (Gross Floor Area) in the CD-89(E) sub-zone from 6,350 m^2 (68,350 ft^2) to 6,750 m^2 (72,656 ft^2).

RECOMMENDATION SUMMARY:

That Council give first, second, third and final reading to Bylaw No. 6187.

RATIONALE:

The proposal is consistent with the Willoughby Community Plan, Yorkson Neighbourhood Plan and the existing site context.

RECOMMENDATION:

That Council give first, second, third and final reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Pollyco (Group B) Holdings Ltd.) Bylaw No. 6187 amending Comprehensive Development Zone CD-89 to increase the permitted Commercial Density (Gross Floor Area) in the CD-89(E) sub-zone from 6,350 m^2 to 6,750 m^2.

EXECUTIVE SUMMARY:

Pollyco Group of Companies has applied to amend Comprehensive Development Zone CD-89 to increase the permitted Commercial Density (Gross Floor Area) in the CD-89(E) sub-zone from 6,350 m^2 (68,350 ft^2) to 6,750 m^2 (72,656 ft^2). The applicant proposes to convert 393 m^2 (4,231 ft^2) of parking area to three commercial units on the ground floor at the southeast corner of a 6-storey mixed use building located at 7980 – 206A Street.

The proposal is consistent with the provisions of the Willoughby Community Plan, Yorkson Neighbourhood Plan and the existing site context. Staff recommend that Council support the rezoning amendment.

PURPOSE:

This report is to provide information and a recommendation to Council regarding proposed Rezoning Bylaw No. 6187.

REFERENCE:

Owner:	Pollyco (Block B) Holdings Ltd. 320, 20780 Willoughby Town Centre Dr Langley, BC V2Y 0M7
Agent:	Pollyco Group of Companies 320, 20780 Willoughby Town Centre Dr Langley, BC V2Y 0M7
Legal Description:	Strata Lots 1 to 154 Section 23 Township 8 New Westminster District Strata Plan EPS11616 Together with an Interest in the Common Property in Proportion to the Unit Entitlement of the Strata Lot as shown on Form V
Location:	7980 – 206A Street
Existing Zoning:	Comprehensive Development Zone CD-89(E)
Willoughby Community Plan:	Town Centre
Yorkson Neighbourhood Plan:	Town Market Commercial (2.85 FSR)

BACKGROUND/HISTORY:

- The subject site is designated Town Centre in the Willoughby Community Plan and Town Market Commercial (2.85 FSR) in the Yorkson Neighbourhood Plan.
- Section 4.2.2(4) of the Yorkson Neighbourhood Plan states *"commercial uses shall occupy the ground floor of buildings in the Town Market area, with commercial or residential uses on upper floors".*
- Council granted final reading to Plan Amendment Bylaw No. 4767 and Rezoning Bylaw No. 4768 on October 3, 2011 to adjust Yorkson Neighbourhood Plan implementation policies and rezone the subject site to Comprehensive Development Zone CD-89(E).
- Council granted final reading to Rezoning Bylaw No. 5650 on March 22, 2021 to amend Comprehensive Development Zone CD-89 to increase the permitted Commercial Density (Gross Floor Area) in the CD-89(E) sub-zone from 4,400 m² (47,361 ft²) to 6,350 m² (68,350 ft²) and residential building height from 4-storeys to 6-storeys.
- Council approved issuance of Development Permit No. 101133 on March 22, 2021 for development of a 6-storey mixed use building (southerly portion of site fronting 206A Street) and a 4-storey commercial building (northerly portion of site fronting 80 Avenue) at 7980 – 206A Street.
- Development Permit No. 101133 included 92 apartment units within the 6-storey mixed use building, along with 6,339 m² (68,232 ft^2) of commercial space distributed in the 4-storey commercial building and the first two levels of the 6-storey mixed use building.
- The buildings on the site are constructed and occupied.

DISCUSSION/ANALYSIS:

- The applicant proposes to convert 393 m^2 (4,231 ft^2) of ground floor parking area to three commercial units in the southeast corner of the 6-storey mixed use building located at 7980 – 206A Street.
- To facilitate the addition of three commercial units, the applicant proposes to amend Comprehensive Development Zone CD-89 to increase the permitted Commercial Density (Gross Floor Area) in the CD-89(E) sub-zone from 6,350 m^2 (68,350 ft^2) to 6,750 m^2 (72,656 ft^2).
- The proposed ground floor commercial units in the 6-storey mixed use building will front

the drive aisle on the south side of the building and replace 17 parking spaces on the ground floor.

- The proposal is otherwise compliant with the Zoning Bylaw including minimum parking requirements.
- Amendments to Development Permit No. 101133 via a delegated development permit application process are required to address building design, signage and landscape wall relocation prior to building permit issuance.
- The proposal is consistent with the provisions of the Willoughby Community Plan, Yorkson Neighbourhood Plan and the existing site context.

Adjacent Uses:

	Existing Use:	Willoughby Community Plan:	Yorkson Neighbourhood Plan:	Existing Zoning:
North:	80 Avenue, beyond which are existing apartment buildings	Multi Family	Medium Density Apartment (1.9 FSR)	Comprehensive Development Zone CD-75
South:	A lane, beyond which is an existing mixed use building	Town Centre	Town Market Commercial (2.85 FSR)	Comprehensive Development Zone CD-89
East:	A property currently under application (ToL Project No: 08-23-0150) for mixed use buildings	Town Centre	Town Market Commercial (2.85 FSR)	Comprehensive Development Zone CD-175
West:	206A Street, beyond which is a property currently under application (ToL Project No: 08-23-0223) for townhouses	Town Centre	Town Market Commercial (2.85 FSR)	Suburban Residential Zone SR-2

Zoning Amendment:

- Rezoning Bylaw No. 6187 proposes to increase the permitted Commercial Density (Gross Floor Area) in the Comprehensive Development Zone CD-89 sub-zone CD-89(E) from 6,350 m^2 (68,350 ft^2) to 6,750 m^2 (72,656 ft^2).

Policy Considerations:

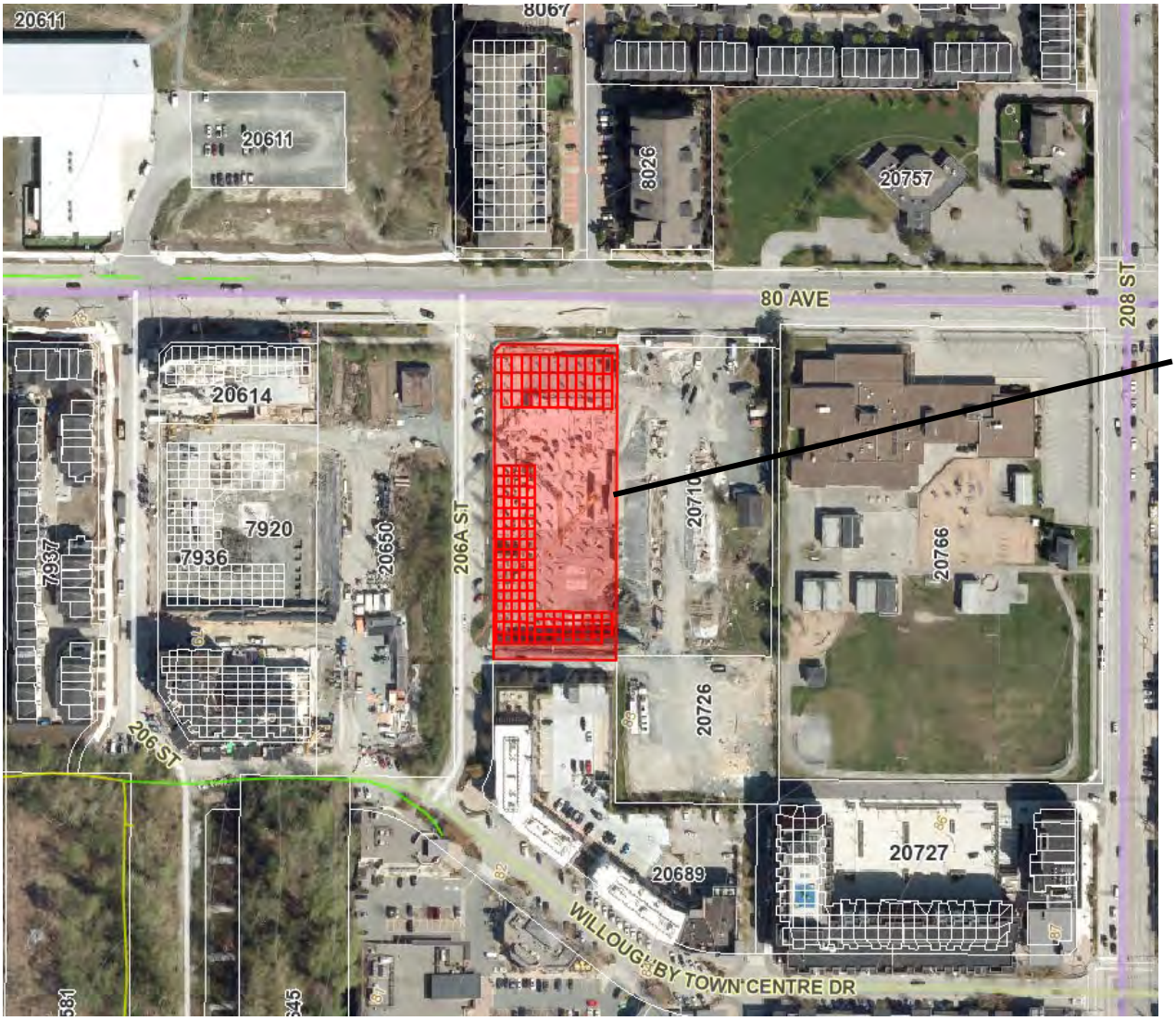
The proposed zoning amendment to increase the permitted Commercial Density (Gross Floor Area) in the Comprehensive Development Zone CD-89 sub-zone CD-89(E) from 6,350 m^2 (68,350 ft^2) to 6,750 m^2 (72,656 ft^2) is consistent with the provisions of the Willoughby Community Plan and the Yorkson Neighbourhood Plan. No development prerequisites are applicable to the application. The Local Government Act (Section 480) indicates Council may adopt a zoning bylaw at the same meeting at which the bylaw passed third reading. Accordingly, staff recommend that Council give first, second, third and final reading to Rezoning Bylaw No. 6187.

Respectfully submitted,

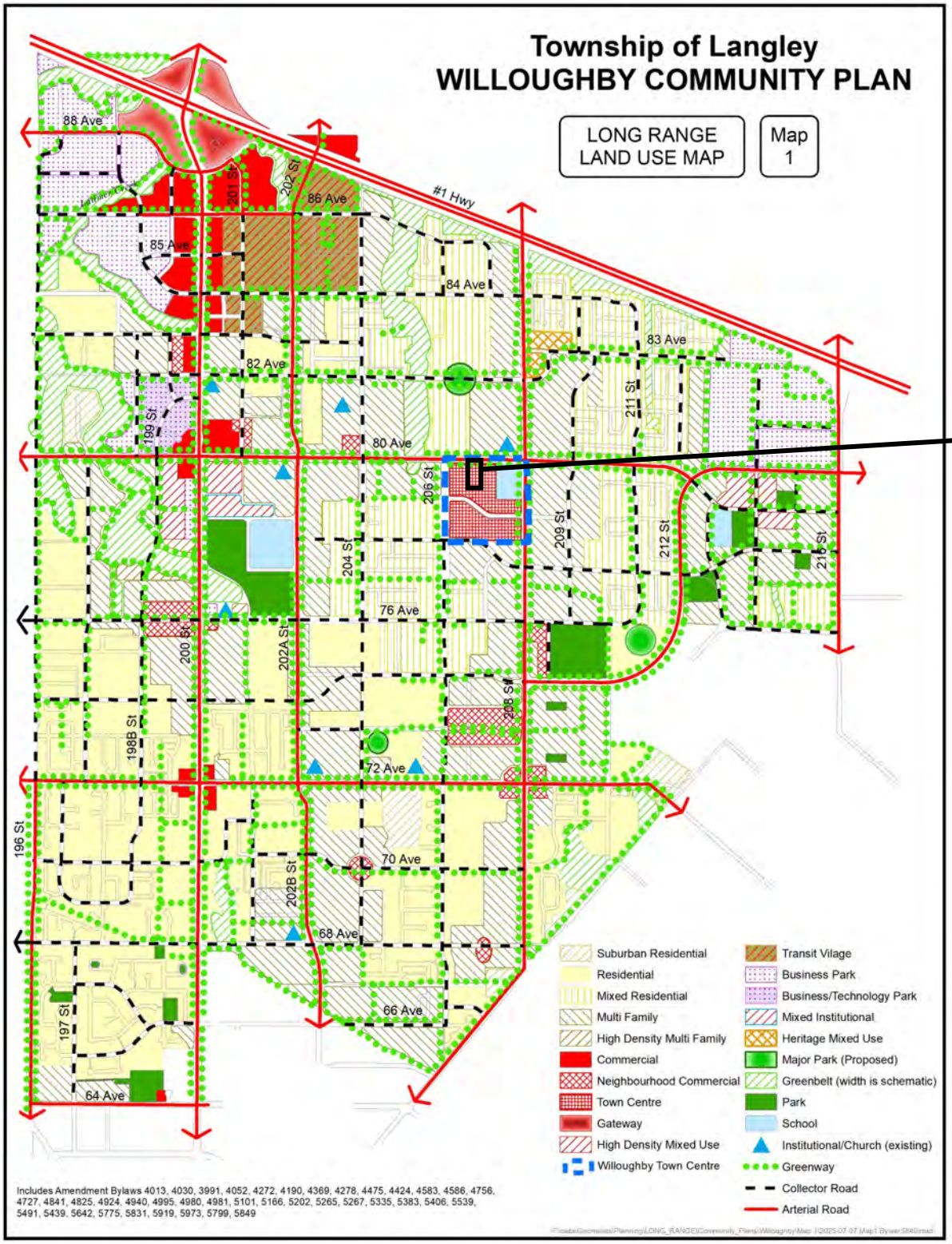
Alex Rowley
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

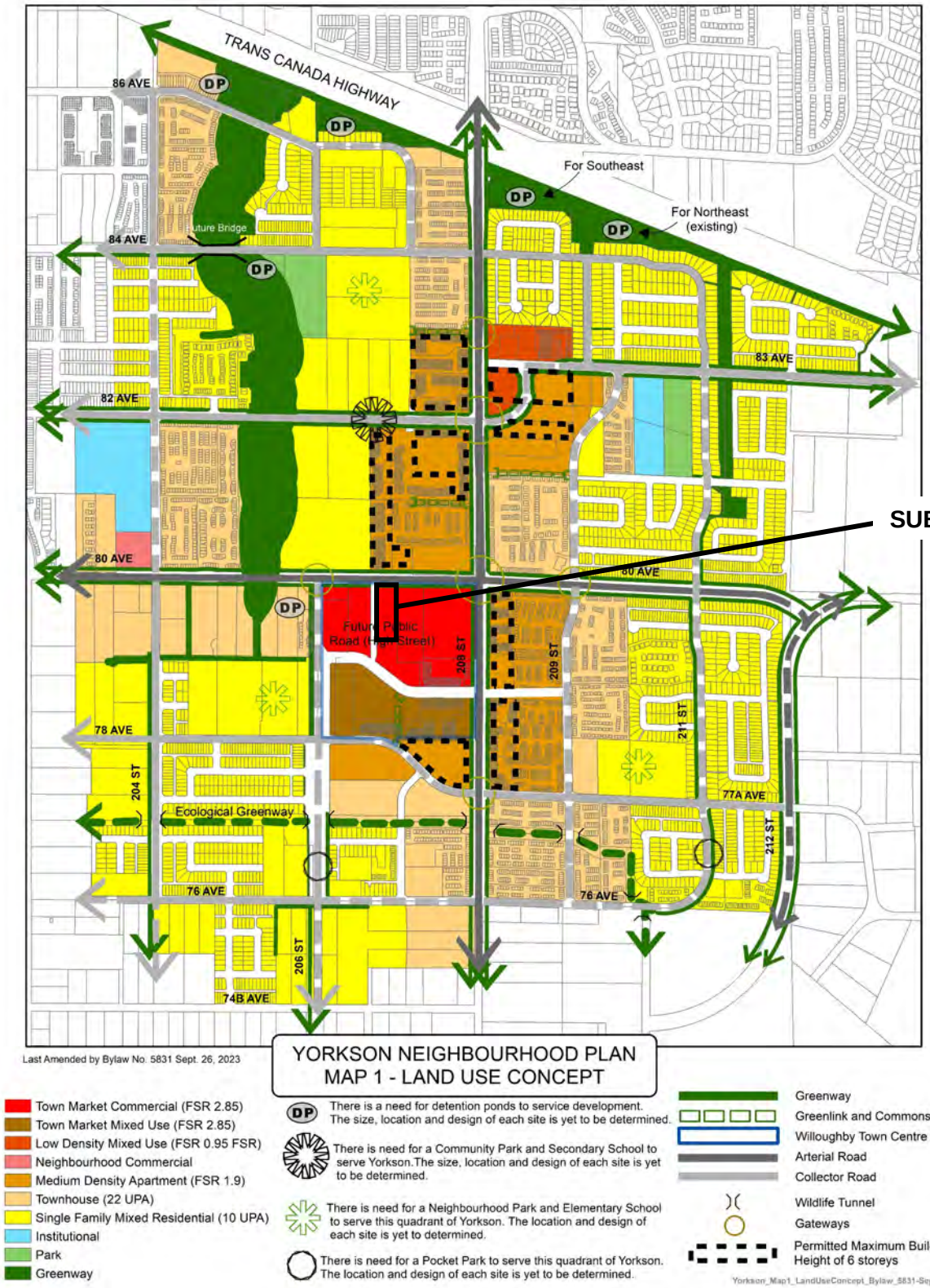
ATTACHMENT A Maps and Graphics

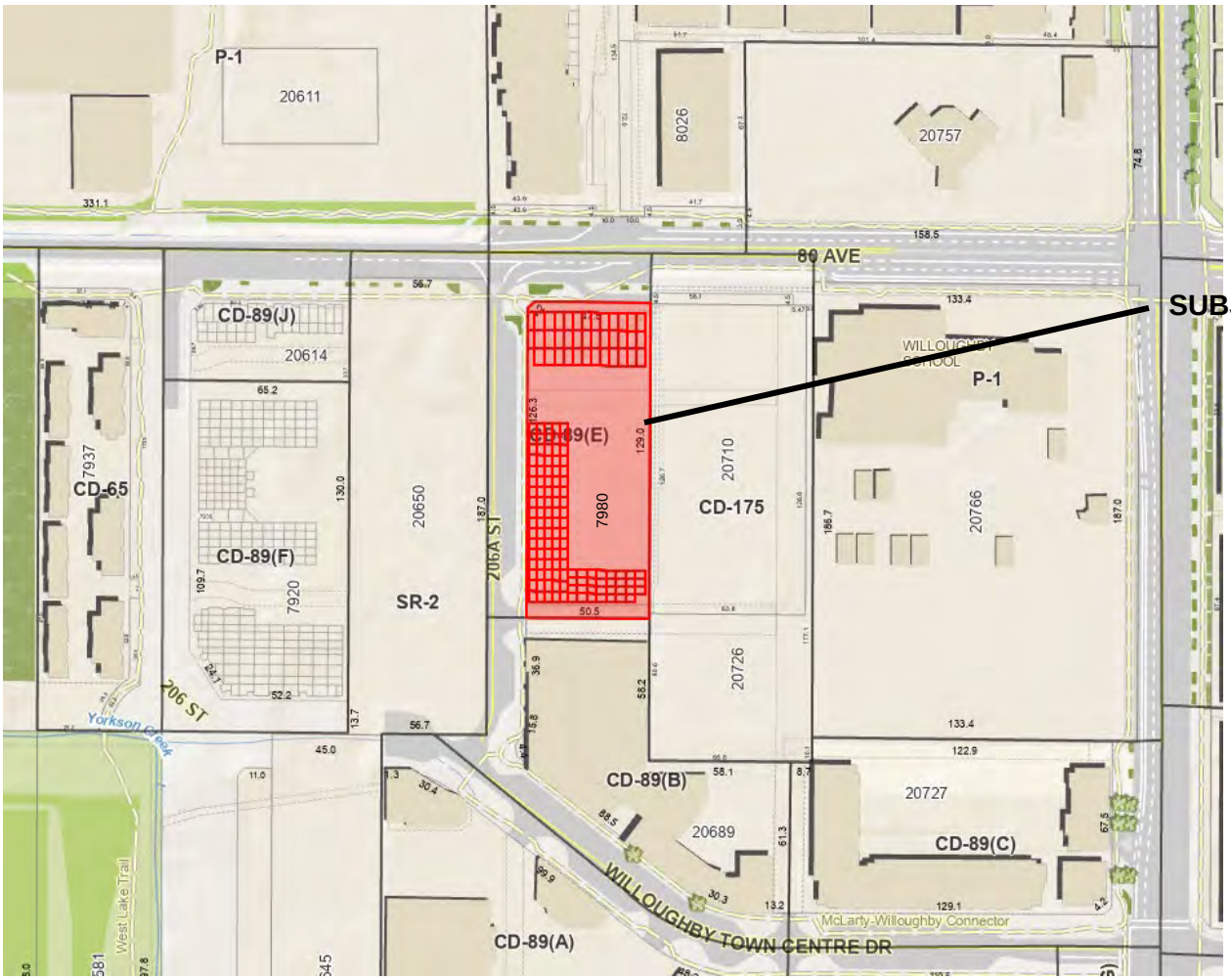
ATTACHMENT A



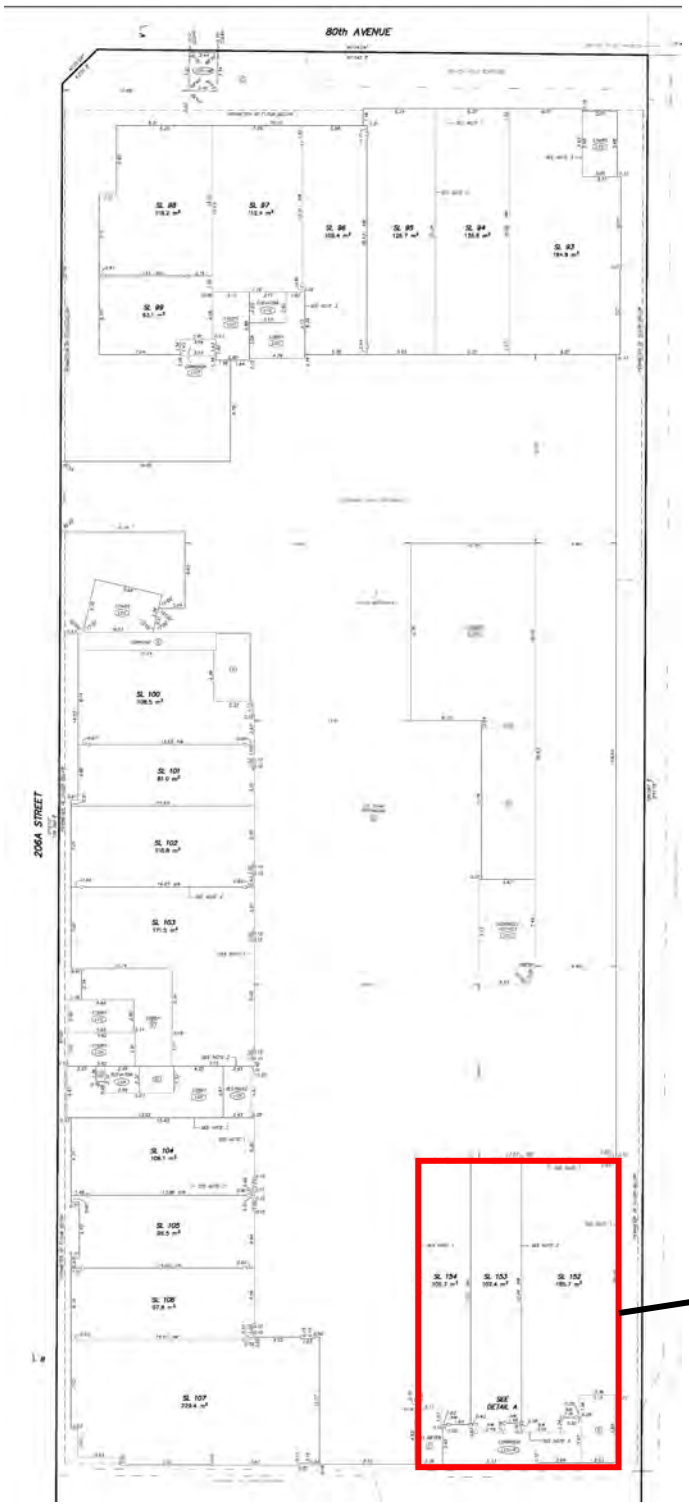
AERIAL CONTEXT MAP


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
201 St
202 St
199 St
204 St
206 St
209 St
211 St
212 St
216 St
200 St
202A St
198B St
208 St
196 St
202B St
197 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, 5849

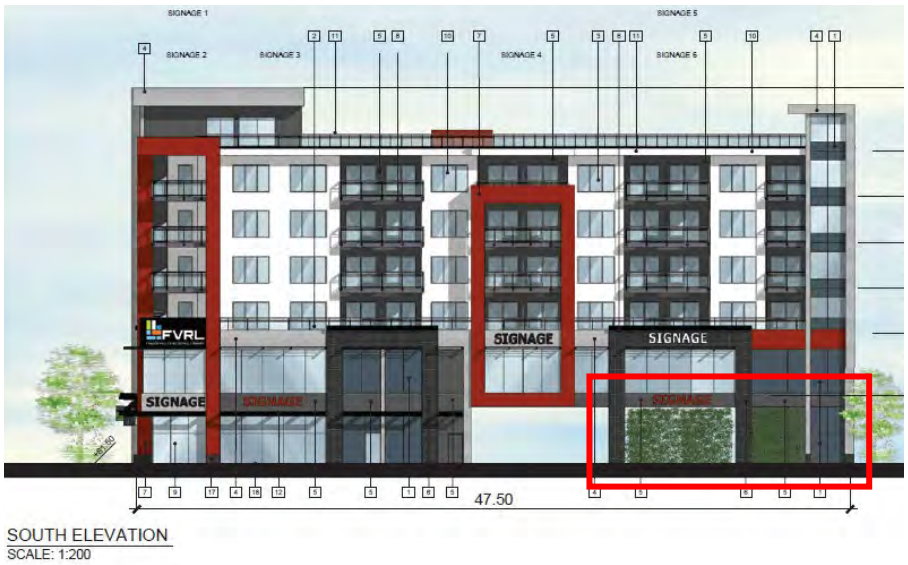

TRANS CANADA HIGHWAY
For Southeast
For Northeast (existing)
Future Bridge
86 AVE
84 AVE
83 AVE
82 AVE
80 AVE
78 AVE
77A AVE
76 AVE
74B AVE
DP
SUBJECT
Future Public Road (High Street)
209 ST
211 ST
212 ST
204 ST
206 ST
Ecological Greenway
Last Amended by Bylaw No. 5831 Sept. 26, 2023
YORKSON NEIGHBOURHOOD PLAN
MAP 1 - LAND USE CONCEPT
Town Market Commercial (FSR 2.85)
Town Market Mixed Use (FSR 2.85)
Low Density Mixed Use (FSR 0.95 FSR)
Neighbourhood Commercial
Medium Density Apartment (FSR 1.9)
Townhouse (22 UPA)
Single Family Mixed Residential (10 UPA)
Institutional
Park
Greenway
There is a need for detention ponds to service development. The size, location and design of each site is yet to be determined.
There is need for a Community Park and Secondary School to serve Yorkson.The size, location and design of each site is yet to be determined.
There is need for a Neighbourhood Park and Elementary School to serve this quadrant of Yorkson. The location and design of each site is yet to be determined.
There is need for a Pocket Park to serve this quadrant of Yorkson. The location and design of each site is yet to be determined.
Greenway
Greenlink and Commons
Willoughby Town Centre
Arterial Road
Collector Road
Wildlife Tunnel
Gateways
Permitted Maximum Building Height of 6 storeys
Yorkson_Map1_LandUseConcept_Bylaw_5831-Sept 25-2023



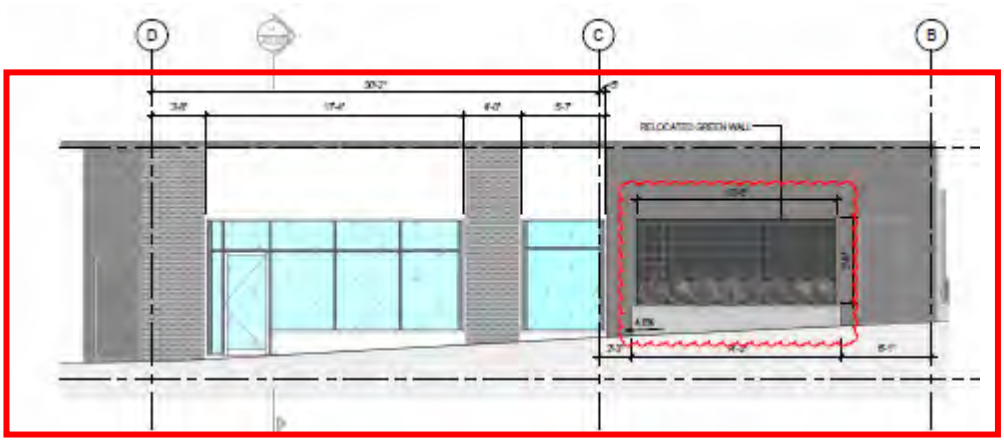
ZONING BYLAW NO. 2500



SITE PLAN – SUBMITTED BY APPLICANT



SOUTH BUILDING ELEVATION – DP101133



PRELIMINARY SOUTH BUILDING ELEVATION – PROPOSED

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (POLLYCO (BLOCK B) HOLDINGS LTD.) BYLAW NO. 6187

EXPLANATORY NOTE

Bylaw No. 6187 amends Comprehensive Development Zone CD-89 by increasing the maximum permitted Commercial Density (Gross Floor Area) in sub-zone CD-89(E) from 6,350 m^2 to 6,750 m^2.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (POLLYCO (BLOCK B) HOLDINGS LTD.) BYLAW NO. 6187

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 (Pollyco (Block B) Holdings Ltd.) Bylaw No. 6187".

2. The "Township of Langley Zoning Bylaw 1987 No. 2500" as amended is further amended by:

   (1) Amending Section 989.12 sub zone CD-89E to increase the Maximum Commercial Density (Gross Floor Area) from 6,350 m^2 to 6,750 m^2.

NOTICE WAS ADVERTISED the	19	day of	January	, 2026.
READ A FIRST TIME the		day of		, 2026.
READ A SECOND TIME the		day of		, 2026.
READ A THIRD TIME the		day of		, 2026.
ADOPTED the		day of		, 2026.

_____ Mayor _____ Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

2026 REVENUE ANTICIPATION BORROWING BYLAW NO. 6188

EXPLANATORY NOTE

Bylaw No. 6188 provides authorization to borrow funds between January 1, 2026 and December 31, 2026. As the Municipality does not receive property taxation revenue until tax collection time (May to late June), it may be necessary to borrow funds to meet the lawful expenditures of the Township and to pay amounts required to meet the Township's taxing obligations in relation to other public bodies.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

2026 REVENUE ANTICIPATION BORROWING BYLAW NO. 6188

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 “2026 Revenue Anticipation Borrowing Bylaw No. 6188”.
2. The Corporation of the Township of Langley is hereby authorized and empowered to borrow upon the credit of the Corporation up to the maximum amount of Fifty Million dollars ($50,000,000) in such amounts and at such times as the same may be required, and at a rate of interest that shall not exceed the prime rate set by the Corporation’s bankers.
3. The monies so borrowed and interest thereon, shall be payable on or before the 31st day of December 2026.
4. The form of obligation or obligations to be given as an acknowledgment of the liability of the Corporation for and in connection with the monies so borrowed shall be a promissory note or notes for such sums as may be required and may be advanced from time to time, signed by the Mayor and Director of Finance of the Corporation and bearing the Corporate Seal of the Corporation.
5. There is hereby set aside as security for the liability hereby authorized to be incurred the whole unpledged or unencumbered amount of unpaid taxes due to the Corporation as at December 31, 2025, and the whole of the taxes to be levied for the year 2026. When collected, revenue from property taxes must be used, as necessary, to repay money borrowed under the authority of Bylaw No. 6188.

READ A FIRST TIME the	15	day of	December	, 2025
READ A SECOND TIME the	15	day of	December	, 2025
READ A THIRD TIME the	15	day of	December	, 2025
ADOPTED the		day of		, 2026

_____ Mayor _____ Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY BUILDING BYLAW 2008 NO. 4642

ADMENDMENT BYLAW NO. 6169

EXPLANATORY NOTE

Bylaw No.6169 amends the Langley Building Bylaw 2008 No. 4642 to modernize the Township's permitting processes from paper-based to electronic and provide transitional Energy Step Code provisions for in-stream applications.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY BUILDING BYLAW 2008 NO. 4642

ADMENDMENT BYLAW NO. 6169

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 Building Bylaw 2008 No. 4642 Amendment Bylaw No. 6169”.

2. The “Langley Building Bylaw 2008 No. 4642” as amended is further amended as follows:

    1. Delete Section 5.4 a) in its entirety and replace with a new section 5.4 a) “be submitted in the electronic format prescribed by the Building Inspector”.

    2. Delete Section 5.4 c) in its entirety and replace with a new section 5.4 c) “include, as electronic attachments, copies of all required specifications and scale drawings of the Building or Structure accurately representing the proposed Construction, including but not limited to”.

    3. Remove “a printout of title search” from Section 5.4 c) (i) and replace with “a current title search”.

    4. Add new section 7.5 a) iii. “Rezoning applications proposing residential densities greater than or equal to 15 units per acre (UPA) that were submitted prior to January 31,2026, and where a Building Permit has not yet been issued for a previous phase of the project, shall have the option to proceed under the Energy Step Code and Zero Carbon Step Code requirements as per the current BC Building Code”.

    5. Add new section 7.5 a) iv. “Where the option under 7.5 a) iii. is undertaken, the corresponding Permit Application must be submitted on or before December 31, 2026”.

    6. Add new section 7.5 a) v. “A Permit Application submitted after December 31, 2026, shall comply with the Energy Step Code, and Zero Carbon Step Code, requirements in effect at the time of Building Permit issuance, or shall be subject to the current Provincial implementation timelines whichever is more restrictive”.

READ A FIRST TIME the	15	day of	December	, 2025
READ A SECOND TIME the	15	day of	December	, 2025
READ A THIRD TIME the	15	day of	December	, 2025
ADOPTED the		day of		, 2025

_____ Mayor _____ Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY WATERWORKS REGULATION BYLAW NO. 6074

AMENDMENT BYLAW NO. 6180

EXPLANATORY NOTE

Bylaw No. 6180 amends the Langley Waterworks Regulation Bylaw No.6074 to remove grace periods for new development as a result of all connections now being metered.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY WATERWORKS REGULATION BYLAW NO. 6074

AMENDMENT BYLAW NO. 6180

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 Waterworks Regulation Bylaw No. 6074 Amendment Bylaw No. 6180”.

2. The Langley Waterworks Regulation Bylaw No. 6074 as amended is further amended:

A. In PART 1 – INTERPRETATION:

a. Deleting *“British Columbia Building Code”* and replacing with “*Building Code”:*

means the British Columbia Building Code, as amended from time to time and any successor legislation thereto and all regulations thereunder.

b. In “*Engineer”* replacing “General Manager of Engineering” with “Director, Engineering and Public Works”

B. In PART 3 – CONNECTION AND DISCONNECTION OF SERVICE

a. Replacing 3.1.9 with:

Where a *Water Service* is installed, an *Owner* must install a *Metering Chamber and Water Meter* setter, complete with *Water Meter*, and any other requirements of the *Engineer* in their sole discretion. All direct and/or indirect costs of the installation, maintenance, repair and/or removal of the *Water Meter* setter and *Metering Chamber* are the sole responsibility of the *Owner*.

b. In 3.1.10 replacing ‘spool piece’ with ‘*Water Meter*’

c. Replacing 3.2.5 with:

Where an existing *Water Service* is reconnected, a *Metering Chamber* and *Water Meter* setter complete with *Water Meter* or spool piece, will be installed by the *Municipality* as part of the existing *Water Service* at the *Owner’s* expense.

d. In 3.4.1 replacing ‘hydrant use’ with ‘fees’ and deleting ‘unless otherwise waived by the *Engineer* in their sole discretion’.

C. In PART 4 – BILLING METERS

a. Replacing 4.1.1 with:

1) *Water Meter*s, other than *Fire Service Water Meters*, are supplied by the *Municipality*, and remain the property of the *Municipality*, and must be installed by the *Owner*, at the *Owner*’s sole expense, on the following *Water Service*s:

a) Any *Water Service* used for commercial, institutional, industrial, or any other non-residential purposes;

b) Any *Water Service* to *Real Property* with a *Farm Classification* as designated by B.C. Assessment;

c) Any *Water Service* where, in the opinion of the *Engineer*, the volume of water being used is at least 50% greater than the average volume of water typically used by similar *Premises* in the *Municipality*, as calculated by the *Engineer* in their sole discretion; and

d) Any *Water Service* to a *Mobile Home Park.*

e) Any *Water Service on Real Property* where an application is made to the *Municipality* to redevelop, change the use or change the density of the *Real Property*.

f) Any Water Service for new construction with an accepted final inspection after 31 December 2025.

g) Any new *Water Service*, or the replacement or reuse of an existing *Water Service*, including the upsizing of an existing *Water Service*, by an *Owner* after 31 December 2025.

b. Inserting 4.1.2 as follows, and renumbering subsequent sections:

Where phased construction on *Real Property* is zoned for residential use under the *Langley Zoning Bylaw*, and where additional phases are completed after 31 December 2025, the *Owner* must, at their sole expense, install a *Water Meter* setter, complete with *Water Meter*, and *Metering Chamber*, on the existing *Water Service* such that the entire *Real Property* is metered.

c. In the newly numbered 4.1.4 deleting 'spool piece or'
d. In 4.4.1 replacing 'municipally owned *Fire Service Water Meters* and, a municipally owned *Water Meter'* with 'municipally owned *Fire Service Water Meters.* Where a municipally owned *Water Meter,* other than *Fire Service Meters,*

D. In PART 5 – RESPONSIBILITIES OF THE OWNER
   a. In 5.8.1 removing '*British Columbia'*

E. In PART 7 – HYDRANT AND STANDPIPE
   a. In 7.6.d replacing all instances of '*Backflow Prevention Device'* with '*Authorized Backflow Prevention Device'*
   b. In 7.6.e after 'Municipally supplied' inserting '*Authorized'* and replacing 'Where a' with 'Where an *Authorized'* and deleting 'The Owner is responsible for all direct and/or indirect costs associated with the repair, replacement or maintenance of the *Backflow Prevention Device* and/or the gate valve on return to the Municipality.
   c. Inserting 7.6.f as follows:

The *Owner* is responsible for all direct and/or indirect costs associated with the repair, replacement or maintenance of the *Authorized Backflow Prevention Device* and/or the gate valve on return to the *Municipality*.

F. In PART 8 – OPERATION AND MAINTENANCE
   a. In 8.5.2 deleting 'or *Disconnected'*
   b. In 8.5.3 deleting 'has been decommissioned and'
   c. Deleting 8.6.1 and replacing with the following:

Where an *Owner* has replaced a *Private Service* and the *Water Service* has, in the opinion of the *Engineer* in their sole discretion, deteriorated to the point of leaking or significantly losing capacity, the *Municipality* may replace, at no cost to the *Owner*, an old *Water Service* with a new *Water Service* in accordance with current standards and specifications of the *Municipality.*

G. In PART 9 – BILLING AND COLLECTION

   a. In 9.1.3 replacing '*Water System'* with '*Municipal Water System'*

   b. Deleting 9.2, 9.3, 9.4 and renumbering all subsequent sections

   c. In the newly renumbered 9.3.1 replacing 'applications for a *Water Service*' with '*Water Meter* installations' and after '(14) days after installation of the Water Meter' inserting 'or the conclusion of any applicable development works servicing agreement, whichever is earlier.'

   d. Replacing the newly renumbered 9.5.3 with the following:

Eligible water leak adjustments under this Bylaw will only be considered where the leak is:

a) in a *Private Service* limited to the direct water piping between the connection to the *Water Service* at the property line and the connection to the internal plumbing within the building or mechanical room, or

b) located within the *Real Property* in an underground location that, in the opinion of the *Engineer,* in their sole discretion, could not have been reasonably identified by the *Owner*.

   e. Replacing the newly renumbered 9.6 with the following:

Adjustment to Fees or Charges Previously Billed

1) In the case of an adjustment to fees or charges resulting from metered billings that have previously been billed, a leak adjustment will be calculated based on the average water usage of the *Real Property* based on all metered billings issued for the *Real Property* during the twelve (12) months preceding the estimated commencement of the leak, or any other available information, at the *Municipality's* discretion.

2) In respect of a leak adjustment, the *Collector*:

   a) may adjust for the current year;

   b) may also adjust for up to two calendar years prior to the current year; and

   c) shall not pay interest on any overpayment.

3) Any adjustment shall be made only to the current *Owner* of the *Real Property* and shall not include any period in which they were not the *Owner.*

H. In Schedule "A"
   a. In 4. replacing '*water system'* with '*Water System'*

b. In 6 replacing *'prevention'* with *'Prevention Device'*

READ A FIRST TIME the	15	day of	December	, 2025
READ A SECOND TIME the	15	day of	December	, 2025
READ A THIRD TIME the	15	day of	December	, 2025
ADOPTED the		day of		, 2026

_____ Mayor _____ Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY SEWERWORKS REGULATION BYLAW 2018 NO. 5367

AMENDMENT BYLAW NO. 6181

EXPLANATORY NOTE

Bylaw No. 6181 amends the Langley Sewerworks Regulation Bylaw 2018 No. 5367 to remove grace periods for new development as a result of all new water connections now being metered.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY SEWERWORKS REGULATION BYLAW 2018 NO. 5367

AMENDMENT BYLAW NO. 6181

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 Sewerworks Regulation Bylaw 2018 No. 5367 Amendment Bylaw No. 6181".

2. The Langley Sewerworks Regulation Bylaw 2018 No. 5367 as amended is further amended:

A. In Part 1 – DEFINITIONS

a. Adding: "**Approval**" or "**Approved**" means approval in writing from the *Engineer*
b. Adding: "**Disconnection**" or "**Disconnected**" means the removal of a *Sewer Connection* including the detachment or permanently sealing off from the *Sanitary Sewer System.*
c. Replacing the definition name: "**GVS&DD Bylaw No.365, 2023**" with "**GVS&DD Grease Interceptor Bylaw**"
d. In: "**Langley Waterworks Bylaw**" replacing "Langley Waterworks Regulation Bylaw 2008 No. 4697" with "Langley Waterworks Regulation Bylaw No. 6074."
e. Deleting: "**Municipal Engineer**"
f. Adding: "**Engineer**" means the Director, Engineering and Public Works for the *Municipality* and shall include any authorized representative.
g. Adding: "***Once-Through Cooling***" means water used by cooling, air conditioning, or refrigeration systems in buildings, building systems and equipment, which rely on the temperature of the water for cooling purposes and deliver water to a drain or other discharge facility without having recycled that water.
h. In "**Sanitary Dump Station**": replacing 'approved' with '*approved'*
i. Replacing "**Single Family**" with: "**Single Family**" shall have the meaning assigned in the *Langley Zoning Bylaw.*

B. In Part 2 – WORKING ON THE SANITARY SEWER SYSTEM

a. In 2.1 replacing '*Municipal Engineer'* with '*Engineer'*
b. In 2.2 replacing '*Municipal Engineer'* with '*Engineer'*

C. In Part 3 – CONNECTION AND DISCONNECTION TO THE SANITARY SEWER SYSTEM

a. In 3.1.a replacing 'approval by the *Municipal Engineer'* with '*approval'*
b. In. 3.1.c replacing '*Municipal Engineer'* with '*Engineer'*
c. In 3.1.d replacing all instances of '*Municipal Engineer'* with '*Engineer' and* after '*Langley Fees and Charges Bylaw*' adding: 'and each *Sanitary Connection* will have an annual charge as per the *Utility Rate Bylaw.'*

d. In 3.2.a replacing all instances of '*Municipal Engineer'* with '*Engineer'*
e. In 3.2.b replacing all instances of '*Municipal Engineer'* with '*Engineer'* and after 'Where the installation of the *Sanitary Connection* is to be completed by the *Municipality'* replacing *'*an estimate' with 'an estimated sanitary connection fee'
f. In 3.2.c replacing all instances of '*Municipal Engineer'* with '*Engineer'*
g. In 3.2.c.i replacing '*Municipal Engineer'* with '*Engineer'*
h. In 3.2.c.iii replacing '*Municipal Engineer'* with '*Engineer'*
i. In 3.2.d replacing '*Municipal Engineer'* with '*Engineer'*
j. In 3.2.e replacing '*Municipal Engineer'* with '*Engineer'*
k. In 3.2.g replacing all instances of '*Municipal Engineer'* with '*Engineer' and* replacing 'approved' with '*approved'*
l. In 3.2.h replacing all instances of '*Municipal Engineer'* with '*Engineer'*
m. Replacing 3.3 Metered Sanitary Sewer with the following:

a. Where an *Owner* has an *Alternative Water Source* on *Real Property*, and where the *Real Property* is required to have a *Water Meter* in accordance with the *Langley Waterworks Bylaw*, a *Water Meter* is required to be installed as per section 7.3 of this Bylaw.

b. Where an *Owner* installs a new or replacement *Sanitary Connection*, or is *approved* to reuse the existing *Sanitary Connection*, and the *Real Property* has an *Alternative Water Source*, an *Owner* is required to install a *Water Meter* as per Section 7.3 of this Bylaw and the *Langley Waterworks Bylaw*.

n. In 3.4.a replacing '*Municipal Engineer'* with '*Engineer'*
o. In 3.4.b replacing all instances of '*Municipal Engineer'* with '*Engineer'*
p. In. 3.4.b.ii replacing 'approved' with '*approved'*
q. In 3.4.c replacing all instances of '*Municipal Engineer'* with '*Engineer'*
r. In 3.4.c.i replacing '*Municipal Engineer'* with '*Engineer'*
s. In 3.4.c.iii replacing '*Municipal Engineer'* with '*Engineer'*
t. In 3.5.c replacing '*Municipal Engineer'* with '*Engineer'*
u. In 3.6.c replacing '*Municipal Engineer'* with '*Engineer'*
v. In 3.7.a after '*Public Health Act,'* adding: 'and the *Wastewater* disposal system cannot be, or is not permitted to be repaired to meet the standards set out under the *Public Health Act,'*
w. In 3.8.a.ii replacing all instances of '*Municipal Engineer'* with '*Engineer'*
x. In 3.8.a.iii replacing all instances of '*Municipal Engineer'* with '*Engineer'*
y. In 3.8.b replacing all instances of '*Municipal Engineer'* with '*Engineer'*
z. In 3.8.b.v replacing '*Municipal Engineer'* with '*Engineer'*
aa. In 3.8.c. replacing '3.6' with '3.8'
bb. In 3.8.d replacing '3.6' and '3.8' 'with '3.8' with '3.10' respectively
cc. In 3.8.e. replacing '3.6' with '3.8'
dd. Adding 3.8.f:

Where permission to reuse or replace a *Sanitary Connection* is received under section 3.8 (b) of this Bylaw, the *Owner* shall install a *Water Meter* in accordance with sections 7.2 or 7.3 of this Bylaw and in accordance with the *Langley Waterworks Bylaw.*

ee. In 3.9.c replacing 'approved' with '*approved'* and '*Municipal Engineer'* with '*Engineer'*
ff. In 3.9.c after '*Fraser Health* regulations' replacing with:

i. remove and properly dispose of the *Septic Tank Waste*; and
ii. remove the old *Septic Tank* on the *Real Property* and fill in the excavations so created, or;
iii. avoid any substantial retention of groundwater in the tank by creating holes in the bottom or breaking away one side of the tank and fill the tank in a manner that provides uniform and complete soil fill with minimal risk of settling later, and following any other requirements by *Fraser Health* or the *Municipality.*

gg. In 3.10.a.i.1 replacing '*Municipal Engineer'* with '*Engineer'* and after 'sealed off' adding 'at property line'
hh. In 3.10.a.i.2 replacing all instances of '*Municipal Engineer'* with '*Engineer'* and 'approved' with '*approved'*
ii. In 3.10.a.i.4 replacing '*Municipal Engineer'* with '*Engineer'* and replacing '3.6' with '3.8'
jj. Adding 3.10.a.i.5: 'The *Owner* remains liable for all rates, fees, and charges prior to the *Disconnection* of the *Sanitary Connection*.'
kk. In 3.10.a.ii.1 replacing 'permanently sealed off' with '*Disconnected'*
ll. In 3.10.a.ii.2 replacing *'Municipal Engineer' with 'Engineer'*
mm. Replacing 3.10.b, and subsequent subsections with:

Where the *Owner* fails to comply with the requirements of section 3.10(a), the *Municipality* may complete the required work, at the *Owner*'s expense:

D. In Part 4 – GENERAL CONDITIONS
a. In 4.1.b replacing '*Municipal Engineer'* with '*Engineer*'
b. In 4.2.a.viii replacing '*Municipal Engineer'* with '*Engineer*'
c. In 4.3.a replacing '*Municipal Engineer'* with '*Engineer*'
d. In 4.4.a.ii replacing '*Municipal Engineer'* with '*Engineer'*
e. In 4.4.b replacing '*Municipal Engineer'* with '*Engineer*'
f. In 4.4.b.ii replacing '*Municipal Engineer*' with '*Engineer'*
g. In 4.4.d replacing '*Municipal Engineer'* with '*Engineer*'
h. In 4.4.e replacing '*Municipal Engineer'* with '*Engineer*'
i. In 4.5 replacing all instances '*Municipal Engineer*' with '*Engineer'*

E. In Part 5 – APPURTENANCES AND FACILITIES
a. In 5.1.b replacing '*Municipal Engineer'* with '*Engineer*'
b. In 5.2.a replacing '*Municipal Engineer'* with '*Engineer*'
c. In 5.2.c replacing '*Municipal Engineer'* with '*Engineer'*
d. In 5.2.e replacing all instances of '*Municipal Engineer'* with '*Engineer*'
e. In 5.3.a replacing '*Municipal Engineer'* with '*Engineer'*
f. In 5.3.i replacing '*GVS&DD Bylaw No.365, 2023'* with '*GVS&DD Grease Interceptor Bylaw'*
g. In 5.3.b replacing '*Municipal Engineer'* with '*Engineer*'
h. In 5.3.c.vi replacing '*Municipal Engineer'* with '*Engineer*'

F. In Part 6 – PROHIBITED AND RESTRICTED WASTE
a. In 6.3.b.ii replacing 'approved' with '*approved'*
b. In 6.4 replacing '*Municipal Engineer*' with '*Engineer*'
c. In 6.4.a replacing 'approved' with '*approved'*
d. In 6.4.c replacing '*Municipal Engineer'* with '*Engineer'*

e. In 6.7.b replacing '*Municipal Engineer'* with '*Engineer*'
f. Inserting new 6.7.c as follows, and renumbering subsequent sections:

No person shall discharge or permit to be discharged into the *Sanitary Sewer System* water discharging from a *Once-Through Cooling* system unless the *Owner* has been *Approved* to do so.

a. In 6.8.a replacing '*Municipal Engineer'* with '*Engineer*'
b. In 6.8.b replacing '*Municipal Engineer'* with '*Engineer*'
c. In 6.8.d replacing all instances of '*Municipal Engineer'* with '*Engineer*'
d. In 6.9.a replacing '*Municipal Engineer'* with '*Engineer*'
e. In 6.9.b replacing '*Municipal Engineer'* with '*Engineer*'
f. In 6.9.d replacing '*Municipal Engineer'* with '*Engineer*'
g. In 6.9.e.i replacing all instances of '*Municipal Engineer'* with '*Engineer'*
h. In 6.9.e.ii replacing '*Municipal Engineer'* with '*Engineer'*
i. In 6.9.f.iii replacing all instances of '*Municipal Engineer'* with '*Engineer'*

G. In Part 7 – BILLING AND COLLECTION
a. In 7.1.a replacing '3.6' with '3.8'
b. In 7.2.c replacing '*Municipal Engineer'* with '*Engineer'*
c. In 7.2.e replacing '*Municipal Engineer'* with '*Engineer*'
d. In 7.3.a replacing 'approved' with '*approved'*
e. In 7.3.a.ii replacing '*Municipal Engineer*' with '*Engineer'*
f. Deleting 7.4
g. Deleting 7.5

H. In Part 8 – BYLAW VIOLATION
a. In 8.1.a replacing all instances of '*Municipal Engineer*' with '*Engineer'*
b. In 8.1.a.iii replacing all instances of '*Municipal Engineer*' with '*Engineer*'
c. In 8.2.a.i replacing 'approved' with '*approved'*
d. In 8.2.a.ii replacing '*Municipal Engineer'* with '*Engineer'*
e. In 8.2.b replacing '*Municipal Engineer'* with '*Engineer*'

READ A FIRST TIME the	15	day of	December	, 2025
READ A SECOND TIME the	15	day of	December	, 2025
READ A THIRD TIME the	15	day of	December	, 2025
ADOPTED the		day of		, 2026

_____ Mayor _____ Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

BYLAW NOTICE ENFORCEMENT BYLAW 2008 NO. 4703

AMENDMENT BYLAW NO. 6182

EXPLANATORY NOTE

Bylaw No. 6182 amends the Bylaw Notice Enforcement Bylaw 2008 No. 4703 to provide updates relating to amendments in Langley Sewerworks Regulation Bylaw 2018 No. 5367.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

BYLAW NOTICE ENFORCEMENT BYLAW 2008 NO. 4703

AMENDMENT BYLAW NO. 6182

The Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as "Bylaw Notice Enforcement Bylaw 2008 No. 4703 Amendment Bylaw No. 6182".

2. The "Bylaw Notice Enforcement Bylaw 2008 No. 4703" as amended is further amended by:

   A. The current designated bylaw contraventions under Schedule A with reference to Langley Sewerworks Regulation Bylaw 2018 No. 5367 be replaced with:

Langley Sewerworks Regulation Bylaw 2018 No. 5367

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Enter Property owned by the Municipality used to house municipal facilities, structures and equipment as required for the operation and maintenance of the Sanitary Sewer System	2.1 a.	$500.00
• Break, damage, destroy, uncover, deface, mar, tamper, or interfere with any part of the Sanitary Sewer System	2.1 b.	$500.00
• Break, damage, destroy, uncover, deface, mar, tamper, or interfere with any permanent or temporary device installed in any part of the Sanitary Sewer System	2.1 b.	$500.00
• Connect to or operate any pipe, valve, gravity main, force main, or other part of the Sanitary Sewer System	2.1 c.	$500.00
• Construct and connect any Private Sanitary Sewer to the Sanitary Sewer System	2.1 d.	$500.00

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Construct and connect any Private Sanitary Sewer to a Low Pressure System within a public right-of-way	2.1 e.	$500.00
• Install or operate or maintain Private Sanitary Sewer piping on or under or within a municipal Highway	2.1 f.	$500.00
• Undertake works on, addition to, deletions from, or alterations of any kind to, any portion of the Sanitary Sewer System, including any Sanitary Connection to private Property, within a municipal Highway, municipal right-of-way, or other municipal jurisdiction.	2.1 g.	$500.00
• Undertake works of any type, sort, or manner, on or involving the Sanitary Sewer System.	2.1 h.	$500.00
• Discharge Wastewater to the Sanitary Sewer System other than by use of the Sanitary Connection.	3.2 e.	$500.00
• Install the sanitary connection other than in accordance with the installation standard	3.4 a.	$500.00
• Connect a Septic Tank to the Sanitary Sewer System	3.7 a.	$500.00
• Allow Septic Tank Waste to enter the Sanitary Sewer System	3.7 b.	$500.00
• Improperly dispose of Septic Tank Waste and/or Septic Tank	3.7 c.	$500.00
• Improperly seal the temporarily inactive Sanitary Connection	3.8 a. i.	$500.00
• Improperly seal the permanently inactive Sanitary Connection	3.8 a. ii.	$500.00
• Bury, cover, or obstruct the access to any manhole, inspection chamber, or other fixture connected with the Sanitary Sewer System	4.3	$500.00

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Fail to remove and/or repair a blockage or defect found in a Private Sanitary Sewer	4.4. a.	$500.00
• Fail to remove and/or repair a blockage or defect found in a Sanitary Connection or the Sanitary Sewer System	4.4. b.	$500.00
• Fail to remove and/or repair a blockage or defect found in a Private Sanitary Sewer that is part of a Low Pressure System	4.4. c.	$500.00
• Fail to install a sampling manhole	5.2. c.	$500.00
• Fail to expose a sampling manhole	5.2. d.	$500.00
• Fail to install a grease, oil, and sediment interceptor	5.3. a.	$500.00
• Fail to install an alternative material interceptor	5.3. b.	$500.00
• Discharge sanitary waste from a recreational vehicle to the sanitary sewer system by other methods, including but not limited to utilizing manholes or inspection chambers	5.5 b.	$500.00
• Discharge or permit or cause to be discharged into the Sanitary Sewer System any Prohibited Waste	6.1	$500.00
• Discharge or permit or cause to be discharged into the Sanitary Sewer System any Restricted Waste	6.2	$500.00
• Discharge or permit or cause to be discharged into the Sanitary Sewer System any Stormwater	6.3 a.	$500.00
• Discharge water originating from a source other than the Municipal Water System, directly or indirectly, to the Sanitary Sewer System	6.3 b.	$500.00
• Fail to install a Wastewater pre-treatment system	6.4	$500.00

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Discharge or allow or cause to be discharged into the Sanitary Sewer System or into a Sewage Facility any Trucked Waste	6.5	$500.00
• Discharge or permit to be discharged into the Sanitary Sewer System any Waste in a concentration or quantity that is, that may be, or that may become, a safety hazard to personnel operating or maintaining the Sanitary Sewer System or a Private Sanitary Sewer	6.7 a. i.	$500.00
• Discharge or permit to be discharged into the Sanitary Sewer System any Waste in a concentration or quantity that is, that may be, or that may become, damaging to the Sanitary Sewer System.	6.7 a. ii.	$500.00
• Discharge or permit to be discharged into the Sanitary Sewer System any Waste in a concentration or quantity that is, that may be, or that may become, a safety hazard to any person, animal, Property or vegetation	6.7 a. iii.	$500.00
• Discharge or permit to be discharged into the Sanitary Sewer System any Waste in a concentration or quantity that causes an offensive odour to emanate from the Sanitary Sewer System.	6.7 a. iv.	$500.00
• Discharge or permit to be discharged into the Sanitary Sewer System water or other substance for the purpose of diluting Wastewater discharged into the Sanitary Sewer System, or in any other way attempt to dilute the Wastewater discharged into the Sanitary Sewer System	6.7 b.	$500.00
• Discharge, or permit to be discharged, water from a Once Through Cooling system	6.7 c.	$500.00
• Discharge, or permit to be discharged, any Waste or other material or substances not generated within the Property	6.7 d.	$500.00

READ A FIRST TIME the	15	day of	December	, 2025
READ A SECOND TIME the	15	day of	December	, 2025
READ A THIRD TIME the	15	day of	December	, 2025
ADOPTED the		day of		, 2026

_____ Mayor _____ Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842 AMENDMENT (NORTHWEST LANGLEY COMMUNITY PLAN) BYLAW 1985 NO. 2323 AMENDMENT (ORSTAD / O'GRADY) BYLAW NO. 5955

EXPLANATORY NOTE

Bylaw No. 5955 amends the Northwest Langley Community Plan to permit up to 21.4 uph (8.4 upa) on the property located at 9828 – 203 Street.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842 AMENDMENT (NORTHWEST LANGLEY COMMUNITY PLAN) BYLAW 1985 NO. 2323 AMENDMENT (ORSTAD/O'GRADY) BYLAW NO. 5955

A Bylaw to amend Northwest Langley Community Plan Bylaw 1985 No. 2323.

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 (Northwest Langley Community Plan) Bylaw 1985 No. 2323 Amendment (Orstad / O'Grady) Bylaw No. 5955".

2. The "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Northwest Langley Community Plan) Bylaw 1985 No. 2323" as amended is further amended by:

   a) Inserting as a new bullet point after the paragraph in Section 2.2, the following:

      Notwithstanding the above, the maximum permitted density on lands designated "Low Density Residential" (legally described: Lot "B" (X12404E) Block 14 District Lot 124 Group 2 New Westminster District Plan 2026) shall be a maximum 21.4 units per hectare (8.4 units per acre).

READ A FIRST TIME the	13	day of	May	, 2024
READ A SECOND TIME the	13	day of	May	, 2024
PUBLIC HEARING HELD the	27	day of	May	, 2024
READ A THIRD TIME the	27	day of	May	, 2024
ADOPTED the		day of		, 2026

_____ Mayor _____ Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500
AMENDMENT (ORSTAD / O'GRADY) BYLAW NO. 5956

EXPLANATORY NOTE

Bylaw No. 5956 rezones a 0.14 ha (0.36 ac) property located at 9828 – 203 Street to Residential Zone R-1A to facilitate three single family lots.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (ORSTAD / O'GRADY) BYLAW NO. 5956

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 (Orstad / O'Grady) Bylaw No. 5956".

2. The "Township of Langley Zoning Bylaw 1987 No. 2500" as amended is further amended by rezoning the lands described as:

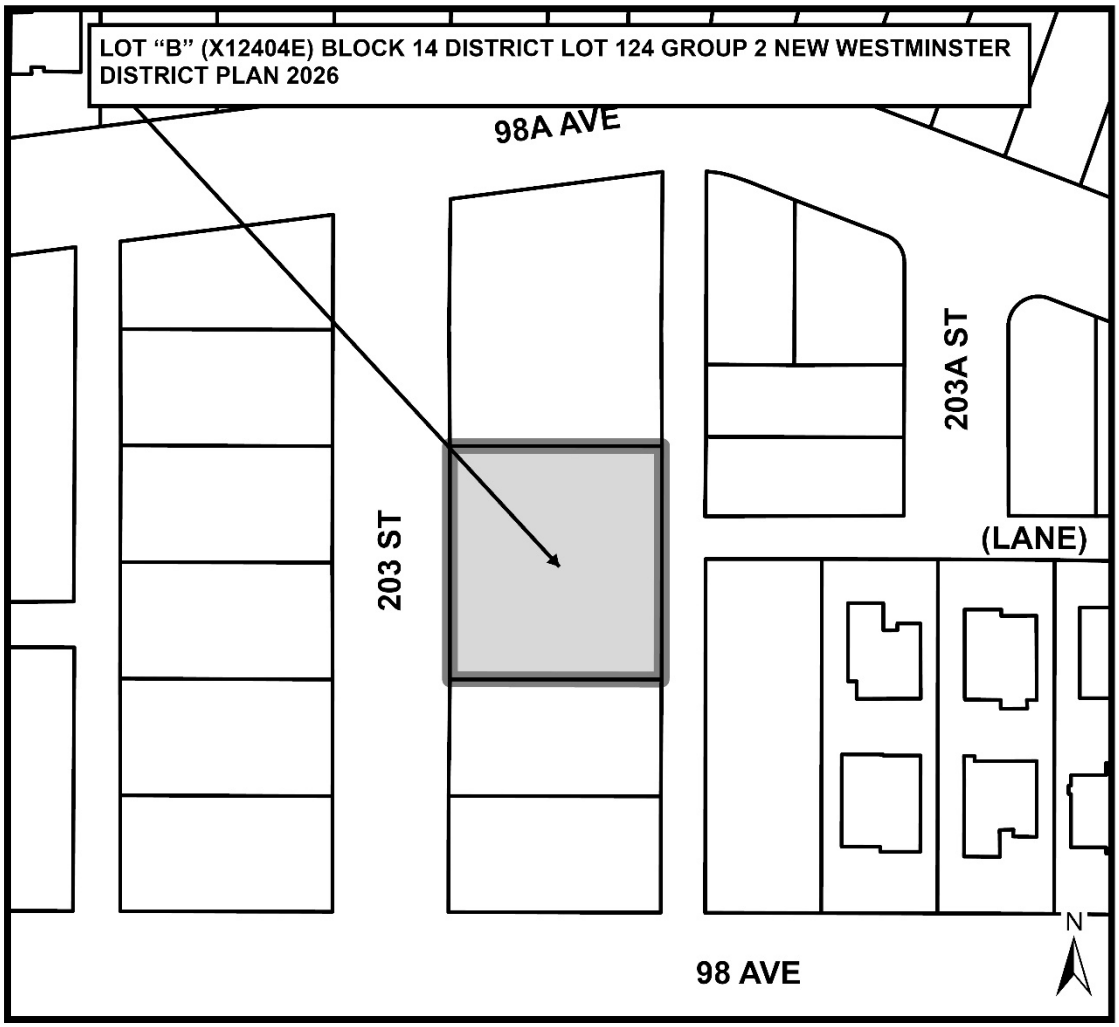
   Lot "B" (X12404E) Block 14 District Lot 124 Group 2 New Westminster District Plan 2026

   as shown delineated on Schedule "A" attached to and forming part of this Bylaw to Residential Zone R-1A.

READ A FIRST TIME the	13	day of	May	, 2024
READ A SECOND TIME the	13	day of	May	, 2024
PUBLIC HEARING HELD the	27	day of	May	, 2024
READ A THIRD TIME the	27	day of	May	, 2024
ADOPTED the		day of		, 2026

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 5956



Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	JANUARY 26, 2026
FROM:	ENGINEERING DIVISION	**FILE NO:**	1855-50
SUBJECT:	2025 ICBC ROAD IMPROVEMENT GRANTS PROGRAM FUNDING UPDATE		

The purpose of this memorandum is to provide Mayor and Council with an update on the grant funding provided by the Insurance Corporation of British Columbia (ICBC) through the Road Improvement Grant Program towards the Township's Fraser Highway Widening at the 24300 Block to the 24600 Block project.

Annually, ICBC offers grant funding to municipalities to implement road improvements that can reduce the risk of crashes for projects that are expected to be completed by March 31 of the following year. Subsequent to Council's direction on September 15, 2025, to apply for funding through the 2025 Road Improvement Grant Program, staff provided progress updates to ICBC regarding the Fraser Highway Widening 24300 Block to 24600 Block project. Based on these updates, ICBC has offered an additional $91,000 of 2025 Road Improvement Grant Program funding specifically for the project.

The funding provided by ICBC will reduce the Roads Development Cost Charges and the associated municipal assistance funding the Township has dedicated to this project, while the overall budget for the project remains unchanged.

The project is ongoing with outstanding landscaping and minor works anticipated to be complete in March 2026 subject to weather.

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	JANUARY 26, 2026
FROM:	ENGINEERING DIVISION	**FILE NO:**	SO002700
SUBJECT:	SOIL DEPOSIT APPLICATION 4262 – 224 STREET PUBLIC INFORMATION SESSION		

The purpose of this memorandum is to inform Mayor and Council of an upcoming public information session for a soil deposit application for the following property:

- 4262 – 224 Street is proposing to deposit 61,020 m^3 (or ± 8700 single dump trucks)
  - 9,020 m^3 for horse riding equestrian
  - 52,000 m^3 for blueberry farming

This application is to maximize the usable land area for future agricultural use at 4262 – 224 Street, which is located in the Agricultural Land Reserve (ALR).

Attachment A provides the proposed fill plan prepared by the applicant.

A public information session is required for applications to deposit or remove more than 10,000 cubic metres of soil, pursuant to Soil Deposit and Removal Policy No. 05-008, prior to Council consideration of referral to the Agricultural Land Commission (ALC).

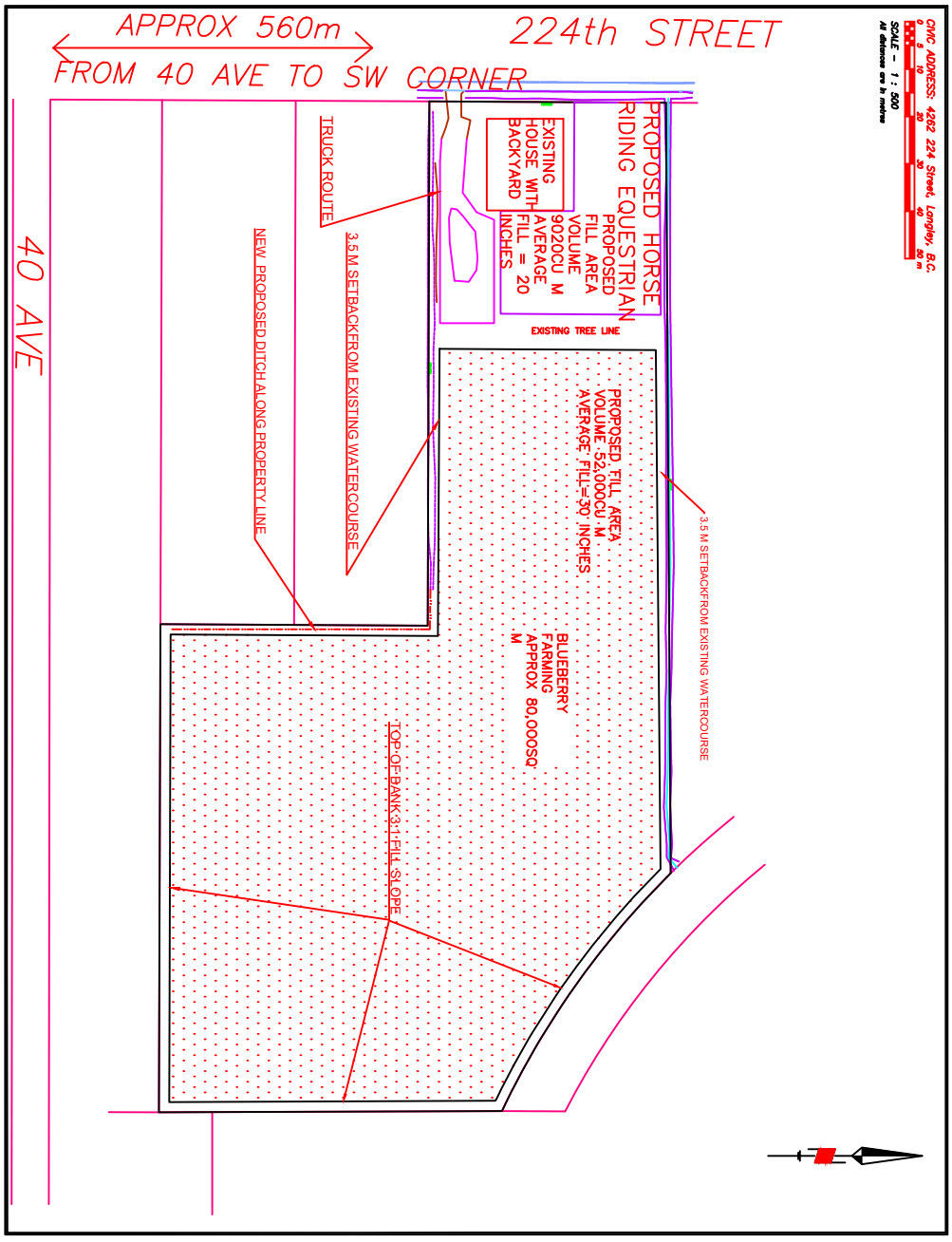
Details of the public information session are as follows:

Date: Thursday, January 29, 2026

Time: 4:00 to 7:00 pm

Location: Murrayville Community Library Room #100, 22071 – 48 Avenue, Langley

ATTACHMENT A Proposed Fill Plan for 4262 – 224 Street


APPROX 560m
FROM 40 AVE TO SW CORNER
224th STREET
40 AVE
CIVIC ADDRESS: 4262 224 Street, Langley, B.C.
SCALE – 1 : 500
All distances are in metres
PROPOSED HORSE RIDING EQUESTRIAN
PROPOSED FILL AREA VOLUME 9020CU M AVERAGE FILL = 20 INCHES
EXISTING HOUSE WITH BACKYARD
TRUCK ROUTE
NEW PROPOSED DITCH ALONG PROPERTY LINE
3.5 M SETBACKFROM EXISTING WATERCOURSE
EXISTING TREE LINE
PROPOSED FILL AREA VOLUME 52,000CU M AVERAGE FILL=30 INCHES
BLUEBERRY FARMING APPROX 80,000SQ M
TOP OF BANK 3:1 FILL SLOPE
3.5 M SETBACKFROM EXISTING WATERCOURSE

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	JANUARY 26, 2026
FROM:	ENGINEERING DIVISION	**FILE NO:**	5600-01
SUBJECT:	WATER AND SANITARY INFRASTRUCTURE IMPACTS OF SMALL SCALE MULTI-UNIT HOUSING		

The purpose of this memorandum is to update Mayor and Council on Small Scale Multi-Unit Housing (SSMUH) implementation and findings from the engineering master plan update for the Township's water and sanitary sewer systems.

Background:

In response to the BC Housing Statutes (Residential Development) Amendment Act (Bill 44-2023), on November 18, 2024, Council adopted Bylaw No. 6020, which enabled development of SSMUH. Previously, on June 10, 2024, Council directed staff to:

- Complete a comprehensive review of water and sewer system capacity to determine thresholds and potential infrastructure impacts of SSMUH development.
- Defer facilitation of any new service connections or extensions for SSMUH until the review is complete.

Engineering Master Plan Updates:

A qualified professional was engaged to update the engineering master plans, which identified the impacts and service upgrade requirements associated with future development, including SSMUH. The study reviewed the effects of increased water and sanitary sewer demands resulting from higher population densities, as well as changes to water flow requirements for fire protection.

Water System Analysis:

- The water master plan update utilizes minimum fire flow requirements for SSMUH to reflect typical density and construction types for these developments, which are higher than those of typical single-family housing, as determined by the Fire Underwriters Survey (FUS) standards.
- Several neighbourhoods lack sufficient fire flow capacity to support SSMUH. Developers proposing SSMUH in these neighbourhoods will be responsible for delivering the required upgrades or waiting until upgrades are completed.

Sanitary Sewer System Analysis:

- There are several catchments where a limited number of SSMUH developments can be supported.
- Two catchments discharge to the City of Langley under existing service agreements that limit dwelling unit counts and sanitary flow. To support SSMUH in these areas, the Township would need to renegotiate the agreements or undertake significant infrastructure works to divert flows to the Township system.

Cost Recovery and Financing Tools:

Consistent with the Township's "growth pays for growth" philosophy, the infrastructure needed to support SSMUH could be funded by development using the following tools:

Subdivision and Development Servicing Bylaw Requirements – As per the Township's Subdivision and Development Servicing Bylaw, developers may be required to provide upgrades to service their property. Costs for capacity upgrades more than what is required to service the initial development property may be recoverable through DCCs (where eligible) or latecomer agreements for mains to new service areas.

Frontage Works and On-Lot Improvements – As per the Township's Subdivision and Development Servicing Bylaw, the Township may require the developer to provide frontage works as a condition of development.

Development Cost Charges (DCCs) – Where appropriate, required infrastructure will be funded through development cost charges (DCCs) to ensure growth-related infrastructure costs are shared fairly across multiple developers.

Local Area Service – Through a Local Area Service, property owners may petition for neighbourhood infrastructure improvements; costs are recovered through a local service tax on the properties in the area. This mechanism applies to extensions of water or sanitary systems to service un-serviced properties.

Processing of Applications:

Staff will begin accepting SSMUH applications requiring new water and sanitary sewer connections on February 2, 2026. In areas without existing capacity, required system upgrades must be completed prior to receiving new water or sanitary connections for SSMUH developments.

- Upgrades required to service a property will be determined by staff and must be completed in accordance with the Subdivision and Development Servicing Bylaw and FUS requirements.
- Fire Flow will be assessed by analyzing hydrant capacity within 150m of a property.

All SSMUH developments will be required to pay Development Cost Charges to cover the costs of future growth-related upgrades. For SSMUH developments under the current DCC Bylaw No. 5897, rates will be charged based on the most comparable type of development. Proposed DCC Bylaw No. 6189 includes Single and Two Family Residential for the first two units and a Ground Oriented Multi-Family Residential rate for additional units.

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	JANUARY 26, 2026
FROM:	ENGINEERING DIVISION	**FILE NO:**	5330-21-090
SUBJECT:	BEDFORD CHANNEL DREDGING UPDATE		

The purpose of this memorandum is to provide Mayor and Council with an update regarding the dredging of Bedford Channel.

The Bedford Channel was once regularly dredged by commercial operators, but this stopped decades ago, leading to significant sediment buildup. The Bedford Channel Dredging Project was initiated to address concerns from the Kwantlen First Nation (KFN), recreational users, and residents regarding reduced water depth, navigation difficulties, and potential flooding risks for McMillan Island.

Following Council direction, Township staff are working with KFN on the required studies and permits. The project would dredge the channel and place the material on McMillan Island at KFN's request, subject to approval. As also directed by Council, staff applied to the grant programs listed in the table below for the Bedford Channel Dredging Project.

Agency	Program	Submission Date	Amount Requested	Funding Decision
Canada Water Agency	Fraser River Freshwater Ecosystem Initiative	April 10, 2025	$200,000	Denied – due to program being oversubscribed
Canada Water Agency	EcoAction Stream 2: Freshwater Sustainability and Innovation across Canada	April 10, 2025	$200,000	Denied – due to program being oversubscribed
Province of BC – Emergency Management and Climate Readiness	Disaster Resilience & Innovation Funding Program	June 27, 2025	$4,800,000	Denied – due to project not aligning with program purpose

Staff will continue to monitor additional grant opportunities to support funding options for Council's consideration.

The Township and KFN staff have been working collaboratively to prepare and submit environmental permit applications to Fisheries and Oceans Canada (DFO) and the Province of British Columbia. The province is reviewing the Township's dredging application and the Kwantlen First Nation's fill placement application concurrently, and approvals are pending. A letter to proceed with recommended mitigation measures was received from DFO in June 2025.

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	JANUARY 26, 2026
FROM:	COMMUNITY AND POLICY PLANNING DIVISION	**FILE NO:**	0230-01
SUBJECT:	METRO VANCOUVER BLACK BUSINESS EXPO		

The purpose of this memorandum is to provide Council with an update on the September 15, 2025 delegation from Mr. Adebola Ige, President of Yoruba Social and Cultural Association of BC (the Association), regarding the 2025 Metro Vancouver Black Business Expo (the Expo).

Background

Mr. Ige's delegation provided an overview of the Expo and promoted the event at Surrey City Hall on October 18, 2025. The Expo is an annual event hosted in partnership with the Surrey and White Rock Board of Trade (BOT). It showcases Black-owned businesses and professionals creating opportunities for networking, learning and collaboration. The event drew over 300 attendees with exhibitions and workshops on entrepreneurship and business growth.

In his delegation, Mr. Ige requested Council's support through participation in the Expo declaration of October 12-19, 2025 as Black Business Expo Week and establishing a dedicated municipal resource to support minority-owned businesses. Council referred the delegation to staff to report back.

Council Update

A meeting was held with Mr. Ige and another representative of the Association on October 1, 2025 to learn more about the Expo and the Association's interest in holding a future event in the Township. The Association has limited resources and was looking to the Township to provide it with significant administrative and other support to host the event. Additional meetings were held with the BOT to gain a better understanding of its role in hosting the Expo and with the Greater Langley Chamber of Commerce to explore potential partnership should the Expo be held in Langley. As the Chamber of Commerce is primarily focused on the provision of services to its 1,200 members, it would not be in a position to co-host the Expo.

At this time, the Association is looking to other Metro Vancouver municipalities to help promote and grow the Expo and are hoping to see more proclamations by other municipalities declaring October 12-19, 2025 as Metro Vancouver Black Business Expo Week. Given the Society's established working relationship with the BOT and Surrey's central location within the region along the SkyTrain line, it is very likely that the Expo will continue to be held in Surrey for the foreseeable future. On October 27, 2025, Mr. Ige advised that the Expo will again take place in Surrey in 2026 and will be hosted in partnership with the BOT.

Township of Langley
Est. 1873

M E M O R A N D U M

TO: MAYOR AND COUNCIL **DATE:** JANUARY 26, 2025

FROM: COMMUNITY DEVELOPMENT DIVISION **FILE NO:** 6635-01

SUBJECT: AGRICULTURAL LAND COMMISSION DECISIONS FOURTH QUARTER 2025 (OCTOBER - DECEMBER)

The purpose of this memorandum is for information purposes in accordance with Council's October 22, 2007 resolution directing staff to summarize and report to Council the Agricultural Land Commission (ALC) decisions on a quarterly basis.

Att. No.	File No.	Agent / Applicant	Proposal	Council Resolution	ALC Decision	Date of Decision	Address Site Area
A	09-12-0013 AL100469	Shawn Bouchard	Single family residential strata conversion	Complies	Conditionally Approved	October 16, 2025	20920 Louie Cr 0.8 ha

PROVINCIAL AGRICULTURAL LAND COMMISSION

T: 604-660-7000
E: ALCBurnaby@Victoria1.gov.bc.ca
201 – 4940 Canada Way
Burnaby, BC, Canada V5G 4K6

ATTACHMENT A

October 16, 2025 ALC File: 104748

Shawn Bouchard
Delivered by e-mail

Dear Shawn Bouchard:

Re: Reasons for Decision - ALC Application 104748

Please find attached the Reasons for Decision of the Executive Committee for the above noted application (Resolution #683/2025). As the agent, it is your responsibility to notify the applicant accordingly.

Under section 33 of the ALCA, a person affected by a decision (e.g. the applicant) may submit a request for reconsideration. A request to reconsider must meet the following criteria:

- No previous request by an affected person has been made, and
- The request provides either:
  - Evidence that was not available at the time of the original decision that has become available, and that could not have been available at the time of the original decision had the applicant exercised due diligence, or
  - Evidence that all or part of the original decision was based on evidence that was in error or was false.

The time limit for requesting reconsideration of a decision is one year from the date of the decision's release, as per ALC Policy P-08: Request for Reconsideration.

Please refer to ALC Information Bulletin 08 – Request for Reconsideration for more information.

Please direct further correspondence with respect to this application to ALC.SouthCoast@gov.bc.ca

Yours truly,

PER
Jennifer Carson, Land Use Planner

Enclosure: Reasons for Decision (Resolution #683/2025)

cc: Township of Langley (File: AL100469). Attention: Mohammad Nemati

104748d1

Agricultural Land Commission File 104748

Reasons for Decision of the Executive Committee

Subdivision Application Submitted Under s.21(2) of the *Agricultural Land Commission Act*

Applicant:	1293090 B.C. Ltd.
Agent:	Shawn Bouchard, 1293090 B.C. Ltd
Property:	Parcel Identifier: 011-066-377 Legal Description: Lot 5, District Lot 53, Group 2, New Westminster District, Plan 4283 Civic: 20920 Louie Crescent, Langley, BC Area: 0.8 ha (Entirely within the ALR)
Executive Committee:	Jennifer Dyson, Chair Ione Smith Bob Haywood- Farmer Janice Tapp Jerry Thibeault Joe Deuling

OVERVIEW

[1] The Property is located within the Agricultural Land Reserve (ALR) as defined in section 1 of the *Agricultural Land Commission Act* (ALCA).

[2] The Applicant is applying to the Agricultural Land Commission (the "Commission" or "ALC") under s. 21(2) of the ALCA to subdivide the Property under the *Strata Property Act* ("SPA") to permit the stratification of two residences on either side of Louie Crescent (the "Proposal").

[3] The Proposal was considered in the context of the purposes and priorities of the Commission set out in section 6 of the ALCA:

6 (1) The following are the purposes of the commission:

(a) to preserve the agricultural land reserve;

(b) to encourage farming of land within the agricultural land reserve in collaboration with other communities of interest; and,

(c) to encourage local governments, first nations, the government and its agents to enable and accommodate farm use of land within the agricultural land reserve and uses compatible with agriculture in their plans, bylaws and policies.

(2) The commission, to fulfill its purposes under subsection (1), must give priority to protecting and enhancing all of the following in exercising its powers and performing its duties under this Act:

(a) the size, integrity and continuity of the land base of the agricultural land reserve;

(b) the use of the agricultural land reserve for farm use.

EVIDENTIARY RECORD

[4] The Proposal, along with related documentation from the Applicant, Agent, local government, and Commission is collectively referred to as the "Application". All documentation in the Application was disclosed to the Agent in advance of this decision.

ANALYSIS AND FINDINGS

[5] The Property is approximately 0.8 ha (1.91 acres) and does not contain any residences. The Applicants indicate that, if granted subdivision approval they would construct two residences, one on either side of Louie Crescent, that would later be stratified.

[6] Where it applies, s. 23(1) of the ALCA provides an exception from the restrictions on the use of agricultural land set out in the ALCA and its regulations (the Agricultural Land Reserve Use Regulation and Agricultural Land Reserve General Regulation), such as the restrictions on non-adhering residential use, non-farm use, and soil and fill use.

[7] Although the s. 23 (1) exception on use impacts matters such as non-adhering residential uses, the exception is limited. In this regard, it does

not provide for a general exemption from the ALCA or its regulations. For example, the s.23 exception does not apply to or lift the ALCA's restriction on subdivision of land in the ALR.

[8] In accordance with s. 19 of the ALCA, a Registrar of Titles must not, under the *Land Title Act* or the SPA, accept an application for the deposit of a plan (or permit the creation of a new parcel of land by metes and bounds description or abbreviated description) if it would cause the subdivision of ALR land unless the subdivision is permitted under s. 3 of the ALR General Regulation or if the Commission has granted permission after an application.

[9] Depositing a strata plan in a Land Title Office under s. 239 of the SPA causes subdivision of land in the ALR and Commission's permission (or compliance with s. 3 of the ALR General Regulation) is therefore required as with any other subdivision.

[10] Section 21(1) of the ALCA provides that a person must not subdivide agricultural land unless permitted under s. 25 or 45 or the regulations. Section 21(2) provides that an owner of agricultural land may apply to the Commission for permission under s. 25 to subdivide agricultural land.

[11] This decision is the Executive Committee's adjudication of the Application brought before it. In making a decision under s. 25, the Commission must consider the purposes and priorities of the Commission set out in s. 6 of the

ALCA, as outlined above, and in this regard must consider the Application within the context of the ALCA and the ALR.

[12] Correspondingly, the Applicants appropriately submitted an application to the Commission under s. 21 of the ALCA.

[13] The Applicants purchased the Property on July 31, 2024 and have demolished the existing buildings on the Property. The Agent indicates that when he purchased the Property he understood that permission from the Commission would be required in order to stratify the Property under the Strata Property Act and as such has held off on constructing any residences on the Property.

[14] On May 9, 2025, the Commission confirmed in writing, to the Agent, that the exception from the restrictions on the use of agricultural land under s. 23(1) of the ALCA applied to the Property. Section 23 of the ALCA states that the restrictions on the use of agricultural land do not apply to land that, on December 21, 1972, was, by separate certificate of title issued under the Land Registry Act, R.S.B.C. 1960, c. 208, less than 2 acres in area. This May 9, 2025 letter explicitly notes that *"[t]he section 23(1) of the ALCA exception is limited and does not provide a general exemption from the ALCA or its regulations. For example, the exception does not apply to the ALCA's restriction on subdivision of land in the ALR."*

[15] Since stratification of the Property is a form of subdivision, the Executive Committee considered the size of the proposed strata lots in the context of the parcels surrounding the Property.

[16] The Property is bisected by Louie Crescent and abuts land in the ALR on three sides, and the Fraser along its northern boundary. The Property is one of 9 lots along Louie Crescent that were originally subdivided in 1928. The lots immediately east and west of the Property are of a similar size while the other 6 lots are approximately 0.2 ha in size. The lots on the south side of Louie Crescent, including the subject Property, back onto Derby Reach Regional Park, specifically an area preserved within the park as lowland forest.

[17] The Commission is generally concerned about the concentration of small lots in agricultural areas, as this can lead to increased conflicts between residential small-lot owners and adjacent agricultural operators. However, in this particular case, the Executive Committee finds that the Property is situated within a unique cluster of nine lots created in 1928, that are buffered from active agricultural operations by a large regional park. The Commission also finds that the Proposal would result in a single residence on each side of Louie Crescent, on areas of approximately 0.31 ha and 0.47 ha—consistent with the single family lot configuration of most of the lots along Louie Crescent.

DECISION

[18] For the reasons given above, the Executive Committee approves the Proposal to subdivide the Property with lot boundaries defined by the two residences to be constructed, one on either side of Louie Crescent, subject to:

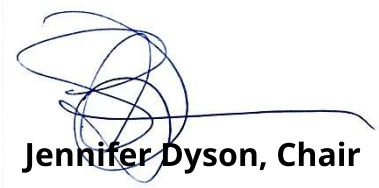
a. the submission of a surveyed subdivision plan, that is in substantial compliance with the preliminary site plan prepared by Infinity Residential Designs dated September 3, 2024 and attached as Schedule A of this decision, to the Commission, within three years of the date of the release of this decision; and,
b. approval for subdivision is granted for the sole benefit of the Applicants and is non-transferable.

[19] These are the unanimous reasons of the Executive Committee.

[20] A decision of the Executive Committee is a decision of the Commission pursuant to s. 10(4) of the ALCA.

[21] Resolution #683/2025

Released on October 16, 2025



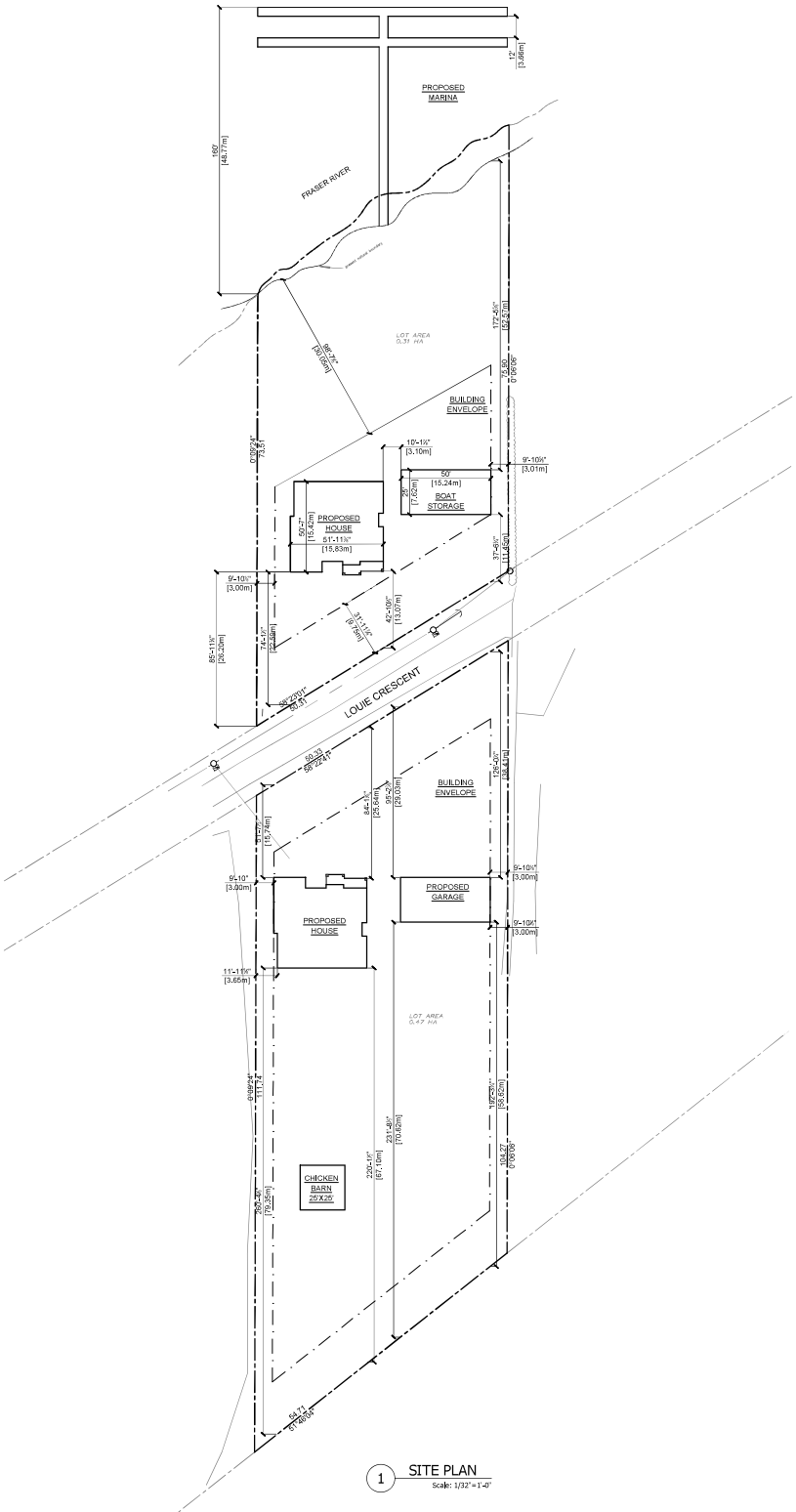
Jennifer Dyson, Chair

On behalf of the Executive Committee

SCHEDULE A: DECISION MAP

ALC File # 104748
Resolution # 683/2025

NORTH



1 SITE PLAN
Scale: 1/32" = 1'-0"

PAGE# A-1	DRAWING TITLE: PRELIMINARY SITE PLAN	PROJECT INFO : SINGLE FAMILY DWELLING 20920 LOUIE CRESCENT LANGLEY, B.C.	REV: DESCRIPTION BY. DATE:
	SCALE: 1/32" = 1'-0" DRAWN BY: J.P.		
	DATE: SEP.03.2024 CHECK BY: G.S.B.		
	DRAWING #: 24-##		
	THESE PLANS CONFORM TO BCBC 2024	CLIENT: S. BOUCHARD	
	THIS DRAWINGS IS PROPERTY OF INFINITY RESIDENTIAL DESIGNS INC. NO PART OF THIS DRAWING MAY BE COPIED WITHOUT WRITTEN CONSENT FROM INFINITY RESIDENTIAL DESIGNS INC.		

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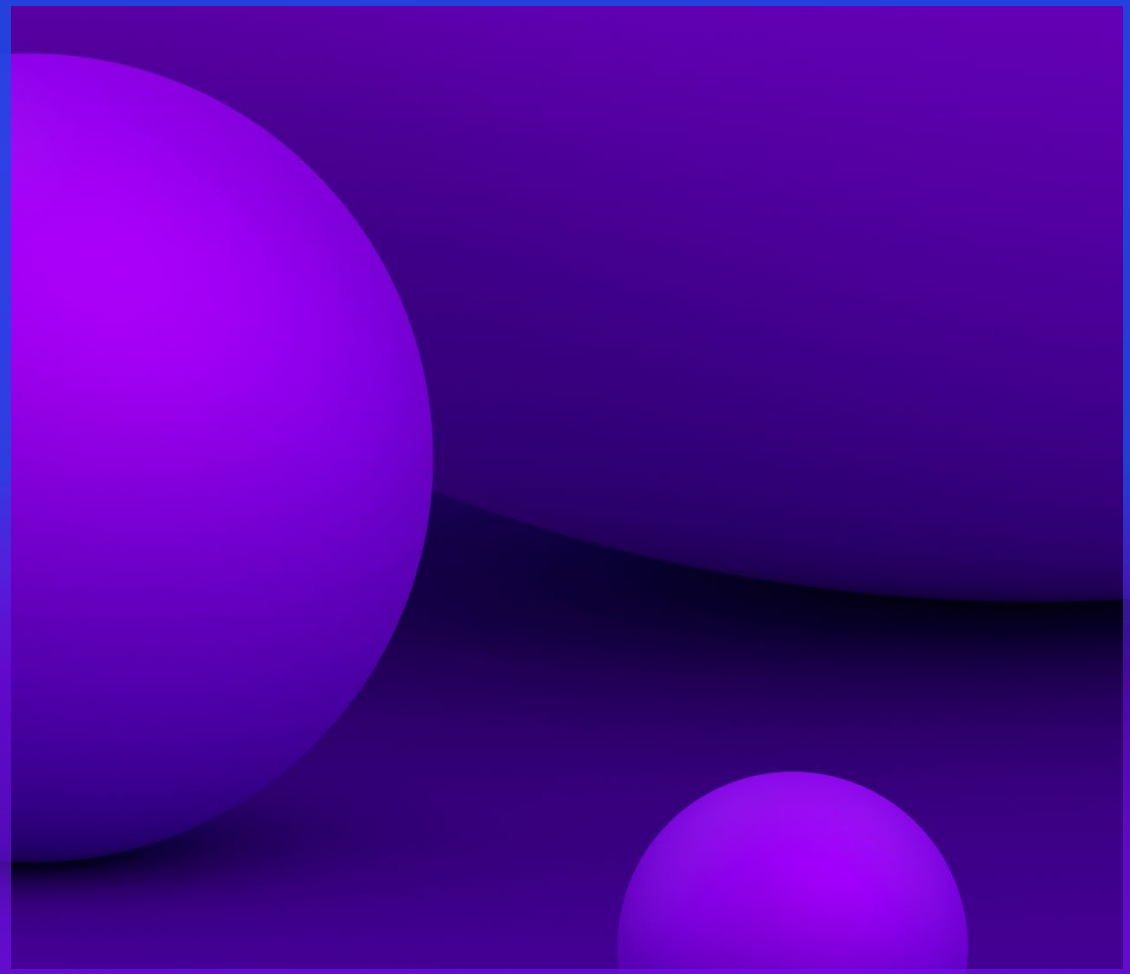
KPMG

Corporation of the Township of Langley

Audit Planning Report for Council ending December 31, 2025

KPMG LLP

Prepared as of January 13, 2026 for presentation to the Council on January 26, 2026



kpmg.ca/audit

KPMG contacts

Key contacts in connection with this engagement

Brandon Ma, CPA, CA
Lead Audit Engagement Partner
604-691-3562
bjma@kpmg.ca

Navjot Kaur, ACCA (UK)
Senior Manager
778-785-5295
navjotkaur2@kpmg.ca



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4 Highlights

5 Audit strategy

9 Risk assessment

15 Key milestones and deliverables

16 Audit quality

19 Independence

21 Appendices

The purpose of this report is to assist you, as a member of Council, in your review of the plan for our audit of the financial statements. This report is intended solely for the information and use of Management and Council and should not be used for any other purpose or any other party. KPMG shall have no responsibility or liability for loss or damages or claims, if any, to or by any third party as this report to Council has not been prepared for, and is not intended for, and should not be used by, any third party or for any other purpose.

Digital use information

This Audit Planning Report is also available as a "hyper-linked" PDF document.

If you are reading in electronic form (e.g. In "Adobe Reader" or "Board Books"), clicking on the home symbol on the top right corner will bring you back to this slide.

Click on any item in the table of contents to navigate to that section.

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Audit highlights

No matters to report Matters to report

Scope

Our audit of the consolidated financial statements ("financial statements") of the Corporation of the Township of Langley (the "Township" or "TOL") as of and for the year ending December 31, 2025 will be performed in accordance with Canadian generally accepted auditing standards.

Audit strategy

Materiality $13,000,000

Involvement of others

Risk assessment

Risk of management override of controls

Other risks of material misstatement

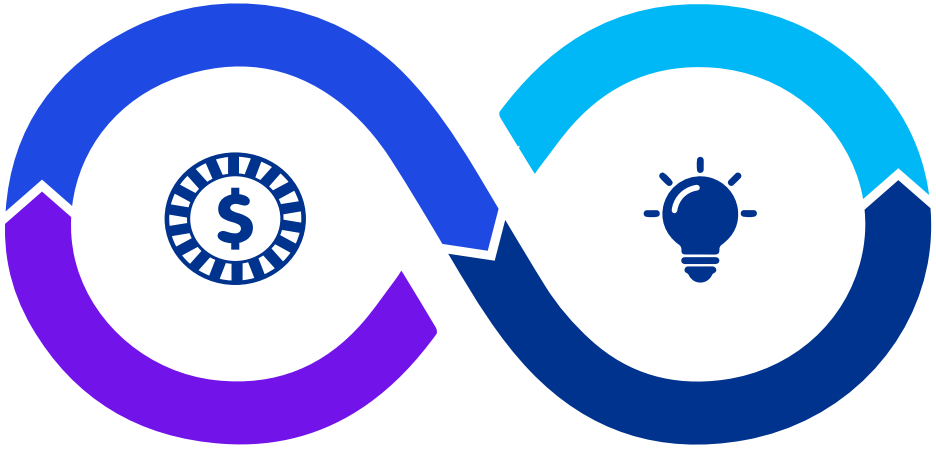
Other significant risks

- Revenue, deferred revenue and development cost charges
- Tangible capital assets
- Expenses, including payroll



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Materiality



We ***initially determine materiality*** at a level at which we consider that misstatements could reasonably be expected to influence the economic decisions of users. Determining materiality is a matter of ***professional judgement***, considering both quantitative and qualitative factors, and is affected by our perception of the common financial information needs of users of the financial statements as a group. We do not consider the possible effect of misstatements on specific individual users, whose needs may vary widely.

We ***reassess materiality*** throughout the audit and revise materiality if we become aware of information that would have caused us to determine a different materiality level initially.

Plan and perform the audit

We ***initially determine materiality*** to provide a basis for:

- Determining the nature, timing and extent of risk assessment procedures;
- Identifying and assessing the risks of material misstatement; and
- Determining the nature, timing, and extent of further audit procedures.

We design our procedures to detect misstatements at a level less than materiality in individual accounts and disclosures, to reduce to an appropriately low level the probability that the aggregate of uncorrected and undetected misstatements exceeds materiality for the financial statements as a whole.

Evaluate the effect of misstatements

We also ***use materiality*** to evaluate the effect of:

- Identified misstatements on our audit; and
- Uncorrected misstatements, if any, on the financial statements and in forming our opinion.

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Initial materiality



Benchmark: total revenues

$510,916,000

(Prior year actual)

Percentage of benchmark

2.5%

(2024: 2.3%)

Audit misstatement posting threshold

$650,000

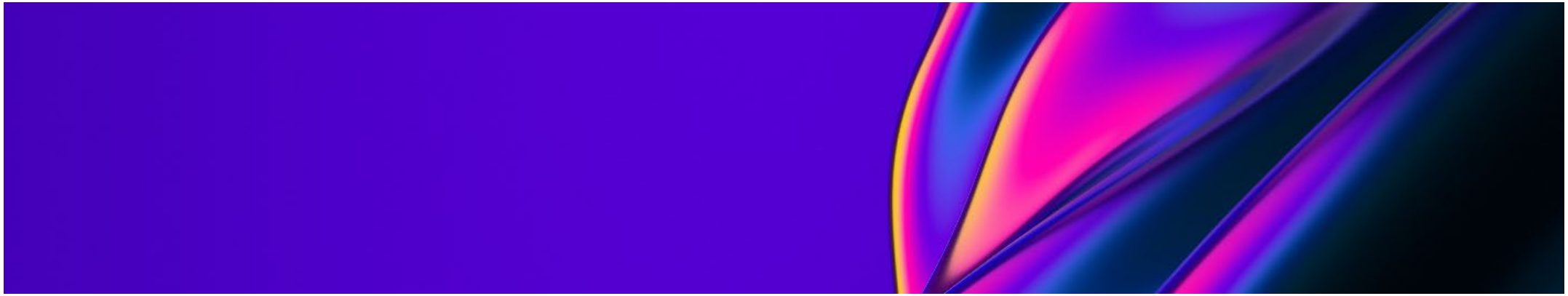
(2024: $550,000)

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Involvement of others

The following parties are involved in the audit of the financial statements:

Involved party	Nature and extent of planned involvement
Management's specialists – Actuary	Information provided by Management's external actuary is used in the determination of employee benefits obligation.



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Group audit – Scoping

We respond to identified and assessed risks of material misstatement to the consolidated group by performing audit procedures. Components subject to audit procedures are determined based on both quantitative and qualitative factors.

Components subject to audit procedures:
Corporation of the Township of Langley
Langley Facilities Society (“LFS”) - standalone statutory audit (Note 2)
Ten Feet Sports and Entertainment Ltd. (“TFSE”) - standalone statutory audit (Note 2)

Components NOT subject to audit procedures:
Township of Langley Housing Trust Society* (Note 1)
Note 1 - KPMG will agree the balances included in the consolidated financial statements to the general ledger and perform analytics relative to the prior year balances. If any matters come to our attention that indicate a more than remote risk of material misstatement, we will revise our scoping assessment and perform appropriate audit procedures.
Note 2 - KPMG has been separately engaged to perform standalone audits of the consolidated financial statements of LFS and of the financial statements TFSE.
**TOL Facilities and Housing Development Society were dissolved during the year.*

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Risk assessment summary

Our planning begins with an assessment of risks of material misstatement in your financial statements.

We draw upon our understanding of TOL and its environment (e.g. the sector, the wider economic environment in which the Township operates, etc.), our understanding of TOL's components of its system of internal control, including our business process understanding.

		Risk of fraud	Risk of error	Risk rating
●	Management override of controls	✓		Significant
●	Revenue, deferred revenue and development cost charges		✓	Base
●	Tangible capital assets		✓	Base
●	Expenses, including payroll		✓	Base

● PRESUMED RISK OF MATERIAL MISSTATEMENT ● OTHER RISK OF MATERIAL MISTATEMENT

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Significant risks

Management Override of Controls (non-rebuttable significant risk of material misstatement)

RISK OF FRAUD

Presumption of the risk of fraud resulting from management override of controls

Why is it significant?

Section 240.32 of Canadian Auditing Standards states: “Management is in a unique position to perpetrate fraud because of management's ability to manipulate accounting records and prepare fraudulent financial statements by overriding controls that otherwise appear to be operating effectively. Although the level of risk of management override of controls will vary from entity to entity, the risk is nevertheless present in all entities. Due to the unpredictable way in which such override could occur, it is a risk of material misstatement due to fraud and thus a significant risk.”

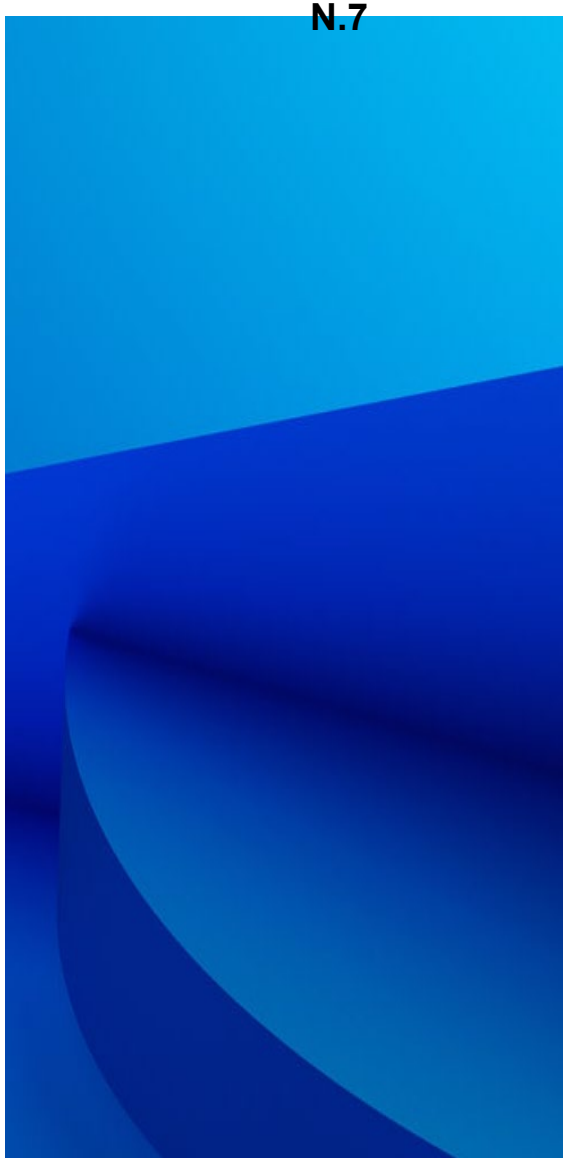
Our audit methodology adheres to these mandatory requirements to assess this as a significant risk of fraud.

Our planned response

As this presumed risk of material misstatement due to fraud is not rebuttable, our audit methodology incorporates the required procedures in professional standards to address this risk. An auditor must perform these procedures at every entity irrespective of the auditor’s assessment of the risk of management override of controls. These procedures include:

- testing of journal entries and other adjustments
- performing a retrospective review of estimates
- evaluating the business rationale of significant unusual transactions.

We have not identified specific additional risks of management override that are not covered as part of the above procedures.



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Required inquiries of the Council



Inquiries regarding risk assessment, including fraud risks

- What are the Council's views about fraud risks, including management override of controls, at TOL? And have you taken any actions to respond to any identified fraud risks?
- Is the Council aware of, or has the Council identified, any instances of actual, suspected, or alleged fraud, including misconduct or unethical behavior related to financial reporting or misappropriation of assets?
  - If so, have the instances been appropriately addressed and how have they been addressed?
- How does the Council exercise oversight of TOL's fraud risks and the establishment of controls to address fraud risks?



Inquiries regarding processes

- Is the Council aware of tips or complaints regarding TOL's financial reporting (including those received through the internal whistleblower program, if such programs exist)? If so, what was the Council's responses to such tips and complaints?



Inquires regarding related parties and significant unusual transactions

- Is the Council aware of any instances where TOL entered into any significant unusual transactions?
- What is the Council's understanding of TOL's relationships and transactions with related parties that are significant to TOL?
- Is the Council concerned about those relationships or transactions with related parties? If so, the substance of those concerns?

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Other risks of material misstatement

Areas	Level of risk due to error	Our planned response

Revenue, deferred revenue and development cost charges

Revenue is recorded on an accrual basis and is recognized when it is earned and measurable. Revenue relating to future periods, including property taxes, development cost charges ("DCCs"), government grants, contributions for future capital works, and amounts collected for building permits, and facility upgrades, are reported as deferred revenue and recognized when earned.

As contributions are received for specified purposes and sometimes contain restrictions, there is a need to determine whether the amounts should be deferred or recognized as revenue.



- Obtain and update our understanding of the process activities over revenue, deferred revenue and development cost charges.
- Obtain and evaluate updated significant accounting policies applied to revenue to ensure they comply with the relevant accounting standard.
- Perform a walkthrough and/or test of design and implementation of key controls over contributions received and expenditures incurred, as well as management's review of related balances.
- For General Taxation and Fees & Charges, we perform substantive procedures, including substantive analytical procedures based on rate changes and substantive vouching as appropriate.
- Select a sample of DCC contributions, recalculate the total amount, agree each factor in the calculation to supporting documentation (e.g., approved rates) and agree the amount recorded to cash receipts or letters of credit.
- Select a sample of DCC expenditures and agree the amount recorded to supporting documentation.
- Review the year-end DCC fund balances and identify any funds with a negative balance. For funds with negative balances, inquire with management about the plan for future collection of DCC.
- Select a sample of letters of credits held for unpaid DCC contributions and confirm the existence and validity of the letter of credit with the financial institution.
- Inspect specific contracts and new grants to determine whether there were stipulations or restrictions impacting revenue recognition, assess whether revenue was appropriately recognized, or the amount was appropriately deferred and agree the amounts recorded to cash receipts and the funding letter.
- Assess whether the appropriate stipulations were met by inspecting and recalculating expenses incurred for certain projects.
- Perform substantive procedures, including vouching and review of supporting documentation related to contributions received, to ensure that revenues are appropriately recognized, and deferred contributions are appropriately recorded.

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Other risks of material misstatement

Areas	Level of risk due to error	Our planned response
Tangible capital assets ("TCA") TCA represent a significant portion of assets of the Township. Certain TCA may require estimation on recognition related to the fair value of developer contributed assets. Coordination is required between the Finance and other departments to ensure that all projects and TCA are accounted for appropriately. The Township also typically enters into significant land transactions.	 Base	• Obtain and update our understanding of the process activities and controls over tangible capital assets. • Obtain the tangible capital assets continuity schedule, verify its mathematical accuracy, and perform substantive procedures over additions, disposals, reclassifications, and other adjustments. • Select a sample of TCA additions, including developer contributed assets, and agree the balance recorded to supporting documentation. Ensure each item tested is recorded in the appropriate TCA category and is appropriate to capitalize. Significant land transactions will be selected for testing as part of this procedure. • Perform analytical procedures on amortization expense to assess whether the change in the balance from the prior year is reasonable. • Review the financial statement note disclosure to ensure it is complete and accurate.

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Other risks of material misstatement

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Areas	Level of risk due to error	Our planned response
Expenses, including payroll The Township's expenses are closely monitored against Council approved budgets.	 Base	• Obtain and update our understanding of the process activities and controls for expenses, including payroll. • Perform a walkthrough and/or test of design and implementation of key controls over payroll. • Perform substantive procedures, including vouching of payroll transactions and recalculated the amount recorded using employment offer letters, pay change letters and approved timesheets, as applicable. • Perform substantive procedures, including vouching and review of supporting documentation related to expenses incurred, to ensure expenses are appropriately recognized. • Perform a search for unrecorded liabilities to ensure expenses are recorded in the appropriate fiscal year.

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Key milestones and deliverables

November 2025
Planning & Risk Assessment

- Debrief prior year with management
- Kick-off with management
- Planning and initial risk assessment procedures, including:
  - Involvement of others
  - Identification and assessment of risks of misstatements and planned audit response for certain processes
- Obtain and update an understanding of TOL and its environment
- Inquire of Council, management and others within the TOL about risks of material misstatement (December 2025)

November 2025
Risk assessment & Interim work

- Evaluate the TOL's components of internal control, other than the control activities component
- Complete group audit scoping
- Perform process walkthroughs for certain business processes
- Identify process risk points for certain business processes
- Complete interim data extraction and processing activities
- Complete initial risk assessment
- Communicate audit plan
- Identify IT applications and environments
- Evaluate Design & Implementation of controls for remaining business processes (control activity component)
- Provide update on audit progress

April - May 2026
Final Fieldwork & Reporting

- Complete year-end data extraction and processing activities
- Perform remaining substantive audit procedures
- Evaluate results of audit procedures, including control deficiencies and audit misstatements identified
- Review financial statement disclosures
- Closing meeting with management
- Present audit results to Council and perform required communications
- Issue audit report on financial statements



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Our commitment to delivering audit quality

We define '**audit quality**' as being the outcome when:

- audits are **executed consistently**, in line with the requirements and intent of **applicable professional standards** within a strong **system of quality management**; and
- all of our related activities are undertaken in an environment of the utmost level of **objectivity, independence, ethics** and **integrity**.

KPMG is committed to fulfilling our public interest role in providing robust assurance that can benefit investors and other stakeholders.

Businesses are integrating technology in ways once unimaginable. Geopolitical changes and inflationary pressures continue to drive uncertainty, and businesses need to take action to respond to societal threats like climate change.

The pace and scale of change only strengthens our resolve to ensure the quality, consistency and adaptability of our services are fit for this new future. Audit and assurance quality remains the highest priority at KPMG.

Through sustained innovation, we aim to consistently deliver superior audit quality. Across the global organization:

- KPMG firms have implemented a consistent risk-based approach to our system of quality management to drive audit and assurance quality, enabling us to meet the requirements of the International Standard on Quality Management 1 (ISQM 1).
- We are utilising powerful technologies on audit and assurance engagements, including artificial intelligence, and leveraging our alliances with technology leaders such as Microsoft to further enhance quality and provide even more value through deeper analysis of businesses, no matter their size.
- We believe the same level of rigour, quality, consistency and trust that is applied to financial statement information by companies should also apply to ESG reporting. Therefore, across the global organization we have deployed an assurance methodology, KPMG Clara workflow and learning tools to upskill and build teams to provide assurance on ESG reporting that helps our clients build a more sustainable future.

We encourage you to read our Transparency Report to learn more about our system of quality management and our firm's statement on the effectiveness of our SoQM:

KPMG Canada Transparency Report

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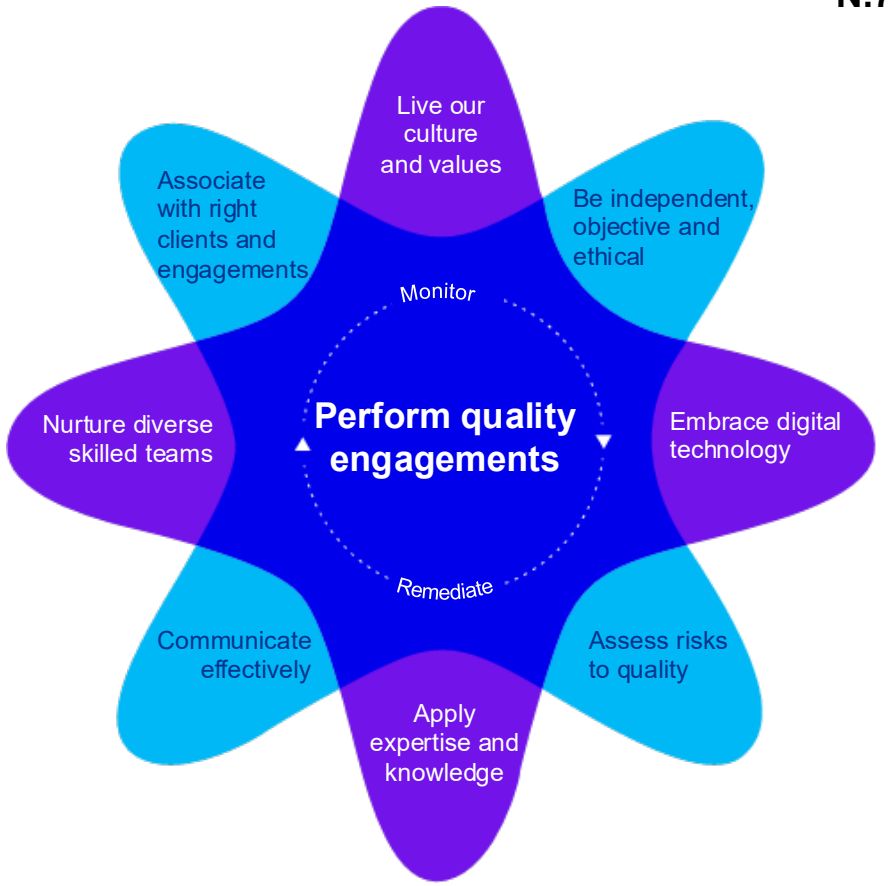
How do we deliver audit quality?

Quality essentially means doing the right thing and remains our highest priority.

We have strengthened the consistency and robustness of our system of quality management to meet the requirements of ISQM 1 (CSQM 1), issued by the International Audit and Assurance Standards Board. Foundational for quality management, KPMG's globally consistent approach to ISQM 1 drives compliance with the standard and our efforts to strengthen trust and transparency with clients, the capital markets and the public we serve.

Aligned with ISQM 1 (CSQM 1), our SoQM meets the requirements of the International Code of Ethics for Professional Accountants (including International Independence Standards) issued by the International Ethics Standards Board for Accountants (IESBA) and the relevant rules of professional conduct / code of ethics applicable to the practice of public accounting in Canada, which apply to professional services firms that perform audits of financial statements.

Our **Global Quality Framework** outlines how we deliver quality and how every KPMG professional contributes to its delivery.



'Perform quality engagements' sits at the core, along with our commitment to continually monitor and remediate to fulfil our quality drivers.

Our **quality value drivers** are the cornerstones to our approach underpinned by the **supporting drivers** and give clear direction to encourage the right behaviours in delivering audit quality.

Doing the right thing. Always.

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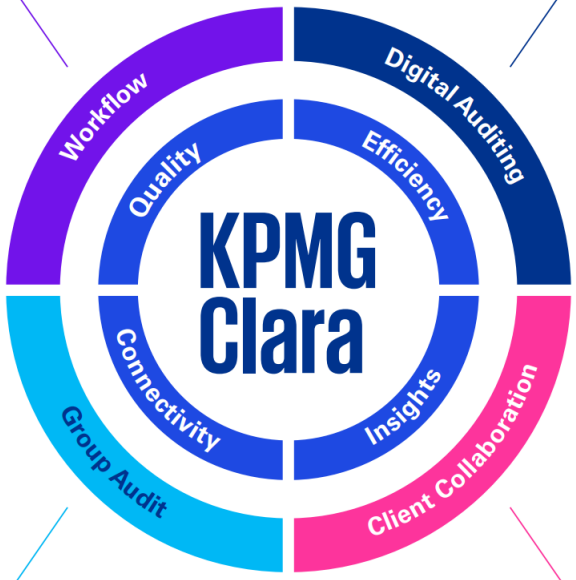
The KPMG Audit

Globally consistent audit and assurance methodology and tools

As a scalable, intuitive cloud-based platform, KPMG Clara is driving globally consistent execution across all KPMG member firms. It enables delivery of KPMG audit and assurance methodologies through data-enabled workflows, which align with the applicable audit and assurance standards and provide an improved experience to audit and assurance professionals.

- Data and AI-driven
- Audit & Assurance including ESG
- Global, risk-based methodology

- "Risk-to-response" analytics
- Gen AI integration
- Search knowledge base



- Enhanced two-way communication
- Tailored scoping
- Group audit connectivity

- Real-time alerts and task tracking
- Interaction with audit team
- Access to insights

- Methodology aligned with professional standards, laws and regulations
- Standardised methodology and guidance
- Deep technical expertise and knowledge
- Quality and risk management policies

- Meeting the applicable standards, including International Standards on Auditing (ISA), standards issued by the Public Company Accounting Oversight Board (PCAOB) and the American Institute of CPAs (AICPA) – supplemented by KPMG firms to comply with additional local auditing standards and regulatory or statutory requirements.
- Identifying risks of material misstatements and the necessary audit response.

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Independence: Shared responsibilities

Auditor independence is a shared responsibility and most effective when management, audit committees, and audit firms work together in considering compliance with relevant independence rules. In order for KPMG to fulfill its professional responsibility to maintain and monitor independence, management, the audit committee, and KPMG each play an important role. We apply the following ethical requirements, including independence requirements, in:

- the rules of professional conduct / code of ethics applicable to the practice of public accounting issued by various professional accounting bodies in Canada ("CPA code") that are relevant to audits of financial statements of non-reporting issuers; and
- the International Code of Ethics for Professional Accountants (including International Independence Standards) issued by the International Ethics Standards Board for Accountants ("IESBA independence rule") that are relevant to audits of financial statements of non-public interest entities.

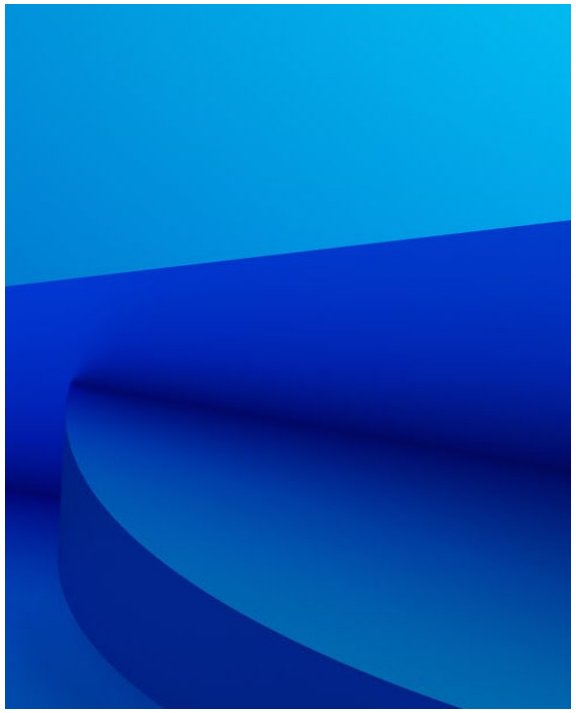


The firm maintains a system of quality control over compliance with independence rules and firm policies. Timely information before the effective date of transactions or other business changes is necessary to effectively maintain the firm's independence in relation to:

- New related entities
- Any former KPMG professional who are directors, officers, or employee in a position to exert significant influence over the preparation of the client's accounting records or the financial statements.



- We will report to those charged with governance all relationships that may reasonably be thought to bear on our independence, including fees charged, and discuss the potential effects of such relationships on our independence. We will also report the related safeguards that have been applied, as applicable, to eliminate identified threats to independence or reduce them to an acceptable level.
- This communication, if any, will be provided during our year-end communications.



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Independence

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Under the newly effective *Narrow-scope Amendments to Canadian Auditing Standard (CAS) 700, Forming an Opinion and Reporting on Financial Statements, and CAS 260, Communication with Those Charged with Governance*, the auditor shall communicate with those charged with governance the relevant ethical requirements, including those related to independence, that the auditor applies for the audit engagement, including if applicable in the circumstances, any independence requirements specific to audits of financial statements of certain entities.

In accordance with this requirement, we communicate to the Council that we apply the following ethical requirements, including independence requirements, in:

- the rules of professional conduct / code of ethics applicable to the practice of public accounting issued by various professional accounting bodies in Canada (“CPA Code”) that are relevant to audits of financial statements; and
- the International Code of Ethics for Professional Accountants (including International Independence Standards) issued by the International Ethics Standards Board for Accountants that are relevant to audits of financial statements.

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Appendices

1 Required communications

2 New accounting standards

3 New auditing standards

4 Thought leadership and insights



Appendix 1: Required communications

N.7



Auditor's report

A copy of our draft auditor's report setting out the conclusion of our audit will be provided at the completion of the audit.

Engagement letter

The objectives of the audit, our responsibilities in carrying out our audit, as well as management's responsibilities, are set out in the engagement contract.



Audit findings report

At the completion of the audit, we will provide our findings report to the Council.

Management representation letter

We will obtain from management certain representations at the completion of the audit. In accordance with professional standards, a copy of the representation letter will be provided to the Council.



Independence

We are independent and have a robust and consistent system of quality control. We provide complete transparency on all services and follow the Council's approved protocols. At the completion of our audit, we will re-confirm our independence to the Council.

Internal control deficiencies

Significant control deficiencies identified during the audit will be communicated to the Council.

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Appendix 1: Required communications

Management's responsibilities

Under the auditing standards, we are required to obtain the agreement of management that it acknowledges and understands its responsibility. An audit of the annual financial statements does not relieve management or those charged with governance of their responsibilities. We have obtained management's acknowledgment and understanding of their responsibilities in the engagement letter and as described below:

(a) the preparation and fair presentation of the annual financial statements in accordance with the financial reporting framework referred to above.
(b) providing us with all information of which management is aware that is relevant to the preparation of the financial statements ("relevant information") such as financial records, documentation and other matters, including:
— the names of all related parties and information regarding all relationships and transactions with related parties
— the complete minutes of meetings, or summaries of actions of recent meetings for which minutes have not yet been prepared, of Council, and committees of Council that may affect the financial statements. All significant actions are to be included in such summaries.
(c) providing us with unrestricted access to such relevant information.
(d) providing us with complete responses to all enquiries made by us during the engagement.
(e) providing us with additional information that we may request from management for the purpose of the engagement
(f) providing us with unrestricted access to persons within the Entity from whom we determine it necessary to obtain evidence
(g) such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error. Management also acknowledges and understands that they are responsible for the design, implementation and maintenance of internal control to prevent and detect fraud.
(h) ensuring that all transactions have been recorded and are reflected in the financial statements.
(i) ensuring that internal auditors providing direct assistance to us, if any, will be instructed to follow our instructions and that management, and others within the entity, will not intervene in the work the internal auditors perform for us.
(j) providing us with written representations required to be obtained under professional standards and written representations that we determine are necessary. Management also acknowledges and understands that, as required by professional standards, we may disclaim an audit opinion when management does not provide certain written representations required.

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Appendix 2: New accounting standards

Accounting standards

Conceptual Framework for Financial Reporting in the Public Sector

Effective for years commencing on or after April 1, 2026 with early adoption permitted.

- The framework provides the core concepts and objectives underlying Canadian public sector accounting standards.
- The ten chapter conceptual framework defines and elaborates on the characteristics of public sector entities and their financial reporting objectives. Additional information is provided about financial statement objectives, qualitative characteristics and elements. General recognition and measurement criteria, and presentation concepts are introduced.

Financial Statement Presentation

Effective for years commencing on or after April 1, 2026 with early adoption permitted.

- The proposed section PS 1202 *Financial statement presentation* will replace the current section PS 1201 *Financial statement presentation*. PS 1202 *Financial statement presentation*.
- The proposed section includes the following:
  - Relocation of the net debt indicator to its own statement called the statement of net financial assets/liabilities, with the calculation of net debt refined to ensure its original meaning is retained.
  - Separating liabilities into financial liabilities and non-financial liabilities.
  - Restructuring the statement of financial position to present total assets followed by total liabilities.
  - Changes to common terminology used in the financial statements, including re-naming accumulated surplus (deficit) to net assets (liabilities).
  - Removal of the statement of remeasurement gains (losses) with the information instead included on a new statement called the statement of changes in net assets (liabilities). This new statement would present the changes in each component of net assets (liabilities), including a new component called “accumulated other”.
  - A new provision whereby an entity can use an amended budget in certain circumstances.
  - Inclusion of disclosures related to risks and uncertainties that could affect the entity’s financial position.

Example of a Typical Implementation Approach

Phase 1

- Understand the existing financial reporting processes.
- Examine chart of accounts and trial balance.
- Review accounting policy.
- Gap assessment and implementation plan.

Phase 2

- Data gathering and financial data analysis.
- Budget and performance reporting.
- System and software impacts.
- Implementation and compliance adjustments

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Appendix 2: New accounting standards (continued)

Accounting standards (continued)

Employee Benefits

Proposed to be effective for years commencing on or after April 1, 2029 with early adoption permitted.

- The Public Sector Accounting Board has issued proposed new standard PS 3251 *Employee benefits* which would replace the current sections PS 3250 *Retirement benefits* and PS 3255 *Post-employment benefits, compensated absences and termination benefits*.
- After evaluating comments received about the July 2021 exposure draft, a new re-exposure draft was released in October 2024. The re-exposure draft continues to use principles from International Public Sector Accounting Standard 39 *Employee benefits* as a starting point to develop the Canadian standard.
- The proposed standard would result in public sector entities recognizing the impact of revaluations of the net defined benefit liability (asset) immediately on the statement of financial position.
- The re-exposure draft also proposes that fully funded post-employment benefit plans use a discount rate based on the expected market-based return of plan assets and unfunded plans use a discount rate based on the market yield of government bonds, high-quality corporate bonds or another appropriate financial instrument. A simplified approach to determining a plan's funding status is provided.
- For most other topics, the re-exposure draft is consistent with the original exposure draft. A few exceptions are:
  - Deferral provisions – Remeasurement gains and losses will be presented as part of accumulated remeasurement gains and losses.
  - Valuation of plan assets – Public sector entities may continue to recognize non-transferable financial instruments that meet the definition of plan assets under existing PS 3250 guidance.
  - Joint defined benefit plans – Defined benefit accounting will be used for measurement of the proportionate share of the plan, instead of previously proposed multi-employer plan accounting which was based on defined contribution plan concepts.
  - Disclosure of other long-term employee benefits and termination benefits – The re-exposure draft does not include prescriptive disclosure requirements for other long-term employee benefits and termination benefits.
- The proposed section PS 3251 *Employee benefits* guidance will be applied retroactively, with or without prior period restatement.

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Appendix 2: New accounting standards (continued)

Accounting standards (continued)

Intangible Assets

Proposed to be effective for years commencing on or after April 1, 2030 with early adoption permitted.

- The Public Sector Accounting Standards Board has issued proposed new standard PS 3155 *Intangible Assets* which would replace Public Sector Guideline 8 *Purchased Intangibles*.
- The standard will include foundational guidance on acquired and internally generated intangibles. It excludes intangible assets addressed in other public sector accounting standards and other intangible items such as exploration and extraction costs for non-renewable resources or intangible assets related to insurance contracts.
- The definition of “intangible assets” requires an intangible resource to be separate and identifiable from goodwill. It also requires that the entity has control over the intangible resource, future economic benefits flow from the intangible resource, and the intangible resource is the result of a past transaction and/or other events.
- Internally generated goodwill is not permitted to be recognized as an asset.
- An intangible resource is recognized when it meets the definition of an intangible asset and the asset’s cost can be measured in a faithfully representative way. The generation of the asset is classified into a research phase and a development phase. Expenditures from the research phase of an internally generated project are expensed. An intangible asset arising from the development phase can be recognized if it meets certain requirements.
- Intangible assets are initially measured at cost and subsequently carried at cost less accumulated amortization and accumulated impairment losses. Intangible assets acquired through a non-exchange transaction are measured at fair value as of the date it is acquired.

Cloud Computing Arrangements

- As part of its intangible assets project, the Public Sector Accounting Standards Board is also developing guidance on cloud computing arrangements. To ensure the development of this accounting guidance reflects current practices and needs, a survey was used to gather insights. The survey will inform the Public Sector Accounting Board about the types of cloud computing arrangements being encountered, magnitude of costs, key arrangement terms, current accounting policies and unique challenges in practice.

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Appendix 3: Newly effective and upcoming changes to auditing standards

Effective for periods beginning on or after December 15, 2024

ISA 260/CAS 260

Communications with those charged with governance

Click here for information about CAS 260 from CPA Canada:

Amended CAS 260

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Appendix 4: Thought leadership and insights

Half of Public Servants Turn to AI Raising Risks

KPMG survey finds public sector unready for AI, low literacy, need for digital sovereignty.

While less than a quarter (**22 per cent**) of Canadian public sector organizations have adopted artificial intelligence (AI), half of the public servants who use AI in their jobs rely on publicly available AI tools, exposing governments to potential risks including data privacy and security breaches, intellectual property theft and exposure to biased or inaccurate information that can lead to legal and ethical issues, finds a new KPMG in Canada research.

Click here for more information

Intelligent Government

The emergence of generative AI, alongside advanced autonomous and agentic systems, is transforming how government and the public sector innovate and operate. Our findings reveal an actionable blueprint for governments and organizations aiming to leverage AI's potential to drive efficiency, reduce time-to-market and improve patient outcomes. This report provides insights into how they can take a value-based approach to AI that helps to accelerate innovation, unlock new growth opportunities, and maximize the impact of their AI investments.

Click here for more information

KPMG 2025 Canadian CEO Outlook

Our 2025 CEO Outlook survey reveals a compelling paradox: Canadian CEOs are increasingly confident in the growth of their companies and industries, yet their optimism about the Canadian and global economies is waning.

Despite the evolving pressures, CEOs alike are proactively focusing on making their organizations more resilient to external shocks. They are not just reacting to changes, but are actively seeking ways to mitigate external risks, improve productivity and optimize revenue.

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Midyear Observations on the 2025 Board Agenda

Disruption, volatility, and uncertainty aren't new operating conditions by any means. But the assumptions that have long driven corporate thinking - the role of government, geopolitical norms, and consistency in US policies as administrations change, and the speed of technological advances—are being upended. Few business leaders have experienced the scope, complexity, and combination of issues companies are facing today—and many will earn their stripes in the months ahead.

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Accelerate – Delving Deeper: The New Standing Items on Audit Committee Agendas

Geopolitical risks are continuing to evolve, generative artificial intelligence (AI) is reshaping the work world and ESG reporting is now mandatory for some organizations. At the same time, cyberattacks are becoming more frequent and sophisticated, but so are the tools to fight them.

Until recently, many of the biggest drivers of this new era were of only cursory interest to audit committees. Now, AI, ESG and cyber are being examined more rigorously and increasingly becoming standing items on the audit committee agenda.

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Appendix 4: Thought leadership and insights (continued)

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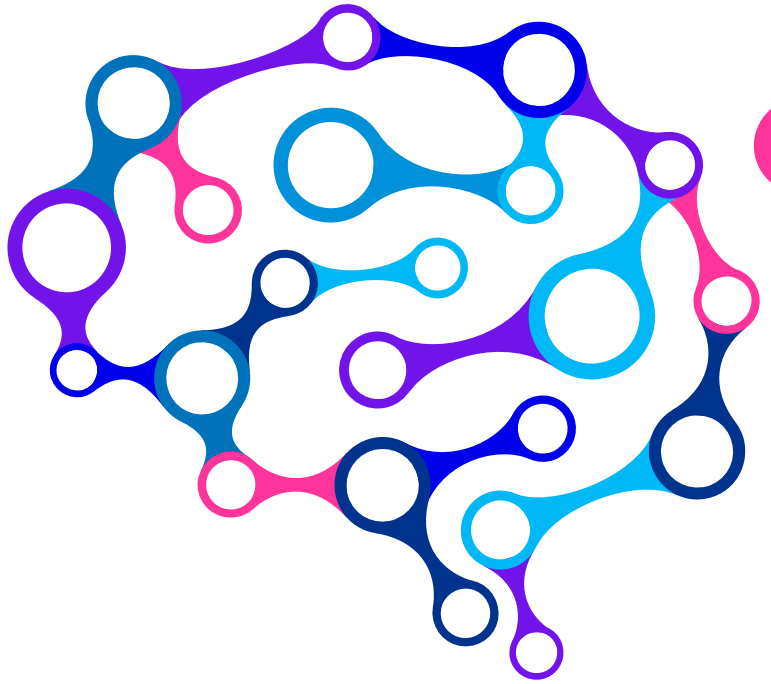
Our latest thinking on the issues that matter most to Boards, Committees and management.

KPMG Audit & Assurance Insights

Curated research and insights for audit Committees and Boards.

Sustainability Reporting

Resource centre on implementing the new Canadian reporting standards.



Board Leadership Centre

Leading insights to help board members maximize boardroom opportunities.

Audit Committee Guide – Canadian Edition

A practical guide providing insight into current challenges and leading practices shaping audit committee effectiveness in Canada.

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Appendix 4: Thought leadership and insights (continued)

Get ready for Canadian Sustainability Standards Board (CSSB) sustainability disclosures

What was issued?

- The first Canadian Sustainability Disclosure Standards[1], which mark the next step towards equal prominence for sustainability and financial reporting in Canada.
- They are aligned with the IFRS® Sustainability Disclosure Standards, with the exception of effective date and transition relief.
- They are based on existing frameworks and standards, including Task Force on Climate-Related Financial Disclosures (TCFD) and Sustainability Accounting Standards Board (SASB).
- They are investor-focused.

What's the impact?

- Companies applying these standards will report on all relevant sustainability topics (not just on climate) under a consistent framework and focus on how these topics impact a company's prospects.
- Reporting will be connected to the financial statements. Therefore, companies will need processes and controls in place so that they can provide sustainability-related information of the same quality, and at the same time, as their financial information.

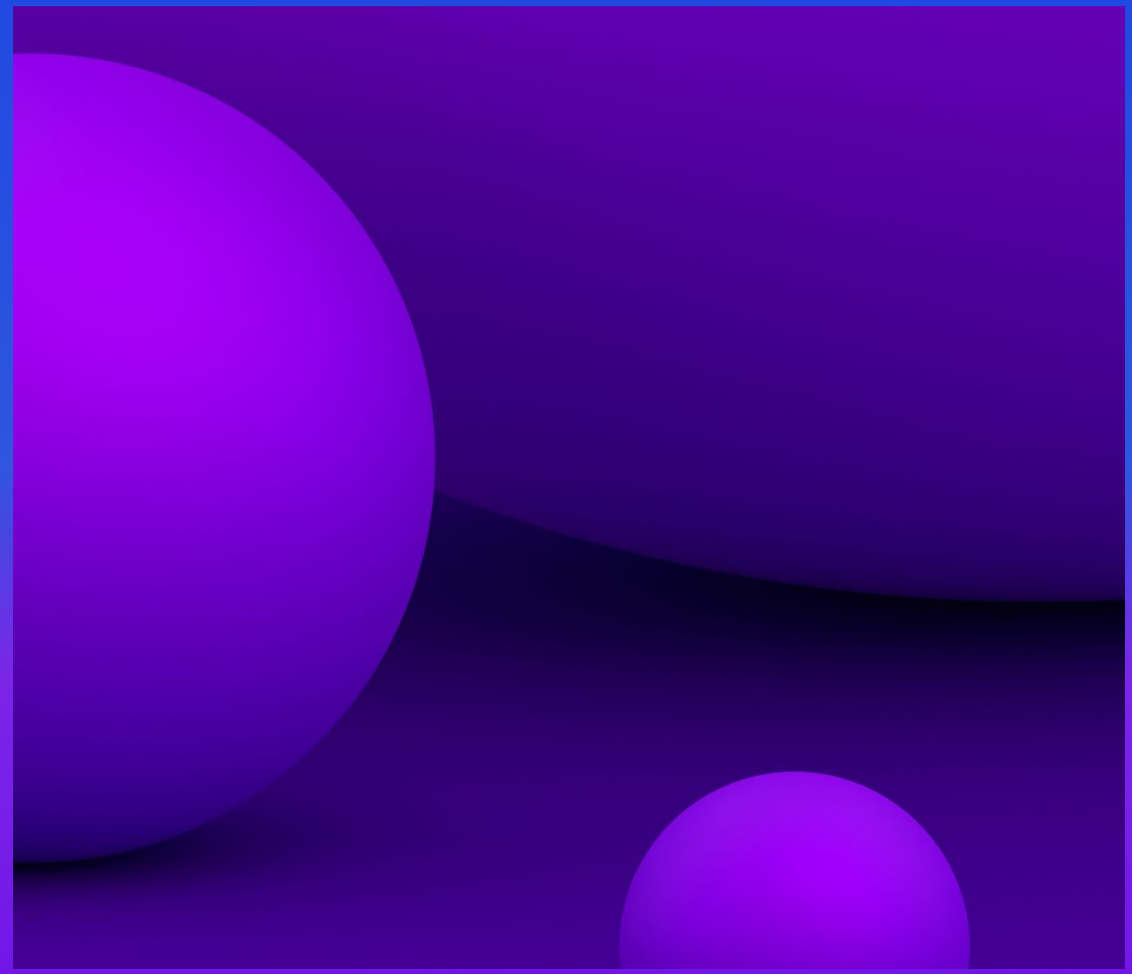
What's next?

- The standards are effective from January 1, 2025 on a voluntary basis.
- Canada's provincial and territorial regulators and legislators will determine whether application of the standards should be mandated, and if so, who will need to apply them and over what time frame.
- Some public and private companies may choose to apply them voluntarily – e.g., in response to investor or societal pressure.

[1] Canadian Sustainability Disclosure Standards – CSDS 1 *General Requirements for Disclosure of Sustainability-related Financial Information* and CSDS 2 *Climate-related Disclosures*, both published on December 18, 2024.

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Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	JANUARY 26, 2026
FROM:	FINANCE DIVISION	**FILE NO:**	1700-80
SUBJECT:	DRAFT FINANCIAL PLAN 2026-2030 - RESULTS OF PUBLIC CONSULTATION		

The purpose of this memorandum is to inform Mayor and Council of the results of the public consultation for the Draft 2026-2030 Financial Plan for information.

The 2026-2030 Financial Plan public consultation was posted as an on-line survey with email, telephone, and drop off options. The survey was available for 23 days and was communicated in multiple ways including: a dedicated webpage (Council budget information and consultation options listed), a listing on the public engagement webpage, featured News link and News post on tol.ca homepage, advertisements in two newspapers for two weeks, eNewsletter sent, and multiple social media posts on Facebook, Twitter, LinkedIn, and Instagram using free and paid options.

The survey yielded 481 respondents online (2025: 211; 2024: 191) and 0 paper surveys were submitted. Email and telephone feedback yielded 1 email and 0 telephone calls (2025: 3 emails and 0 telephone calls).

In addition to the survey information, the on-line platform provided information on budget web pageviews, social media, and eNews statistics during the active survey period. A total of 2,624 pageviews were recorded, up from 1,950 from 2025 and 1,534 in 2024. Social media posts / paid ads (across 4 platforms x 3 posts each) resulted in: 133,974 views by 58,119 viewers; and 1,216 link clicks to the webpage. The eNewsletter reached 4,841 subscribers with 3,463 opens and 114 clicks on the Budget article.

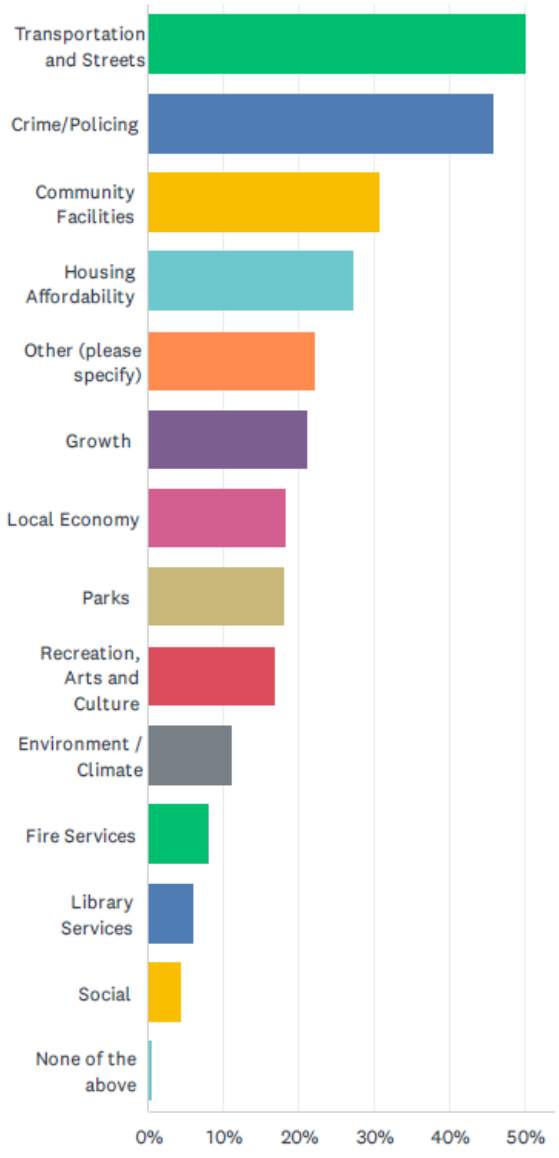
Public input is relevant for Council to consider as they deliberate, however, it should be noted that it is not a statistically representative sampling of all Township residents' views. There are 55,987 folios billed for property taxes in the Township.

DISCUSSION/ANALYSIS:

SUMMARY OF THE BUDGET ENGAGEMENT SURVEY OUTCOMES

Q1. In your view, as a resident of the Township of Langley, what are the three (3) most important issues facing your community that you feel should receive the greatest attention from your local leaders?

- 481 responses received



ANSWER CHOICES	RESPONSES	
Transportation and Streets	50.10%	241
Crime/Policing	45.95%	221
Community Facilities	30.77%	148
Housing Affordability	27.23%	131
Other (please specify)	22.25%	107
Growth	21.21%	102
Local Economy	18.30%	88
Parks	18.09%	87
Recreation, Arts and Culture	16.84%	81
Environment / Climate	11.02%	53
Fire Services	8.11%	39
Library Services	6.03%	29
Social	4.37%	21
None of the above	0.42%	2
Total Respondents: 481		

#	RESPONSES RECEIVED FROM Q1 IN THE CATEGORY OTHER (PLEASE SPECIFY)
1	Loud modified cars
2	Property taxes
3	High taxes
4	over spending by youthe government

5	Active transportation
6	Rain barrel, tree services like other nearby cities such as maple ridge and surrey, more community gardens to participate
7	Debt & finances
8	Support for homeless
9	Too much immigrantion, don't let newcomers in
10	Property Tax
11	Debt
12	over population in the Langley - Willoughby area
13	Hospital
14	Easy or pre-approved development plans/areas
15	Too many townhomes in single family areas
16	Traffic flow
17	Property rights, Investments that actually grow the economy.
18	Coat of taxes/over regulation
19	Rate of growth
20	City sewer connection in Brookswood area
21	The continued rise of property and utility taxes
22	Poorly built new homes
23	Fairness for animals
24	Fiscal management
25	Public Infrastructure
26	FIX THE WATER City water in Aldergrove is HARD, Ft Langley water corrodes the pipes
27	Active transportation
28	Safe active transportation
29	Non-car transportation (Active transportation, public transit etc)
30	Police homelessness
31	Schools
32	Active transportation
33	Active transportation
34	Lower dcc and acc so we can get tax money
35	Active transportation infrastructure
36	Education
37	Too much development and not enough Infrastructure
38	fraud and corruption at the government level
39	Wheelchair accessibility
40	Fix the manholes. There are too many and they are not level.
41	Reasonable taxes
42	Building schools, health clinics, and other infrastructure to meet the demand of all the houses that have been built
43	High Property Taxes
44	More connected bike trails
45	Financial responsibility
46	Hospital and healthcare
47	Increased property tax we pay way too much already

48	Active Transportation.
49	Government overspending and higher taxes
50	education
51	Lower property taxes
52	Cleaning up the street and homelessness
53	Stop spending money you don't have.
54	Parking
55	Infrastructure -water, sewer, etc services need upgrades
56	Spending and debt clarity
57	Lower home taxes for seniors and disabled
58	More schools
59	Healthcare services, facilities and more healthcare staff
60	Upgraded sanitary systems for newer development
61	Hospital
62	PoolS and swim lessons
63	Active transportation especially bike lanes
64	Taxes
65	Fiscal responsibility
66	parking
67	Affordability, taxes and the township spending
68	When I say growth, I mean limiting growth. The existing plans to place additional towers along the 200 St corridor will be disastrous.
69	Creating too many bike lanes causing traffic
70	Infrastructure
71	New bigger mall
72	Uncontrolled growth, unprecedented traffic congestion, poor policing
73	Fiscal responsibility
74	Old infrastructure
75	TOL Waste.
76	Need lights at 208 street and 83 avenue. Also need to stop 200th from becoming a parking lot in the middle of a week day. Thank you for the poll.
77	Brooks, which should be kept as 1/2 acre or 1/4 acre lots so there's at least one classy place in the township eight Plex don't make it they don't work I might as well build a high-rises
78	Street parking.
79	Social housing
80	Traffic
81	Debt
82	roads—-improvements must be made to accommodate the huge increase in traffic
83	Rezoning and overbuilding, too many people per sq meter
84	Zero increase in property taxes. Infact a reduction would be nice
85	illegal suites
86	Infrastructure - improving water quality and storm water management
87	Waste collection and utilities
88	Homeless

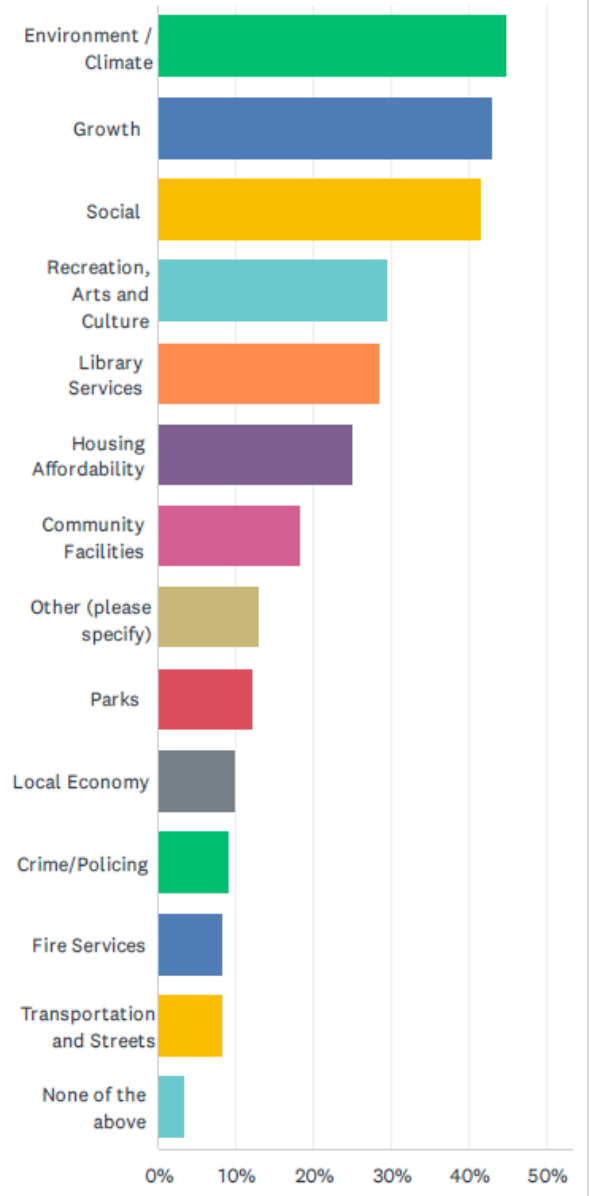
89	Homeless
90	Specifically I believe there are two projects that require immediate attention. #1-its time to complete the four(4) laining of glover road to the new 232 st interchange and #2-4 lain8ng of 96th ave from 204 st to 216 street.
91	Increasing cost of living
92	Enforce existing rules regarding truck parking on ALR land
93	Engineering services
94	Homelessness
95	Lack of parkades in high density plans and populated areas
96	Trimming aa much as possible to keep costs down
97	Homelessness
98	Hospitals
99	More enforcement required to keep the community safe & crime levels down.
100	Hospitals
101	Expansion of hospital
102	Utilities
103	Reduce the number of TOL employees and contract out more. It'll cost the taxpayer less and be far more efficient
104	Stop wasting money on calming areas, getting too much
105	Infrastructure to support mandated growth
106	School upgrades
107	Financial mismanagement

Q2: Why are these priorities important to you?

- 397 comments received
- These comments are summarized in Appendix A

Q3: If the Township were to adjust service levels downward to relieve upwards pressure on taxes, what services would you prefer those adjustments be made to?

- 474 responses received



ANSWER CHOICES	RESPONSES	
Environment / Climate	44.73%	212
Growth	43.04%	204
Social	41.56%	197
Recreation, Arts and Culture	29.32%	139
Library Services	28.48%	135
Housing Affordability	24.89%	118
Community Facilities	18.35%	87
Other (please specify)	13.08%	62
Parks	12.24%	58
Local Economy	9.70%	46
Crime/Policing	8.86%	42
Fire Services	8.23%	39
Transportation and Streets	8.23%	39
None of the above	3.38%	16
Total Respondents: 474		

#	RESPONSES RECEIVED FROM Q1 IN THE CATEGORY OTHER (PLEASE SPECIFY)
1	The current push to build large recreation facilities is saddling us with debt that we can not afford and is unsustainable.
2	Bicycle lanes
3	decrease the amount of staff at the township
4	Parking for residences is becoming ugly
5	Stop building soccer infrastructure & spending millions of dollars on legal services because the mayor has no self control.

6	Why can't you charge developers more rather than decrease services- or tax large corporations more property tax considering the profits they make. Make your source of revenue more fair.
7	Reduce redundant/unnecessary positions
8	Special interest groups like ticketed sports teams, RCMP
9	DEI, SOGI, ESG, anything WOKE
10	Bylaw enforcement
11	I don't understand this question.
12	Hold off til 2030
13	Township employees overpayment, and perks
14	Don’t make another supportive housing hotel nightmare.
15	reduce municipal employees in management office, lawyer positions
16	Quit forcing trees on everyone. They stain and lift the sidewalks & driveways. Leaves are hard for seniors to manage. Giant trees are not good on small city lots.
17	find efficiencies through a merge with LangleyCity
18	Transportation but specifically accommodating motor vehicles with excessive road widths and density of roads.
19	Parking
20	Cut staff and bureaucracy and make employees accountable
21	YOUR SOCCER ARENA, WE DON'T CARE
22	Soccer stadiums, concert halls, parking lots
23	Everything can adjust with increasing taxes. Just make accountable spending on contracts and not finishing on time. Easy to save money if make accountable. A lot wastage of money. I used to see on streets incomplete and long time finish small task with multiple peoples where 1 or 2 two persons can finish. A few of them using phone while other one person working.
24	Start to Employ only Productive staff
25	Road Widening and Parking.
26	Government cost and benefits of govt workers
27	Any wasteful spending on First Nations or LGBTQ
28	mowing side of small, not often used-roads
29	Senior management
30	Well you get a lot of taxes, water is not free unlike in City of Langley
31	Road widening
32	Private builds, private grants, private tax dodging
33	This is a BS question; services shouldn't need to drop unless other forces are driving up taxes. Show us the math.
34	To become dept free as a township
35	Housing developments
36	Stop building soccer stadiums
37	Widening roads
38	Reduce bureaucracy and redundancy
39	No more expenditures that benefit Mike Thomson.
40	Stop putting plants and trees in the middle of traffic lanes which removing maintenance expense on the township budget

41	Tax on newly built houses are a major part of the cost of building a house, further rising costs for everybody involved in addition to the lack of supply we are trying to account for, also advocating for taking off taxes on food as Local MPs are doing that for the federal, protecting healthcare, removing taxes on any basic needs would be great (gas isn't too bad right now though so if there are more important things it wouldn't be the top of my list), income taxes for the middle class (upper class is legally evading taxes and nurses and other middle class invidyals are paying more than half their income in taxes and if I pick up overtime I get put into the next tax code and then have to work an extra shift for free with no financial benefit ~ another reason we have a shortage in the highest cost of living in North America where California nurses have lower cost of nursing yet get paid 80-100/hr, healthcare needs to be protected and will always be valuable regardless of the state of the world even if we are in war and no systems exist which is why this isn't a lot to ask for and should be instituted before our healthcare completely crumbles and individuals lose all trust in the provincial government of BC
42	J
43	We don't need garbage/waste/recycling pickup every week. Bins are only half full or less.
44	Policing and crime funds might be better spent in supportive social programs so people don't resort to crime.
45	There seems to be enough parks they get set up outside some areas for future parks. As of now we seem to have a lot of parks
46	Stop spending money you don't have. Live within your means.
47	Allocating funds to building facilities that serve only a small portion of the population.
48	New development,
49	Reduce everything
50	Staff perks, benefits
51	Internal Management & Support Services: Many cities are cutting "other corporate support" and administrative overhead. This includes reducing consulting services, business support costs, and trimming management layers to streamline operations. Capital Infrastructure Timing: Adjusting the timing of project delivery—deferring non-urgent construction—can yield significant immediate savings. Metro Vancouver, for example, directed $364 million in savings for 2026 by delaying infrastructure spending and reducing related debt servicing costs. Digital Transformation: Shifting from traditional communication (mailers, printed notices) to digital channels (email, online newsletters) significantly reduces printing and postage costs while maintaining resident reach. Managed Competition: Instead of simply outsourcing, "managed competition" allows city employees to submit bids against private sector contractors for services like grass cutting or pothole repair, often resulting in 25% cost reductions through improved internal efficiency. Surplus Asset Disposal: Reviewing and selling surplus land or idle capital assets that are not necessary for future use can provide one-time revenue injections and reduce ongoing maintenance costs. Technological Efficiencies: Implementing energy-efficient technologies, such as switching streetlights to LED bulbs or aluminum wiring (to prevent copper theft), provides long-term recurring savings.
52	The above ticked box speaks to the fact our population is quickly outstripping our local infrastures , Efficient us of the tax money and transparent accountability are what is needed not reducing services.
53	Non- essential today's needs vs future needs.
54	Please stop putting trees & bushes in roadway islands, they require constant upkeep which means lots of money!
55	At township main office looking at cutting unnecessary expenses such as cutting back on management and keeping the workers. No paid lunches or expensive meetings, simplify. No raises for council or mayor for a year. Steam line expenses. Basically cut back on unnecessary expenses and inefficient departments within your own offices, so communities services that taxpayers pay for are not cut.
56	Enough with providing free housing and shelters. Only brings more crime!
57	woke ideology and decolonialisation
58	Sports fields
59	Well water supply to reduce our water costs
60	I do not support the development of extraordinary sporting infrastructure such as the proposed new soccer complex in the Smith neighbourhood plan.
61	Stop with the bike lanes! No one uses them
62	Traffic calming in all the streets

Q4: When you think about the future of our community, what investments should we be planning for now?

- 390 comments received
- These comments are summarized in Appendix B

ATTACHMENTS

Appendix A	Budget 2026 Engagement Survey – Question 2 Comments
Appendix B	Budget 2026 Engagement Survey – Question 4 Comments
Appendix C	Budget 2026 Engagement Survey – Emails

Q2 Why are these priorities important to you?

Answered: 397 Skipped: 84

#	RESPONSES	DATE
1	The drive for growth and development has had a deleterious impact on the environment and left us ill prepared tor the ongoing climate crisis. It has also altered the character of so many of Langley's communities while leaving with neighbourhoods that are the results of bad planning and that fail wih regard to infrastructure and quality of life issues such as walkability. Now as housing affordability becomes an ongoing crisis it has become a catch all justification for continuing on the present course. The language of density and urbanism is being weaponized to justify the same old policy of urban sprawl. We need to get serious about all three of these issues so that those who care about the environment, our neighbourhood character, and housing affordability are not pitted against each. . A holistic approach may not be enough but is a necessity. I see little evidence that the our current leadership is even trying.	1/9/2026 10:22 PM
2	Environment/climate directly & indirectly impacts economic costs eg. flooding, fires, drought. Prevention & mitigation now will cost less than waiting to pay for costly consequences of climate change & biodiversity loss.	1/9/2026 3:27 PM
3	Its hard to find housing that is affordable, without moving further out of town. Streets in some parts needs improvements.	1/9/2026 2:58 PM
4	community unity and strength	1/9/2026 12:43 PM
5	Getting around Langley is ridiculous. Roads never finish eg 208th, poorly planned roads, trains, lack of lanes - EG Glover Road	1/9/2026 11:38 AM
6	parks and environment help to make the Township a place where I want to live and work and play	1/9/2026 11:20 AM
7	Disrupts neighborhoods, peace and sleep	1/9/2026 10:02 AM
8	without proper transportations and street, growth is hard as it will cause congestion	1/9/2026 9:03 AM
9	Infrastructures are crucial to improving living quality and necessary for sustainable future growth. Having a strong local economy allows for city to ultimately collect more tax from having more residents and companies and introduces economic strength without having to rely on provincial and federal government.	1/9/2026 8:17 AM
10	The cost for taxes are to high can live because your paying for them Crime to many people	1/9/2026 7:08 AM
11	Affordable housing, crime prevention and better transportation to help the growing population of seniors and young families survive in this economy. Crime prevention to make everyone feel safe.	1/9/2026 4:23 AM
12	Times are tough for many citizens and your priority should be the local citizens and not building bicycle lanes that a handful of ppl use and just cause more dense traffic.	1/8/2026 9:42 PM
13	Community facilities are the heart and soul of the township	1/8/2026 9:02 PM
14	I feel these will all help our community	1/8/2026 8:31 PM
15	Creates a more vibrant liveable community	1/8/2026 8:28 PM
16	As the city grows we need to adjust our	1/8/2026 7:55 PM
17	Expansive housing developments underway, rapid growth but the township lacks the infrastructure to support the growth. Poor planning of the community. Roads and infrastructure should be put in place prior to signing off on developers developing parcels of land, over populating roads and creating congestion.	1/8/2026 7:27 PM
18	Keep our communities beautiful and healthy. Finish 208!!!!!	1/8/2026 6:39 PM
19	We need a library in Willoughby	1/8/2026 4:06 PM

20	day to day issues with roads, construction, parking...	1/8/2026 3:03 PM
21	run the township like a business!!! but 30% of the overhead all you guys ever do it increase taxes- thats not a fix.. start acting for the people	1/8/2026 2:28 PM
22	TOL is growing rapidly every year, infrastructure as also been behind.	1/8/2026 2:26 PM
23	Traffic is impeding growth. Maintenance costs on new roadways are going to have a huge impact. There are pot holes and cracks that are not being repaired and we are creating beautiful new roads with amazing vegetation that will require significant labour, taking larger portion of budget, thus not allowing existing roads to be repaired.	1/8/2026 2:17 PM
24	It seems like the township infrastructure (i.e. streets) are not adequate for the current and growing population in the township.	1/8/2026 2:05 PM
25	Safety of walking to support businesses	1/8/2026 1:15 PM
26	East-West traffic in this SW Langley is outdated by 50+ years where nothing has changed. Our taxes are out of sight high with almost no improvements. Langley has E-W traffic barricaded off at 24 Ave and 196 St. for about 4 years now. Surrey has done their job of constructing 24 Ave up to the 196 St. Boundary. Please remove the barriers and allow the EW traffic to flow.	1/8/2026 12:31 PM
27	208 ST the road construction has persisted for two years with very poor workmanship. Raised manhole covers pose a significant hazard to vehicle tires and suspension systems. Furthermore, the narrowed lanes create dangerous driving conditions when traveling alongside buses and large trucks. It appears that recently completed sections are being excavated again —does this imply another two years of reconstruction?	1/8/2026 12:28 PM
28	My three choices make all the other services possible!!	1/8/2026 12:09 PM
29	A roof over my head that I can afford. Safe community to navigate and a transportation system that covers all the Township.	1/8/2026 11:39 AM
30	Enviro/Climate and Local Economy are necessary for our future and Active Transportation speaks to my passion for cycling and the need for continued development of safe cycling options and bike paths.	1/8/2026 11:20 AM
31	We need to ensure businesses can thrive here, and that our community is more livable so people can stay in Langley.	1/8/2026 9:32 AM
32	Providing rain barrels and allowing residents to buy trees at affordable prices for residents have longterm benefits for the township. I feel that the township collects so much taxes but has minimal returns for the residents who live here.	1/8/2026 7:55 AM
33	Because we’re broke and when there’s an emergency, we’re in big trouble.	1/8/2026 7:40 AM
34	The environment should be important to all.of us. Its important that Langley preserve forested ares not just develop and turn a small section into a park. Also to ensure the protection of farmland for food security. Housing is a basic human right. Please allow for supportive housing and substance use and mental health services. Don't block proposals. Listen to experts not public opinion which is often based on misinformation Finally property taxes are too high. Please obtain more taxes from developers to fund programs not everyday people.	1/8/2026 7:23 AM
35	Gves people a safe space and ground to grow from. Stability within not just onesself but with the connections they have with the community	1/8/2026 2:08 AM
36	They drive up housing and ruin parking	1/7/2026 11:01 PM
37	We need police and fire. Langley growing and roads getting too busy.	1/7/2026 10:50 PM
38	The population has increased dramatically in recent years, but I feel that the selected areas have not improved accordingly. In particular, the street layout and traffic systems and patterns require significant modifications and improvements to reduce traffic congestion during rush hours.	1/7/2026 10:09 PM
39	My daughter is studying in portables! It is so hard to find activities for our kids.	1/7/2026 8:58 PM
40	Due to rapid population growth in Langley township and city.	1/7/2026 7:00 PM
41	I want to live in a safe, clean and healthy community.	1/7/2026 6:48 PM

42	The change in property tax making a small condo the same water and sewage billing as a single family house shouldn't be billed like that.	1/7/2026 5:59 PM
43	These are essential in a growing city. We must be safe, able to get around and have recreation to keep people from committing crimes	1/7/2026 3:58 PM
44	We will be broke in 3-5 years with the debt we have no way to pay for.	1/7/2026 3:55 PM
45	I have concerns with the growth rate and services such as fire/policing not keeping pace. Especially with sky train coming. Economy is always important.	1/7/2026 3:36 PM
46	Our communities' infrastructure in every area has been brought to the point of collapse through over populating the area with ghetto like structures that are completely unsuitable for raising a family. Would any of our "Local Leaders" want to raise their children in one of these cages called Apartments? Shame on whoever is motivated by the greed for profits by building these ghettos in the beautiful Langley Township.	1/7/2026 12:05 PM
47	I feel travelling but vehicle around the township has become horrendous at times - all this density planned and going in but our roads/infastructure has not kept up. Also I don't feel we are properly planning density. Putting in multiple condos and higher density in a place like fort Langley makes no sense when the roads/parking are already too busy and crime well that speaks for itself. It's important to keep a community where people feel safe.	1/7/2026 9:32 AM
48	Moving from North Vancouver we are finding that as much as it is more affordable, there's not much to do out here	1/7/2026 8:36 AM
49	We're in a climate crisis and need to take action now. Also we have significant traffic congestion. More should've done to improve active transportation to take pressure off the roads.	1/7/2026 7:09 AM
50	Worse hospital in the LML. Too much construction which causes too much traffic. Langley is no longer a good place to live. Increase in crime.	1/6/2026 9:35 PM
51	For future growth	1/6/2026 6:47 PM
52	I live here, so busy. Need better roads and transportation	1/6/2026 4:15 PM
53	I believe the fire service is extremely important as they are first responders which is crucial in life and death situations. I think community facilities and parks are important for our children to learn and play as the develop throughout their young lives.	1/6/2026 3:45 PM
54	We moved here to live in a nice community. Some areas are way too overcrowded.	1/6/2026 3:08 PM
55	The township has lost any and all character by cramming in as many homes as possible. Despite trying to create less demand and in turn lower prices, all it has done is caused a flood of over priced, poorly built, micro homes coming into the market. More needs to be done to bring affordability. We do not have a housing crisis, we have an affordability crisis. Regarding parks, and green space in general, the township has just become unsightly. It lacks green space. The facilities are also lacking and over crowded due to the influx of people to the area.	1/6/2026 2:50 PM
56	Crime in Langley has skyrocketed. It's out of control and I don't feel safe in my community	1/6/2026 2:30 PM
57	Crime/Policing : 95% of vehicles do not stop at stop signs , honking of horns increases road rage and possibility of injuries, non-ticketing of those not following the Fireworks Bylaw. Environment : lack of control of rodents in SPEA which invade homes , businesses and may increase medical costs both physical and psychological Housing Affordability : clean, safe homes for single working parents with children.	1/6/2026 2:07 PM
58	What is the point of public safety when we cannot enjoy a walk without loud polluting overloaded cheating dump trucks ignoring signage every single day or, a greenway walk to a park with homeless drug addicts, encampments and garbage. The whole community feel has gone the window. Langley Township (Walnut Grove/ Willoughby) looks and feels the same as Surrey while many parts look like Richmond. You still haven't even finished 208th St construction- you realize this is the community north-south connector- right? Council MUST do better.	1/6/2026 11:59 AM
59	I'm raising kids here, but there are no libraries within walking distance. Even the nearby ones are way too small.	1/6/2026 10:32 AM
60	Fire services increase safety for everyone. Local economy is in a bad state when people can't	1/6/2026 10:12 AM

	find jobs and revenue is based on taxation. Your taxing people who can't afford it.	
61	Affordability and Climate are both existential issues that will determine if my children can live in Langley long term Facilities are extremely important for resident health and wellness	1/6/2026 9:12 AM
62	The roads and streets as well as parking in neighborhoods (mine in particular) have been poorly managed and the congestion on our roads is terrible. I have also seen significant growth in the homeless population, which has increased crime in my neighborhood. The final thing on my list is; I would like to see the Township develop and devote funding to a local shopping focus, it is important that we support locat business and it will support our local economy.	1/6/2026 8:11 AM
63	I want to live in a community that is safe and crime free, I want my children and grand-children to be able to afford housing. I need reassurance that the "ownership" of the home and property that took the best years of my life to obtain...remains at my disposal.	1/6/2026 7:20 AM
64	I have children and I need services that support them. From my experience living in other cities, Langley significantly lags in quality in services like the community centers (pools for example have limited quality services), when for example compared to Coquitlam.	1/6/2026 6:23 AM
65	My kids need to be able to find affordable housing in Langley when they are older. We need to improve our mental health facilities and significantly reduce the homeless population and crime in our community. Including the City of Langley, (please just assimilate the city)	1/6/2026 12:31 AM
66	Want to see communities where my adult children can actually have a hope of buying a home and putting down roots	1/5/2026 11:49 PM
67	With increasing growth, traffic is becoming a nightmare, and planning is too far behind. This growth is also putting extra strain on an already stretched police force	1/5/2026 10:53 PM
68	They are important and should be the focus of a civic government	1/5/2026 10:44 PM
69	With the influx of people with the province's mandate of building, this has put pressure on community services and parks. THEY ARE TOO BUSY! and of course with more people comes more crime. We need more law enforcement but we also need courts to put people in jail who break the law.…	1/5/2026 9:42 PM
70	Traffic congestion and overbuilding	1/5/2026 9:17 PM
71	Climate change;less green space with increased growth; reduction of emissions + cycling lanes.	1/5/2026 8:39 PM
72	Because it's becoming extremely unaffordable, especially for single people and this city is beyond crowded with overabundance of Multi unit dwellings/condos, etc. Have regulated rent!	1/5/2026 8:01 PM
73	quality of lives biggest factors	1/5/2026 7:09 PM
74	Sewer connection to city is my highest priority. I can't live in stress knowing that my septic can clog up or anything is possible.	1/5/2026 6:57 PM
75	I am a senior on a fixed income	1/5/2026 6:48 PM
76	For my young adult children and the needs of that generation to flourish.	1/5/2026 6:39 PM
77	New Condos whipped up quick and dirty & already issues appearing . Infrastructure and traffic sucks because of population growth	1/5/2026 6:32 PM
78	Langley needs to grow and finish developing Willoughby area, then Fernridge and Brookswood needs to be pushed for density development. We need ROADS THAT CONNECT, schools and another hospital. We need firefighters and policing. Most calls are for Langley City for police and they need to hire their own. Stop subsiding them. They are like welfare recipients.	1/5/2026 5:46 PM
79	required with growing community	1/5/2026 5:41 PM
80	It helps the community grow together and improve quality of life.	1/5/2026 5:05 PM
81	They are the core functions of our community and the basic necessities for which our tax dollars are intentended. Enough frivolous spending in council perks and unnecessary public events	1/5/2026 4:59 PM
82	So people and their kids can enjoy their free time in facilities and the parks without constant junkies/ drug crime surrounding them.	1/5/2026 4:54 PM

83	Crime and policing, housing affordability, and transportation and street infrastructure are the core priorities of a healthy city. Fire services also belong in this category as a basic essential. Other amenities, while valuable for enjoyment and quality of life, should not take precedence over these fundamental responsibilities of local government.	1/5/2026 4:53 PM
84	The increase of crime and homelessness is very troubling	1/5/2026 4:51 PM
85	I'm tired of seeing run down or multiple second hand stores as main downtown destinations.	1/5/2026 4:03 PM
86	Because we live here	1/5/2026 3:38 PM
87	Concerned about safety and health of the environment we live in	1/5/2026 1:33 PM
88	I think we need to be prepared for the climate crisis. As we saw in the 2021 atmospheric river, our infrastructure is vulnerable. I'm worried we won't have the money to fix our maintain it let alone improve it. Housing affordability is important given how unaffordable housing is so smart financial management is required in order to avoid a significant rise in property taxes. I chose parks because I live in willoughby and feel I don't have enough natural spaces to enjoy.	1/5/2026 11:56 AM
89	To enhance community in Langley!	1/5/2026 9:05 AM
90	Fiscally these priorities are based on developing a sustainable economic future	1/5/2026 6:08 AM
91	Stop spending money on your little art projects. We need better policing, AFFORDABLE HOUSING, get the homeless and the criminals off the streets	1/5/2026 4:50 AM
92	Need to keep land taxes reasonable, residents safe and attract business.	1/5/2026 3:29 AM
93	With housing cost rising there is more crime and homelessness. And with the rate of growth in TOL, our street are no longer able to withstand the overflow of traffic making it very difficult to get around our city	1/5/2026 2:20 AM
94	To ensure we thrive as a community and set an example for the growing municipalities	1/4/2026 11:44 PM
95	To meet the demands of growing population.	1/4/2026 11:29 PM
96	Because we depend on transit and I would like my son to be more involved in sports	1/4/2026 10:52 PM
97	People need to affordable places to live We need to make it easy to get around on public transit and bicycles	1/4/2026 8:58 PM
98	Housing affordability to allow people to rent or buy in the communities. The others for quality of life.	1/4/2026 8:35 PM
99	Mayor promised to fix the water during election campaign. NOTHING has been done. Tap water in Aldergrove tastes terrible, cannot clean anything with the water. Ask any plumber. Water in Ft Langley is notorious. I'm referring to city water, not rural water.	1/4/2026 7:44 PM
100	I believe they are the foundation of a community where families can grow.	1/4/2026 7:44 PM
101	Good health of the community requires a healthy environment, safe active transportation, and parks and recreation opportunities.	1/4/2026 7:42 PM
102	So many neighbourhoods still don't have access to a proper recreation centre and yet we're building purpose-built sports facilities (eg many soccer fields). Community facilities and parks need to focus on the needs of the majority, not the few enrolled in certain sports.	1/4/2026 7:29 PM
103	Transportation	1/4/2026 6:06 PM
104	We are growing too fast and our streets cannot handle the growth. Constant gridlock. We need to protect property both private and public and businesses from squatters and homeless people taking over	1/4/2026 5:27 PM
105	I believe the answer is obvious	1/4/2026 4:28 PM
106	Property taxes are getting to be insane. I am paying almost 8k a year now including utilities. Everything has gone up so much in price yet my wages stay the same. I will be forced to leave metro Vancouver and head to Alberta or back east if this keeps up. You also drive near any school and it's portable ville. Its already hard enough to have a kid with how expensive everything is but now I feel education is suffering. Look at Langley secondary, it has some of the worst results of any school in BC.	1/4/2026 3:18 PM

107	I ride my bike and run a lot and would like to see safer roads with designated bike lanes and at least good shoulders on roads. Public safety is always important. Langley has many environmentally sensitive areas we need to take care of. For example the Fraser River, creeks and wetlands.	1/4/2026 2:29 PM
108	I'm a cyclist	1/4/2026 1:39 PM
109	Need to have jobs to support local business . Costs must be in control of tol	1/4/2026 12:50 PM
110	As the Township densifies areas and the region anticipates Skytrain, we need more focus on connecting all these individual areas (e.g. Brookswood, Aldergrove, Fort Langley etc) through active transportation options. For example, it shouldn't be so challenging to find a safe walking or cycling route from Willoughby to Fort Langley.	1/4/2026 12:11 PM
111	Housing affordability needs to accommodate more of those that are seniors with limited income and those in the low income bracket. All the new housing being built is not affordable for them without taking a sufficient portion of their monthly income	1/4/2026 11:47 AM
112	The roads in Langley are in terrible shape, so many potholes	1/4/2026 9:58 AM
113	All are required necessities for present and future affecting all residents .	1/4/2026 9:05 AM
114	1. police that is helpful in investigating and being useful rather than asking the impacted individuals to provide video footage / proofs for their own loss 2. No swimming pool / rec centre in the Willoughby community 3. Left turn signal needed at 204 st and 80 Ave 4. No information / plan for grooming / fast-tracking high caliber students in elementary schools 5. Casual teachers ruining the education system due to no accountability of ensuring learning is achieved in classes	1/3/2026 11:19 PM
115	If we do not feel safe, can afford living in or enjoy spending time in the Township of Langley, the we will have to move.	1/3/2026 11:09 PM
116	The amount of development without infrastructure and proper planning is quickly making the Township of Langley unpleasant to live in and navigate.	1/3/2026 10:59 PM
117	Because (1) crime (and drug infusion) causes a plurality of issues, (2) too much growth (immigration) causes housing pricing to soar and road and other infrastructure to crack, and (3) other issues like corruption at the government level is fraud with leadership issues (Metro Vancouer is a joke). t	1/3/2026 10:16 PM
118	It relates to everyone	1/3/2026 9:36 PM
119	We are taking in way more residents than there are facilities for.	1/3/2026 8:38 PM
120	Too much unfinished construction, delays to completing road construction.	1/3/2026 7:26 PM
121	You are growing too fast considering the number of schools available. Slow it down, we are a rural community. If you want density, move to Surrey.	1/3/2026 2:49 PM
122	Sustainable growth with sufficient infrastructure (schools, community, parks, utilities) in light of rapid transit and demand in the Fraser river	1/3/2026 1:30 PM
123	I will never be able to afford a house	1/3/2026 9:21 AM
124	We are growing too fast an infrastructure and roads are no where near what's required. Recent improvements are a start but still so far to go. Homelessness and crime is out of control	1/3/2026 8:40 AM
125	cannot access pools as they are always too busy. housing affordability remains high too wich depletes our savings	1/3/2026 7:57 AM
126	I have a young family, would like to own a detached home.	1/3/2026 6:36 AM
127	Overgrowth of population in a short period of time with increasing crime and bad traffic is bad for the township.	1/3/2026 1:18 AM
128	Growth is causing problems for travel, so much roadwork on many major routes at the same time. No good alternative routes. Crime is on the rise and repeat offenders don't care and continue to steal without any consequences or care to others.	1/2/2026 11:12 PM
129	To survive	1/2/2026 9:04 PM
130	Affordability to remain homeowners, growth in Aldergrove (business and infrastructure), and	1/2/2026 8:43 PM

	small business/local business support for our communities	
131	Roads are horrible. Way to much traffic. Roadways need to be widened and developed BEFORE development of houses. Not enough community facilities and programming to support the population.	1/2/2026 8:40 PM
132	We are not prepared to support all the people we are trying to attract. Specifically - I don't think the soccer stadium counts as a community facility that I care about. I'm talking health care, education, social services, adult longterm care. Work with the buildings that we have and upgrade them before building new things. We need to create a vital, well rounded community, and this is what I think is part of that.	1/2/2026 8:28 PM
133	Make city beauty and safe.	1/2/2026 6:42 PM
134	Need more affordable options for housing	1/2/2026 6:27 PM
135	We are becoming a concrete jungle! Old growth trees being cut down is causing a hotter city. Please focus on keeping green spaces between urban development, the temperature change during heat waves is enormous.	1/2/2026 6:22 PM
136	People need jobs and a place to live that is affordable	1/2/2026 4:53 PM
137	I have seen how Langley has been growing in the past 25 years and the subsequent challenges related to this growth. This need attention and careful planning.	1/2/2026 9:11 AM
138	Multiple car thefts/break ins in our neighbourhood this past year.	1/2/2026 8:06 AM
139	To many travel delays	1/2/2026 7:43 AM
140	Langley needs a pause in the growth rate so services can catch up to growth	1/2/2026 7:10 AM
141	Crime is rampant and effects everyone. The streets dont feel safe and you visibly see drug issues everywhere you go. Housing affordability should be obvious and even though density has increased we still have the highest property taxes in the region. That needs to change. Our roads are in bad shape in most places and the major roads are always clogged due to the lanes ending or poor planning.	1/2/2026 6:35 AM
142	We need to be self sufficient as much as possible to grow and prosper.	1/2/2026 6:24 AM
143	Affordability	1/2/2026 12:50 AM
144	Helps us stay active, socialize with like minded individuals in the community, keep us safe, especially from rash drivers	1/1/2026 11:43 PM
145	Meagre number of facilities to showcase professional Visual Art, Theatrical Productions, Dance Performances. Roads and Safety: a by-law would be useful that regulates pedestrians, cyclists and all who travel on the shoulders of all roads must wear or have installed, an active reflective device from dusk to dawn. Anyone on the road without reflective wear or device to be fined. Three times this week I saw two different pedestrians and one cyclist on 264th stree when it was pitch black at night. An accodent waiting to happen. Lastly, security in parking lots helpfu to catch hit and run drivers, theft criminals and drivers who zoom around too fast where consumers are walking toward a store.	1/1/2026 11:38 PM
146	Parks and recreation create third spaces that promote day to day satisfaction and social utility. People pay attention to cities that are livable for residents and allow families to grow. Transportation, especially away from cars, is the bedrock for economic growth and mobility for all ages.	1/1/2026 11:32 PM
147	Want to be able to bike around while feeling safe	1/1/2026 10:08 PM
148	Willoughby Community Centre	1/1/2026 9:35 PM
149	Wanting to leave something other than debt and a ruined environment for future generations.	1/1/2026 8:00 PM
150	They are the fundamental base for Township citizens.	1/1/2026 7:31 PM
151	The township has grown far too much and community facilities have not kept up to the demand. There is a lot more petty crime that requires more policing, also due to the increase in dense housing complexes and transportation hubs bringing in more crime dependant unhoused.	1/1/2026 6:54 PM

152	Traffic congestion seems to be an issue in the downtown area. Many areas have simple fixes but never get fixed for unknown reasons. Example of this would be 96 ave from 200 to 216. Afternoon rush hour. All is needed is to time the traffic lights properly.	1/1/2026 6:26 PM
153	As a resident, we see poor driving etiquette and read about theft and crime regularly. Even roads which are just built, show poor quality and damage. Roads are built and the dug up again for some work and the built over again and doesn't live up to standards. This requires better cross dept communication. We all know about the horrible wait times for hospital and emergency health services. This has to be rectified. If the city is growing, healthcare infrastructure needs to outperform that growth, not lag behind it.	1/1/2026 6:20 PM
154	Too many people living here now density not working. Stop tearing down house and replacing with multi million dollar home. My property taxes are too high $600+ a month just for taxes ! No wonder nobody can afford rent enough is enough traffic is horrible	1/1/2026 4:44 PM
155	Active Transportation makes life affordable for everyone.	1/1/2026 2:33 PM
156	Must have balanced budget and stop raising all the taxes and fees	1/1/2026 11:52 AM
157	It is important for my kids to have access to the Outdoors, Art and Recreation. I feel that all other local municipalities are better in all of these categories.	1/1/2026 10:37 AM
158	Crime is going up, we have horrendous traffic and everything is overused. The population growing fast it has only brought downsides, the township has failed residents and is making current residents flip the bill for future residentsZ	1/1/2026 10:24 AM
159	1) To expensive to buy homes and most of what is now being built are shoe boxes. Driving people who where born here like myself out of TOL. 2) Roads where I live 232 area are poorly maintained, culverts falling under disrepair and lengthy road projects make commuting hell. 3) We have such beautiful parks, it should be important to keep them maintained. 4) skytrain will bring more crime, always does. 5) supporting local economy is more important now than ever especially with the current federal government and American administration.	1/1/2026 9:13 AM
160	Makes it a nicer place to live	1/1/2026 9:08 AM
161	I live in langley township and those issues affect me and my family directly	1/1/2026 7:59 AM
162	Families are struggling with affordability.	12/31/2025 10:33 PM
163	Roads are not well maintained in Langley (need pylons, better lit road paint), serious lack of facilities (pools, gyms, libraries), and our TOL is broke. That needs to be addressed asap.	12/31/2025 9:50 PM
164	I walk a lot with my you ger child and he see's addicts all over strung out or doing drugs in public and there left over trash and parifinalia left on the sidewalks and enty ways.	12/31/2025 6:33 PM
165	Taxes are high enough. The amount of money being spent is irresponsible.	12/31/2025 1:32 PM
166	Too much growth, traffic congestion, and not enough community facilities to meet the growth especially in the Willoughby community.	12/31/2025 1:30 PM
167	As a Willoughby resident, population is out of hand. Services are not keeping up, and the local environment is eroding for the people moving in.	12/31/2025 12:38 PM
168	These priorities are what makes the community liveable and give residents a higher quality of life within the community	12/31/2025 9:54 AM
169	To much crime. Homelessness is a root cause. Growth is happening to fast for infrastructure. Township does not deal well with province due to mayor.	12/31/2025 8:21 AM
170	Sustainable community to live in	12/30/2025 11:02 PM
171	Teens need something to do when they aren’t in the top sports leagues. Giving them that will prevent problems	12/30/2025 9:01 PM
172	Langley is growing rapidly and infrastructure is not keeping up at all. Traffic jams are an all day nuisance nowadays.	12/30/2025 8:56 PM
173	Property taxes and utilities are astronomical which makes it hard for majority of the population to afford to pay on top of their mortgages and creating more debt, loss of housing and forced to sell and relocate or be homeless.	12/30/2025 8:33 PM

174	Growing family needs.	12/30/2025 5:55 PM
175	Environment - I have been noticing that the greens are gone and replaced by tons of condominiums. Policing - as the population increased due to the real estate developments, the petty crimes also increase	12/30/2025 5:53 PM
176	Reduce crime	12/30/2025 5:44 PM
177	My community (Yorkson) has little walkable available public services, and the sidewalks/greenways are super disjoint even to close amenities and stores. I end up needing to always drive to Walnut Grove or WC Blair Community Centers. These are doubly important to families with young kids to have resources. We need closer libraries and exercise opportunities, and ability to get to access them safely without driving.	12/30/2025 4:23 PM
178	Without them we cannot live in a community. We have to work in another community to spend weekends at home.	12/30/2025 12:39 PM
179	Roads are a complete mess. Parks are overdue for renovations. Fire services are crucial for safety.	12/30/2025 11:46 AM
180	I have heard lots of conflicting statements about our debt position. I want the truth.	12/30/2025 10:16 AM
181	We're a young family and the lack of these options makes Langley an unfavourable place for young families. Focussing on transit also helps us commute to work. The housing market is now very expensive, so affordable housing options will help us continue living in Langley.	12/30/2025 10:10 AM
182	Public safety is an issue due to lack of sidewalks and traffic infrastructure in some areas. Also, a priority should be given to a new community center and grocery store sizes, local retail shopping so people don't have to drive to other cities.	12/30/2025 9:49 AM
183	We don't have the infrastructure to support the massive amount of people coming into our community. If you want to give up lanes for vehicles to make bike lanes, they should be paying some fees, not just the drivers of autos. Taxes are becoming rediculous. Instead of giving everyone a slice of the ever increasing revenue, you need to give them a dollar amount each year with a reasonable increase, not just a carte blanch percentage. Everyone needs to be accountable and learn to budget like we all have to.	12/30/2025 9:22 AM
184	Living in Willoughby there is no community centre/gym for residence. Nearest one is murrayville or walnut grove which is not convenient with all the traffic to get there. Would like to see more community and parks available. Would also like to be able to put 2 houses on acreage in Langley. Not just a coach house. Seniors then can live on property with kids to help each other out.	12/30/2025 8:55 AM
185	We are a very young family with kids and a dog. I personally would like to see more off leash dog areas closer to the Willoughby Town Center. When I purchased my home I was told we could let our dogs off leash on the fields there next to Donna Gabriel and now there are dog signs up to say no dogs. Build playgrounds that have swings. None of our local playgrounds have a normal swing. Our closest is Yorkson community park but we are closer to Willoughby Town Center. Growth of the local community is important however it needs to be sustainable.	12/30/2025 8:22 AM
186	We need more schools with the population growth, with population growth comes more policing and with transportation we need more transit, especially in the rural areas.	12/30/2025 8:06 AM
187	1 healthcare - increased population growth requires necessary health services and requirements for its citizens 2. Social - so many families with teens and kids need safe and fun things to do locally (eg bigger mall with more store brand options), other entertainment options) 3. Policing - with increased population and crime spreading from Surrey and surrounding areas we need necessary policing	12/30/2025 3:49 AM
188	Expanded population needs accommodation. Increased seniors population will need community centres for social purpose	12/30/2025 1:25 AM
189	With the sky train development coming, I fear of over crowding of population that it city transportation be road ways are not ready for.	12/30/2025 1:10 AM
190	Langley health care system has gone down hill	12/29/2025 11:02 PM
191	Because there is too much development in the township and it is not planned out properly	12/29/2025 9:40 PM
192	Langley hospital is also important but it wasn't one of the survey options	12/29/2025 8:06 PM

193	My three priorities relate to the changing climate. Weather and climate extremes will affect all residents. The township's population is growing and with it housing and services need to be provided. If this growth is unfettered, extreme heat, floodings and other calamities will affect residents' quality of life. It is important to develop adequate housing, provide more public transportation and to elaborate and deliver adaptation measures to mitigate the effects of climate extremes.	12/29/2025 7:58 PM
194	Community centres and parks are overcrowded and there are no available swim lessons to teach my kids how to not drown.	12/29/2025 7:20 PM
195	This is what will keep our community sustainable	12/29/2025 6:58 PM
196	Reduce growth. Moved here for the quiet.	12/29/2025 6:22 PM
197	If those 3 things are done well it will improve some of the other issues on that list organically	12/29/2025 6:11 PM
198	We have too many cars on the road and just keep widening roads, encouraging more and more driving. Willoughby needs a community centre. Walnut Grove community centre desperately needs upkeep and more space.	12/29/2025 5:28 PM
199	Because you're spending my money doing dumb shit	12/29/2025 3:28 PM
200	Taxes are higher in compare to the services we receive	12/29/2025 2:58 PM
201	These priorities affects everyone's daily life	12/29/2025 2:05 PM
202	There is still a lot of traffic issues in the township along 200th and in walnut Grove. I live in Ft Langley and choose to go to Maple Ridge for groceries, car servicing etc because its just a crapshoot going along 200th and into Willowbrook mall area.	12/29/2025 1:48 PM
203	Langley has grown too fast and infrastructure has not kept up.	12/29/2025 1:15 PM
204	I saw an article that said we were out of debt room, this seems dangerous. We need to return to being smart about finance.	12/29/2025 1:14 PM
205	We have no recreation centre in the Willoughby area, making walnut grove rec very overpopulated. Families need swimming lessons and rec sports close to home with a parking lot that isn't always full. I never see rcmp on the roads except 200. With all the construction and new homes there is many more people on our roads, a lot of them taking side streets(82nd ave, 84 ave, 86ave, 202A) to avoid 200 & 208 traffic. Creating unsafe environments for families and individuals in the community, as people are almost always speeding to get home/to work, avoiding stopping at stop signs, following proper school zone speed limits. This will not change unless rcmp hand out tickets. Majority of people drive this way because of the lack of rcmp presence on our roads, they know they can get away with it.	12/29/2025 1:13 PM
206	Transportation & Roads: Commuting by car in Langley has become increasingly difficult due to ongoing road construction and frequent closures throughout Willoughby. Community Amenities: For Willoughby residents, the nearest community centre is in Walnut Grove, which makes it challenging to secure activity bookings for children due to high demand and limited availability. Crime & Safety: I've noticed a rise in crime in Langley, and I believe we should allocate more resources to improving safety and prevention in our community.	12/29/2025 12:50 PM
207	As developments and multi dwelling buildings keep coming we are losing many areas of parking and have limited access to free parking. People are finding it hard to park even at their own home when streets have been taken away and used to widen roads. Schools lack parking as well and staff members are forced to use street parking instead.	12/29/2025 12:49 PM
208	TOL cannot sustain the influx of residents without upgrading the current infrastructure. Another hospital is just the start. More planning regarding the projection of students who will live in new developments (hint: it's not a couple - it's MANY). We need safer ways for kids to get to school. If they do not qualify for bussing, TOL should be providing safe sidewalks on main routes to all schools.	12/29/2025 12:48 PM
209	They effective and benefit everyone in the community the most.	12/29/2025 12:22 PM
210	The roads in Langley, specifically Willoughby, are a disgrace. I have been in developing countries with better roads.	12/29/2025 12:19 PM
211	nice things that bring everyone together and make it a nicer place to live. No overpriced soccer academy that I will literally never use!	12/29/2025 12:05 PM

212	Even with all of the development, our roads are so bad - they are not properly paved and the thought into the plans of the roads are terrible - the bike lanes are too wide and not even conducive to our area, turn only lanes have been taken away and cause confusion with drivers (208/80). Our community NEEDS another swimming facility as well. There are not enough for our growing communities.	12/29/2025 11:40 AM
213	Because they directly affect the livibimity of Langley. There are so many housing developments going up, and our services are not keeping up. We need more community centers, a swimming pool, library services, and parks for people to spend time in. They are overcrowded already. Please keep up with the green spaces and require new developments to contribute to the trees they are cutting down.	12/29/2025 11:33 AM
214	Life is very expensive, seems like a lot of money being spent for little returns.	12/29/2025 10:52 AM
215	Because Langley sold itself to developers a long time ago. The damage is done. All we can do now is mitigate it. and that is what a responsible council would focus on.	12/29/2025 10:32 AM
216	Families need to feel safe in the community with adequate police and fire protection. The TOL has massive traffic issues that are getting worse by the day	12/29/2025 10:27 AM
217	Recreation, the fact the Langley has better recreation facilities then township is unfortunate considering their population size in comparison. The only thing this township has done for recreational is close two gyms... It's ridiculous.	12/29/2025 10:27 AM
218	They are severely lacking with the growth in the tonwship	12/29/2025 10:27 AM
219	We have a young family in Willoughby with no interest in using a $155 million soccer campus.	12/29/2025 10:14 AM
220	New pool for thr Willoughby community	12/29/2025 8:42 AM
221	Young family with young children	12/29/2025 7:52 AM
222	Safe local economy	12/29/2025 6:35 AM
223	Safety is number one and there have been too many instances of homeless or drug users littering or loitering	12/29/2025 5:28 AM
224	I feel Walnut Grove streets, sidewalks, park walk ways and paths within green belts need repair and upkeep. Many paths are cracked, uneven and unsafe. There’s an increase in crime in stores eg Dollarama and on the streets. We need more policing to patrol and our be ready to stand to emergencies.	12/28/2025 11:39 PM
225	Langley is growing in a fast pace and we need more parks as well as a bigger mall for families to enjoy. The possibility for Langley to have an open area mall like in Surrey McArthur Mall in Richmond would bring lots of revenue and jobs . The sky train coming here will make it a good opportunity to attract more visitors .	12/28/2025 11:21 PM
226	We need a prosperous economy. Prosperity is not relevant if we have crime that takes it away. To attain Prosperity we need to he able to move our goods and services.	12/28/2025 7:51 PM
227	I feel that we are entering a period of economic uncertainty and Langley has been undertaking too many civic infrastructure projects. I feel the pace is unsustainable and spending needs to be reigned in.	12/28/2025 7:20 PM
228	Very important these are items that make our community safer	12/28/2025 6:19 PM
229	To take the opportunity of urban development where Langley is part of a new future for B.C., and part of the new lower metropolitan area in the mainland, but also ensuring the current citizens aren’t priced out the economy they have the upper hand in investing towards our future and can afford living but also provide jobs and stimulate the economy for new comers. Our healthcare is struggling, if not expanding the hospital (not sustainable short term) if we can advocate for better solutions such as enforcing staffing, potential community incentives for new doctors and student/new nurses (I am doing my RN at TWU and I am missing out on my nursing specfic gov benefits because TWU is private but I pay WAY more to go to school to become a nurse and serve our communities and also provide the same free labor during clinical placements where I am not getting compensated like UFV students who are getting their whole tuition covered by this benefit and are ending up graduating debt free and I will have over 50K of student loan debt because I chose time (5year waitlist to get into UFV) over cost of education which is a direct consequence of lack of resources.	12/28/2025 3:31 PM

230	sense of community	12/28/2025 2:58 PM
231	There has been heavy growth in the township and recently with the new mayor, the infrastructure has been prioritized to catch up. I would say a balanced approach in the next 5 years with consideration on taxpayers ability to onboard more taxes each year during these challenging economic times.	12/28/2025 2:50 PM
232	Because I think logically and without these cornerstones we cannot have to other items on the list	12/28/2025 2:38 PM
233	We have been walnut Grove homeowners and residents for over 30 years, The onset of growth has created very difficult traffic congestion, and unsafe roads. Particularly in our part of Langley especially on 88th between 212th & 216th	12/28/2025 8:10 AM
234	All of the above are important but not at the cost of handing down the next generation with a huge debt. Also, if we can keep the property taxes down, that's a big plus.	12/28/2025 8:01 AM
235	Owning a home is very difficult with high interest, high strata, high tax and high utilities. It's very difficult and feel like locked.	12/28/2025 4:51 AM
236	House affordability is self evident. If people cannot afford homes, it is unlikely they will continue to come here and produce economic growth. Transportation helps moving people around without the need of cars. Less congestion and more affordable for local people who work here and great for seniors too. Parks give people a way to enjoy our beautiful nature and socialize. All three contribute greatly to better and healthier communities.	12/28/2025 12:49 AM
237	With growth that is going to come police and fire seizes aer going to be straight to they limits.	12/27/2025 8:35 PM
238	Without a clean environment we all suffer. Without affordable housing, we all suffer, the busy roads are just annoying but have seen progress.	12/27/2025 7:19 PM
239	Tired of being stuck in traffic. Lots of late nights thefts. Recreation facilities need discount days.	12/27/2025 7:06 PM
240	Affordable housing is a requirement everywhere. People need to be able to be housed and supported with more social programs to keep them in a better position in life so they done resort to crime. Arts and culture is important to me at my stage in life, retirement.	12/27/2025 6:46 PM
241	Upgrade old infrastructure before adding more buildings	12/27/2025 6:10 PM
242	If he wants the Langley Borough Council to solve some of the problems, the hand is present in the housing due to financial pressures, in addition to the financial investment in housing, which puts pressure on residents and newcomers, and no area will ever progress in terms of the cost of living. If people settle inside the houses and save money, they can carry out another economic revival, and it is more accurate to say that we are now in an economic revival. If we do not do this, we will fall into the abyss in the opposite direction. We will not be in one section and you in another section.	12/27/2025 3:52 PM
243	To make the city more liveable and safe for it's residents	12/27/2025 3:11 PM
244	Makes a better community to live	12/27/2025 1:49 PM
245	Because these are basic human needs in society. We must focus on meeting people's needs as a whole before trying to meet the wants.	12/27/2025 9:08 AM
246	Makes the area more liveable.	12/27/2025 8:18 AM
247	Green spaces and walkability for families to destress and access nature.	12/27/2025 7:46 AM
248	New to Langley and find these to be top priority. Not against growth but feel future new builds of multiple apartments potentially can bring traffic issues, put more pressures on schools .	12/26/2025 10:52 PM
249	Policing will is need to meet the increase of crimes. Social issues need to be addressed. Affordable housing will always need to be address.	12/26/2025 7:54 PM
250	Residents are growing fast and the student numbers are more that ever. Every schools have portables and exceeding the limits. However facilities regarding the children and teens are way to little.	12/26/2025 7:36 PM
251	Limit crime. Travelling anywhere takes forever. The TOL debt load is too high.	12/26/2025 7:27 PM

252	Am hopeful of getting around town more safely and easliy. Especially need to make a left turn on to 208.	12/26/2025 7:01 PM
253	If we don't have parks and free space and add more of them we will face a worsening lifestyle and health as a consequence. Don't think what is adequate, think what is enough. Stop thinking well this is better than before and think is this what should be. You're part of the problem if you are not making sure it's enough to guarantee a better life and health style.	12/26/2025 4:38 PM
254	There has been an increase in population growth, in affordability, hospital/schooling congestion, and traffic congestion.	12/26/2025 4:15 PM
255	More police going through willoughby town centre Years ago they stated they would cruise through any times a day But they don't	12/26/2025 11:13 AM
256	This is a disingenuous question, primary services (police, roads, fire) shouldn't be lumped in with discretionary items (social programs, parks, etc.). Everyone wants the primary items but everyone also needs rec centres, parks, and a local economy, particularly young families.	12/26/2025 10:39 AM
257	As Langley expands, established communities like Walnut Grove have to share more and more of their facilities with newer communities like Willoughby. This is unfair. New communities shouldn't experience growth booms or expansion unless they have their own spaces (schools, recreation, etc) for their residents. - Growth is of concern as I think it's happening too fast for resources to keep up. I can't water my lawn sometimes because of water shortages but we can absorb thousands and thousands of new residents who will all be using the same water supply for everyday life?	12/26/2025 9:54 AM
258	Public recreation centres are full. One in willoughby would be nice. Im a general duty police officer in Langley. We are over worked. The file to member ratio is difficult and dangerous.	12/26/2025 9:09 AM
259	There's too many people in too many cars mainly during rush hours makes it hard for people to get around and live close to the Fraser highway and all the other main arteries should be a better way to fix the traffic problems. They need to keep Brookswood south Langley single lots quarter acre or half acre lots so people can have decent housing and raise kids in a decent place. Fine to have high rises in downtown Langley and some high-rises out at the freeway. We don't need them everywhere like in Vancouver and look at surrey	12/26/2025 7:44 AM
260	Speeding is an issue for all. It is getting out of hand. Roads need to be done in a timely manner. 208 street is taking way too long. And stop taking away street parking. No matter how determined you are to reduce cars, eliminating parking will not be the answer. Both in new developments and established ones. Bike lanes are a waste of money. For the 10 people that might use the new 208 bike lanes is not worth the money you are spending. Your public transportation is horrible and will not change car culture established in today's society.	12/26/2025 3:10 AM
261	We have young kids 6 and under. It shouldn't feel like the lottery to get a spot in swimming lessons, or go to another municipality to book skating lessons. The recreation program is so far behind cities like Burnaby and Coquitlam given Langley growth.	12/25/2025 9:48 PM
262	We are pleased with our teachers so far but it seems like all the schools and daycares are maxed out. It would be nice if their capacity could keep up with the growth of the population. The number homeless people and people with mental health issues or addiction seem to be increasing. It is concerning and the streets don't feel as safe anymore. Recreation programs are grood and we are greatly appreciate all the people who are working in that sector, but seems like the capacity of the facilities cannot keep up with the growth. It is really challenging for example to sign up for swimming class.	12/25/2025 9:29 PM
263	Make things easier for people	12/25/2025 8:42 PM
264	They have the biggest effect on my life. Transportation and streets: directly affect my commute every day Local economy: should be incentivizing people to bring business here. Policing: strict police enforcement needed to keep undesirables away.	12/25/2025 8:13 PM
265	Because these 3 things affect people's life in first instance	12/25/2025 8:08 PM
266	To much housing right now	12/25/2025 5:25 PM
267	Environment should be on everyone's priority. I believe it's a non negotiable to take care of this planet from a single household to the country as a whole to work together.	12/25/2025 3:33 PM
268	Extra policing isn't helping the homeless problem. More supports are needed for mental health	12/25/2025 2:50 PM

	and low income housing.	
269	The Township needs to prepare for the influx of people coming into Langley with the new Skytrain. Meaning new infrastructure for possible LRT connection from train to Carvolth.	12/25/2025 1:56 PM
270	I believe it’s good for people’s mental health to spend time outside in nature. If parks are made inviting people are more likely to visit	12/25/2025 1:41 PM
271	Because we have a growing population and need to be prepared for this situations	12/25/2025 9:13 AM
272	Road conditions are poor in some high traffic areas. Traffic is horrible while renovations are being doing in multiple spots of the same area like no attention was given to the overall impact of doing roadwork in the same vicinity at the same time	12/25/2025 7:46 AM
273	I have small kids and there weren't enough spaces during the required hours to register them for swimming/ activities	12/25/2025 6:44 AM
274	When developing new communities. We need to make sure infrastructure is being addressed first. As of today the traffic is unacceptable	12/25/2025 6:30 AM
275	Pretty bad when new debt has to be incurred to pay for basic maintenance. Where are the reserves? Are they all gone? Why are legal costs so high?	12/25/2025 12:16 AM
276	I own a home here. I live here.	12/24/2025 11:31 PM
277	As a user of local facilities and parks, I believe proper planning is necessary to ensure they keep pace with the community’s inevitable growth. Allocating funds to building facilities that serve only a small portion of the population is not a prudent decision.	12/24/2025 10:50 PM
278	Langley is overpopulated, with not enough hospital beds, not enough schools, parks, recreation facilities, no more new roads. ….	12/24/2025 10:37 PM
279	Basic needs.	12/24/2025 10:36 PM
280	I'd like to still be able to afford to live here	12/24/2025 9:49 PM
281	Sustainability and accessibility for the area residents	12/24/2025 8:39 PM
282	Safety and overcrowding	12/24/2025 4:45 PM
283	We need more police in our streets. We need to build a pool facility in the willouby neighborhood.	12/24/2025 2:57 PM
284	Community resources and transportation/roads are already busy and there is so much new development still happening.	12/24/2025 12:37 PM
285	These are the necessities of life and should be responsibly taken skin care of first.	12/24/2025 12:28 PM
286	Cities should focus on essential services	12/24/2025 6:08 AM
287	As a young family, these things are important for us to make sure the kids get access to the services that can help them grow.	12/24/2025 6:04 AM
288	Those are important for families and young generations who will lead the future.	12/24/2025 12:41 AM
289	It helps society as a whole	12/23/2025 11:28 PM
290	Safety is paramount. People need an affordable safe community they can drive from one end to the other in less than an hour, not possible in Langley on a weekend	12/23/2025 10:27 PM
291	Development is happening so fast in the willoughby area that the asphalt roads are extremely poor waiting for all developments to finish. Also not sure why the TOL is on hydro’s back burner for moving poles out of the streets. As I see in our municipalities that they’re getting poles moved / replaced much quicker. The Province mandate for excessive building and not keeping up with schools, community centre funds etc. is a joke. Crime is also consistently happening in the TOL area. Would be great to see community prevention volunteer programs come back,	12/23/2025 8:43 PM
292	Many of the homeless and addicted people come into our complex and disrupt	12/23/2025 7:23 PM
293	Walnut grove transportation is a mess Glover road is a major artery	12/23/2025 7:01 PM

294	Crime is out is control in Langley. We are seeing Surrey overflow.	12/23/2025 5:29 PM
295	As the ToL expands, it needs better accessibility to major highways, public transportation, and businesses that can support its general population.	12/23/2025 12:19 PM
296	I want Langley to be a livable place	12/23/2025 9:37 AM
297	Langley already has high crimes, because the basic needs r not met. Transportation and street is good an updated then people have access to places for jobs for life. Economy is not good then we need to make it better for the community to help the community. If it's not good where would we get the money to support the community. A place have to earn money then spend money	12/23/2025 8:31 AM
298	We need well managed growth. Transportation and infrastructure should be addressed before or as growth is taking place and not after.	12/23/2025 8:27 AM
299	I don't feel crime is a big issue at the moment but it is getting worse and you don't have to look far to other local communities to see what happens if you don't address it early. Creating a strong local economy is a key part of this. People need resilient jobs to get through the turbulent economy. People with jobs are less likely to turn to crome.	12/23/2025 8:12 AM
300	Police: Keeping the streets and community safe. Fire: quick response for emergencies. Library: I love the library and I'd hate to lose it.	12/23/2025 7:22 AM
301	These are more vital to our community than sports fields, art centres at this time. People need affordable housing, less crime and more support on a day to day basis. and this is from someone who loves Sport and Art	12/22/2025 11:57 PM
302	Everyone is hurting, more people than ever going to food banks. We cant afford more taxes. We are getting gouged at every level of government	12/22/2025 11:30 PM
303	Because the Township provides very little in the way of services for seniors, relative to other communities.	12/22/2025 10:54 PM
304	Communities are determined by what we allow	12/22/2025 10:53 PM
305	Better transit is important to reach workplace, less crime makes it safer to be outside, fire services are the most necessary.	12/22/2025 9:13 PM
306	Infrastructure growth is not keeping up with housing growth. 200th is a nightmare!	12/22/2025 8:13 PM
307	Safety on the streets and in neighborhoods.	12/22/2025 2:51 PM
308	Significant (and continuing) growth makes it a top priority to ensure infrastructure and supporting services remain well-funded and well-planned. Schools, roads, and community planning are an imperative aspect to this.	12/22/2025 11:03 AM
309	We have limited funds and should stick to our core deliverables.	12/22/2025 8:41 AM
310	Speeding, failing to obey traffic lights, and stop signs, aggressive/dangerous driving, are out of control across the Township. The condition of the asphalt in many parts of the Township is embarrassing, especially in areas where construction is happening. Repairs to road surfaces due to construction is unacceptable. I understand that cutting and patching is necessary, but we are paying for work, and the quality of work is unacceptable. How can a TOL employee with the authority to sign off on work accept such sub standard quality? This needs to be addressed as it wastes money and creates horrible road conditions. This is completely avoidable if TOL holds contractors accountable. Crime and safety are always concerning and TOL needs to invest accordingly in protective services. This also speaks to my first comment.	12/22/2025 8:18 AM
311	Road construction takes too long to complete. Intersection at 96 and 216 needs to be dealt with now. Truck traffic on 216 needs to be addressed. More police as crime seems to be increasing. Stop with the condos and townhome development. Do not allow any more high rise apartments. We're going to start looking like Coquitlam and Port Moody.	12/22/2025 7:54 AM
312	I'd love to see more parks and community spaces	12/22/2025 2:08 AM
313	TOL is lacking the capacity to house all the increased population right now and the road planning and expansion is so far behind, causing more issues around the city. Stop wasting time/building excessive bike/pedestrian ways and expand roads.	12/22/2025 12:44 AM
314	local economy & housing affordability go hand and hand with policing and fire services .	12/21/2025 11:45 PM

315	I’m concerned that as we expand, we can lose what is special about Langley and what is a draw for people to live here. I like not living in an area as chaotic as Burnaby or Surrey. As we grow, I don’t want us to lose affordability, have crime raise, and our infrastructure now be able to support everyone. Slow and steady meaningful growth instead of rapid, mass expansion for the sake of $$	12/21/2025 10:03 PM
316	Safety and affordability are foundational a community	12/21/2025 10:00 PM
317	Safety, thriving community, maintained infrastructure	12/21/2025 8:34 PM
318	People need cars because bus service is inadequate. If you build high density housing you need high density parking.	12/21/2025 7:31 PM
319	The environment is our home and affects everyone. Protect our water supply for people before industry, our streams for the salmon , our greenways for animals, and all the people who use the walkways, parks, continue to plant and encourage private people and developers to make their land healthy places for the people that live there. Support prevention of toxic run off from road, industry, Accessible recycling , repair and reuse. Housing affordibility is key to young people and families to build strong families and careers in our community . It is also important to have mixed communities so we don't live in silos socially . On that note I support activity , arts and sports programs for seniors, teens, working moms and dads, children in school and toddlers, Good parks contribute to this and programs for the local community first, affordable access for everyone , not just special groups or the wealthy. Learning programs about our local history, Appreciating diversity and respectful , cooperation and how to collaborate should be modeled by Council please. Thank you.	12/21/2025 7:05 PM
320	So many families are struggling financially, and many of us cannot afford a tax increase	12/21/2025 6:18 PM
321	Langley is significantly behind on infrastructure such as roads as there is a patchwork of roads that either don’t currently meet the needs of residents or will shortly not meet the needs of the growing community . Also the township is significantly behind in its comparable living standards, which include community and cultural amenities, as compared to other similar sized regions in metro Vancouver. Langley is moving in the right direction but cannot keep its foot off the gas.	12/21/2025 6:13 PM
322	There has been so much growth and with more towers being planned in Willoughby it seems like roads and amenities will be outgrown pretty quickly. Parks seem to be turning to one-use fields for the most part that aren’t very inviting except for the vocal few that play those sports 4 months of the year.	12/21/2025 6:08 PM
323	Because I live here.	12/21/2025 5:45 PM
324	With the housing being unaffordable for many which leads to homelessness,etc. The density of housing in concentrations areas of the city still does make housing affordable for those who desperately need it. Which leads to crime and addiction.	12/21/2025 3:34 PM
325	Growing too fast and bringing in too many people with not enough resources, roads, or social support.	12/21/2025 3:31 PM
326	Young family. Not a lot of REAL nature trails in Willoughby. There's no direct walkable and safe path to Yorkson Park from 204 and 79. Lacking local community center, swimming pool, and library in Willoughby.	12/21/2025 2:23 PM
327	You build high rises and condos galore but Langley hospital was overloaded 10 years ago so were schools. Thousands more people and NO Hospital??? Very poor planning	12/21/2025 12:20 PM
328	Because it dictates the future of the township	12/21/2025 11:16 AM
329	To maintain a balance with green space	12/21/2025 11:12 AM
330	Enhanced enforcement contributes to a safer and more secure community.	12/21/2025 10:50 AM
331	Safety (crime/policing) and survival (being able to afford a home) should be top priority for anyone. As for transportation, people spend more time on streets outside of home during the year compared to anywhere else.	12/21/2025 9:32 AM
332	Population growth is exceeding our road capacity. It is unrealistic to expect the majority of the population to access public transit. New roads are built too narrow with parking on both sides of the road (example Yorkson Park area.	12/21/2025 8:28 AM

333	They affect everyone	12/21/2025 7:19 AM
334	No parks nearby, no schools. Roads broken needs repair. People running stop signs at full speed in residential zones and not yield at roundabout.	12/21/2025 12:05 AM
335	I chose crime/policing as a priority because I want to feel safe when walking out in our neighbourhood, and taking the kids to the park. More housing affordability as prices are too high and want to be able to afford a place to raise my kids with a reasonable amount of space. As a family of four, living in a small apartment it can be hard and depressing especially during rainy season or the cold dark weather where its harder to take the kids outside. Lastly, recreation, arts and culture during fall/winter season where one can take the kids.	12/20/2025 11:30 PM
336	Accessibility for residents and nature deserves to be preserved	12/20/2025 11:21 PM
337	These are long run needs that require attention and spending now for benefits later - a long term view is required.	12/20/2025 10:50 PM
338	Safety is always the most important factor for a neighborhood.	12/20/2025 9:11 PM
339	The improvements on the roads in Langley have affected shopability of Langley. It's faster to go to Surrey or Coquitlam to shop. The bigger roads are cutting off access to many locations and less lanes makes no sense.	12/20/2025 8:40 PM
340	As compared to other Metro Vancouver City Langley Township, doesn't have much of the facilities.	12/20/2025 8:20 PM
341	Crime is increasing with homelessness is Walnut Grove. The people are approaching school children asking for money or leaving used drug paraphernalia wheee children play. They are also bothering people in the middle of the night ringing their doorbells.	12/20/2025 7:31 PM
342	The township is growing too fast and our infrastructure needs to catch up.	12/20/2025 7:14 PM
343	We must protect the environment, but Langley is and will continue to grow. Transportation is a vital component as well - congestion is at an all time high which must be addressed alongside growth. Economy, policing, arts etc are all secondary. Housing affordability cannot be a municipal concern.	12/20/2025 6:56 PM
344	Safe communities with well funded police and emergency services are key to feeling safe.	12/20/2025 6:45 PM
345	Once our community it safe, the need for people to feel part of the community and to have choices for healthy living and aging is what makes a community attractive	12/20/2025 6:24 PM
346	Day to day life impact	12/20/2025 5:13 PM
347	Should be part of your daily life to use for health and wellness.	12/20/2025 5:13 PM
348	I'd like to live in a neighborhood that can sustain the population with a feeling of a slower pace environment. Traffic congestion is my biggest concern right now.	12/20/2025 4:12 PM
349	Drug crisis, homelessness & crime is affecting safety safety of homeowners & residents	12/20/2025 3:51 PM
350	Controlled growth & housing families can afford and facilities to accommodate	12/20/2025 2:55 PM
351	Safety	12/20/2025 2:21 PM
352	Improving the lives of families by continuing to provide safe, free spaces for people to relax and enjoy the community spirit/	12/20/2025 2:08 PM
353	Parks need bathrooms	12/20/2025 1:33 PM
354	With the massive growth and clear cutting we need to protect our forests and develop without clear cutting every development and plan with more old growth trees within complexes creating a park space in the complex and creating shade but also having the large growth trees to clean the air around us. So better community planning and road infrastructure is badly needed, to much cookie cutter roads. Roads are an after thought where they should be the first thought in community planning. We also need buses that go from one end of Langley to the other without having to transfer busses in high crime and drug areas.	12/20/2025 1:01 PM
355	We have too many people using the current provisions. Playgrounds and Rec centres are overrun.	12/20/2025 11:02 AM

356	Rents are out of control. No more housing until we fix the roads we have. 16th needs to be 4 lane. Hospital is too small for the growing population	12/20/2025 10:47 AM
357	Manage Township services, debt, crime properly.	12/20/2025 10:34 AM
358	I have a young family	12/20/2025 10:33 AM
359	My kids need activities to stay out of trouble and to build skills.	12/20/2025 9:49 AM
360	Helps foster the community in Willoughby	12/20/2025 6:42 AM
361	Need to keep Township infrastructure maintained whether it is visible or not, also need to ensure Policing is kept to ensure public safety.	12/20/2025 6:30 AM
362	Safety is top of the list. Crime and gang violence must be irradicated. Safe paces where public community unity can be built has an overall positive influence on people living here.	12/20/2025 6:28 AM
363	We need bigger community centers as it is hard to find swimming lessons anywhere	12/20/2025 6:20 AM
364	I strongly believe taxes are more in Langley reasons why the cost of groceries are also expensive. The cost of rental is also another problem that’s needs to be reviewed if the administrators have a way to bring it down	12/20/2025 2:35 AM
365	I live at 208 & 82 there isn't one road into the area that isn't a complete mess. Is the township paying for my wheel alignment? My tires? There wear & tear on my suspension? I pay taxes to have roads that are to be in good working order right now...it's like a 2 year old is doing the repairs..might as well have gravel as the filler!!!! It's disgusting!! We need the roads prior to the bldgs! Right now - it takes 45 mins to get from 66th Ave to 80th & 80 to 72 during school & rush hr! Fine that ur doing multi family dwellings but maybe you should have the infrastructure to move the people prior to the bldg of these condos!!!!!!!	12/19/2025 10:08 PM
366	Safe and healthy community.	12/19/2025 10:03 PM
367	Streets are congested and new homes are not even occupied. More programs for kids and families at the library and rec centre. Lots of yard theft in aldergrove.	12/19/2025 9:42 PM
368	I live here and that’s where I want to see resources allocated.	12/19/2025 9:28 PM
369	Explained above	12/19/2025 9:04 PM
370	Can't support all the growth here without having proper infrastructure first!	12/19/2025 8:18 PM
371	200 street has the volume of a freeway, where is takes longer to get places than other parts of the lower mainland . I never see police officers and drivers run lights and drive however they want to.	12/19/2025 7:37 PM
372	Because those three don’t have enough resources or capacity.	12/19/2025 7:25 PM
373	We need strong local businesses, jobs and a healthy local economy to all have a chance to live affordably. We need to feel safe in our community. We need to be able to travel locally and to other cities in a reasonable length of time for work and pleasure, and get places safely.	12/19/2025 7:13 PM
374	Safe community, one we get get too and from within a time limit, and stop the waste put the money where it is properly needed.	12/19/2025 5:57 PM
375	Roads are impassible due to construction, traffic volume, and narrow roads. Community centres are packed to the brim with people.	12/19/2025 5:35 PM
376	I want to feel safe in my community. I want to see affordable basic housing for families and seniors. No more borrowing money for projects!	12/19/2025 4:47 PM
377	Environment and Climate: it is obvious that we face more extreme weather events every year. If we don't put measures in place now we will not be thriving in the future. Keep step code 4, why go backwards? Housing Affordability: residents of the Township are struggling to afford to live here and are being priced out. Recreation, Arts and Culture: I'm not talking about an ice area, I am talking about something that will be a benefit to all residents. As an artist I can say we are severely lacking in support for the arts community. Most other municipalities offer regular art classes at their rec centers, we should to.	12/19/2025 4:17 PM
378	Help keep Langley liveable and prevent if from becoming underserved like Surrey	12/19/2025 3:07 PM
379	Ah cause the others aren’t Not sure how to answer this question. I think it is dumb.	12/19/2025 3:01 PM

380	Concern over sky train. Increased social housing. Transportation is unreliable and I'm not certain I feel safe, letting my teenagers even on it This all goes hand-in-hand with growth which should be managed. I support growth, but manageable growth in both infrastructure such as parks and schools, roadways and social facilities	12/19/2025 2:49 PM
381	Increasing property tax takes a large stake from the family budget	12/19/2025 2:16 PM
382	Crime has been out of control for over a decade. Growth is happening before infrastructure. We have to petition the Government for schools and health care providers to match the population. Roads the cost and thought process is difficult to comprehend. Around 248 and Fraser hwy narrow lanes and oversized sidewalks in a rural area how about review the function of the road? To have 4 lanes and no plan past Aldergrove	12/19/2025 1:49 PM
383	Communities are growing way too fast and appear to be growing haphazardly. Need to take care of the natural areas and environment while growing because once they are lost, we won't be getting them back. Natural resources are valuable in the community and make it so much more appealing. Maintaining natural areas will keep the property values too as more people want to live in the Township. Please prioritize our environment.	12/19/2025 1:18 PM
384	Need back to basics. Take care of what we have but stop pushing forward on social initiatives. There are limits on what everyone can afford. Compare the taxation to average income and priority goes to essential services. Then keeping what we have well maintained before we add on.	12/19/2025 1:17 PM
385	I have been a resident of the township of Langley for the past 10 years. With the exponential growth this city has experienced we are lacking in the following and these need to be given priority: 1. More schools or upgrade to old ones structure wise to accommodate more children. For example, my kids school Dorothy Peacock elementary desperately needs a re-structure or re-build to accommodate the growth in walnut grove. 2. More middle schools 3. More parks and community centres in line with the amount of development that has been approved (low rise and high rise developments) I am unclear where my tax payer dollars are currently going when a portion of it is supposed to be for schools and our school is old and either needs an entire rebuild or an expansion Thanks	12/19/2025 1:16 PM
386	They make living and enjoying Langley better. More parks, trails, and green space as well as recreational activities (swimming, gym, programs).	12/19/2025 12:44 PM
387	We have a crisis with respect to housing precarity and a lack of "rent geared to income" options to accommodate those who cannot afford current market rent of the "below market" rent that is being constructed through BC builds. This lack of truly affordable rental housing has led to an exponential increase in homelessness and a crisis for seniors and other low income earners or those on a disability pension as there are not enough truly affordable rental units being built.	12/19/2025 12:22 PM
388	Pubic safety has been improved dramatically over the past few years but we still have a ways to go. Transitioning from a composite career/ paid call department to a fully staffed career department would improve on response times and pubic protection. Paid call halls routinely have zero response after page out so an incredible amount of money is wasted on training, halls and apparatus.	12/19/2025 12:07 PM
389	With the population growth Langley has experienced, we need our community services to meet the population needs.	12/19/2025 11:57 AM
390	I have a young family!	12/19/2025 11:50 AM
391	Integral in supporting the current and growing population, making the township into a desirable and affordable place to live.	12/19/2025 11:24 AM
392	Crime will increase with Skytrain coming in, want to maintain a safe community. Would be nice to have more rec facilities (swimming pools/gyms for basketball/ volleyball / badminton) … seems to be a lack of these spaces. Keep growth under control …donr want to become like Surrey…	12/19/2025 11:03 AM
393	Many of the other options are not real municipal responsability	12/19/2025 10:43 AM
394	The township has taken out an incredible amount of debt and has presented no detailed plans for paying this off. It's really impossible to provide meaningful engagement on this until we have an understanding of the townships financial position currently.	12/19/2025 10:13 AM

395	Public Safety	12/19/2025 10:09 AM
396	Safe communities for my family and things for the kids to be able to participate in ie: fields, rinks and pools	12/19/2025 9:57 AM
397	Safety. Enjoyment. Managed growth.	12/18/2025 6:41 PM

Q4 When you think about the future of our community, what investments should we be planning for now?

Answered: 390 Skipped: 91

#	RESPONSES	DATE
1	Projects for climate mitigation and adaption including the acquisition of wetlands and forests and other natural areas. Rehabilitation of natural areas such as wetlands is also required to deal with increased flooding.	1/9/2026 10:22 PM
2	Investing in Climate Action for adaptation & mitigation. (see TOL webpage) Eg. Infrastructure $1 now = $3 - $5 in future savings (Ins. Bureau of Canada). TOL Climate Action Strategy has so many Action items for Transportation & mobility, building/land use; infrastructure; green space & ecosystems; health & emergency preparedness; waste; leadership. Basically, looking at future investments through a climate lens could benefit us all.	1/9/2026 3:27 PM
3	wider roads, more affordable housing to rent	1/9/2026 2:58 PM
4	our youth and direct services	1/9/2026 12:43 PM
5	Crime, roads,	1/9/2026 11:38 AM
6	protect opportnities to build community for everyone - not just soccer players and hockey organizations or 'bet' on funding from future development. PLEASE STOP PUTTING US IN DEBT	1/9/2026 11:20 AM
7	Bike lanes and pedestrian walkways.	1/9/2026 10:02 AM
8	proper infrastructure ie: water/sewer/parking	1/9/2026 9:03 AM
9	Investment to allow small business to start up and grow within the community to serve the community	1/9/2026 8:17 AM
10	How we are to commute in such an overpopulated town now	1/9/2026 7:08 AM
11	Transportation	1/9/2026 4:23 AM
12	Lower our taxes. The split of utilities and property taxes ultimately raises my total cost by 20%.	1/8/2026 11:06 PM
13	Investing indicates that you will spend money rather than cut taxes to give relief to your citizens	1/8/2026 9:42 PM
14	Maintaining the parks and facilities we already have. Stop building more ice rinks!	1/8/2026 9:02 PM
15	Skytrain adjacent to freeway into Burnaby	1/8/2026 8:31 PM
16	Community centers, more entertainment type destinations- pubs/forested walking trails	1/8/2026 8:28 PM
17	Infastructure , streets and policing when the skytrain comes in	1/8/2026 7:55 PM
18	Community centre; expanding roads; skytrain.	1/8/2026 7:27 PM
19	We need better baseball facilities.	1/8/2026 6:39 PM
20	Library and community centre Swimming pool in Willoughby	1/8/2026 4:06 PM
21	better roads and transportation	1/8/2026 3:03 PM
22	langley has changed so much to the NEGATIVE. there is very poor planning with this level of government. plan to keep more areas in farm land/rural, plan on cutting expenses and not wasting it on cultural centers and other non sense that is not a necessity in life. get back to the basics of functionality. your not going to make all these people who pay little in tax or live of the systme happy	1/8/2026 2:28 PM
23	growth and better city planner	1/8/2026 2:26 PM

24	ROAD MAINTENANCE on existing roads	1/8/2026 2:17 PM
25	We should be planning for adequate roads/streets to facilitate transportation in the township. It seems like the TOL has done an excellent job building community facilities that foster youth sports and recreation activities.	1/8/2026 2:05 PM
26	More classes at rec centres	1/8/2026 1:15 PM
27	Traffic movement good quality road pavement upkeep and other BASIC engineering and public works infrastructure.	1/8/2026 12:31 PM
28	Reduce the deficit - Balanced budget$$$$$	1/8/2026 12:09 PM
29	The Township has allowed more and more building of condos, apartments and many high rise buildings. Thousands of people coming to the Township. You need to ask the Provincial Government for an expansion of our hospital. How will water, sewer and garbage be affected by the increase in population?	1/8/2026 11:39 AM
30	Slowing growth to allow infrastructure to catch up with what's happened already	1/8/2026 11:20 AM
31	More benefits for the residents to enjoy living in the township. Mire pest control in the whole township as rats are a big issue as a community	1/8/2026 7:55 AM
32	Maintenance of critical, existing infrastructure	1/8/2026 7:40 AM
33	Saving trees and farmland so we have air and food. Better public transit A public pool in willoughby, arts center and an actual events centre for more than just sports.	1/8/2026 7:23 AM
34	More free education opportunities or advocating the importance of providing excellent education for marginalized or minority community within the public school environment as studies have shown a bias towards providing better towards in non minority students leaving more less efficient teachers for minorities	1/8/2026 2:08 AM
35	Roads.	1/7/2026 10:50 PM
36	The community has grown too rapidly in a relatively short period of time; as a result, it has become overcrowded while people and infrastructure are not quite prepared for the expansion. I believe the community needs to focus more on stabilization and environmental maintenance for the future.	1/7/2026 10:09 PM
37	Schools Green areas. Infraestructure as a whole. Think about our kids!	1/7/2026 8:58 PM
38	Education. Jobs creations. make quality of life be on top	1/7/2026 7:00 PM
39	Affordable housing. Protect agricultural land, park space and wetlands. Keep our large trees standing.	1/7/2026 6:48 PM
40	Transportation, schools, medical clinics and increase capacity at the hospital that is massively over capacity daily. Improve efficiency with fewer high level staff and more staff actually working, home health needs to expand the care they offer- help people with respite, meds, and meal support. Right now the government pays a care aid to go to someone’s home, the same day a nurse from a pharmacy goes to give meds- this is double dipping and wasteful	1/7/2026 3:58 PM
41	Private Public Partnerships	1/7/2026 3:55 PM
42	Transportation is important, our bus system is Brocken and unreliable. Economic job creation /commercial focus to not be a bedroom community for families is critical. Consideration to be roadways and movement of people using bikes, cars, buses and better connections between areas.	1/7/2026 3:36 PM
43	Community facilities - Parks - Transportation and streets.	1/7/2026 12:05 PM
44	More retail and social settings, better roads ;there’s potholes everywhere and just more to do out in Langley to make it a enjoyed city	1/7/2026 8:36 AM
45	Rapid transit routes. More active transportation routes.	1/7/2026 7:09 AM
46	Deal with infrastructure before increasing the population.	1/6/2026 9:35 PM
47	Infrastructure, roads, sewer plans and easy or pre approved development plans based on areas or future growth	1/6/2026 6:47 PM

48	Whatever keeps the tax lower. It’s already ridiculous	1/6/2026 4:15 PM
49	I think we look at housing affordability and invest in land where we can build affordable housing. I also believe paramedics and fire department should continue to grow as it is a vital service in our community.	1/6/2026 3:45 PM
50	Catching up with services for existing residents.	1/6/2026 3:08 PM
51	The spending seems out of whack and out of touch. I have a hard time understanding how there are so many new people and houses, and with that more people paying property taxes and development fees, yet the suggestion is to cute services to provide tax relief. This just seems like poor spending, poor budgeting, and a greedy mayor.	1/6/2026 2:50 PM
52	Crime. Add police. Deal properly with the drug addicted criminals. Major roads and infrastructure. Health services (hospital, obviously with federal and provincial allies).	1/6/2026 2:30 PM
53	Safety, health (physical and mental) which all of the above enhance but we must prioritize during these difficult times of so much unknown. The generation with school age children seem to be having a very high divorce rate which leads to lower family incomes. We must take this into consideration when thinking about what the here n now and the future entails.	1/6/2026 2:07 PM
54	(Please see above comments made.) Plan/train/recruit for: Meaningful and proactive, greatly expanded bylaw enforcement to improve quality of life for residents. This would pay for itself, make the TOL a better place to live, increase property values for TOL taxation purposes and stop the immediate decay of new spaces created by the TOL.	1/6/2026 11:59 AM
55	As the Township continues to grow, we must prioritize proactive infrastructure planning. Instead of reacting to overcrowding, we should be building multi-purpose facilities now that can accommodate the increasing number of residents who need quiet places to work and study. Investing more in public infrastructure will help Langley grow into an even more attractive city, building upon its reputation for being clean and safe.	1/6/2026 10:32 AM
56	Retain the character of the city. People don’t want to live in affordable housing, we want housing we can afford. A proper home, not a box in the sky. Quality over quantity.	1/6/2026 10:12 AM
57	A new Community Centre in Willoughby More public infrastructure (less money to special interests like ticketed sports teams)	1/6/2026 9:12 AM
58	Better road, transportation, and parking infrastructure. Travelling by road in the township has become really difficult as there doesn't seem to be much consideration paid to the impacts of over development, especially on the 200th cooridor.	1/6/2026 8:11 AM
59	Anything that will ease the burden of unsustainable immigration.	1/6/2026 7:20 AM
60	Improve roads, traffic is really a problem in this city.	1/6/2026 6:23 AM
61	Driving In the TOL is becoming almost unbearable. We need to solve existing congestion within the next 5 years while at the same time planning for additional congestion as Langley continues to grow.	1/6/2026 12:31 AM
62	Community centers/transportation infrastructure/ consolidation with other lower mainland municipalities to rationalize costs	1/5/2026 11:49 PM
63	Invest in police, improve local economy, and limit growth.	1/5/2026 10:53 PM
64	The city should stop expanding expensive civic recreation centres as these services already provided by private sector. City does poor job in road safety many streets don’t even have sidewalks in Langley. Get back to basics!	1/5/2026 10:44 PM
65	A bigger hospital. (More docs and nurses and medical staff) More parks, schools and rec centres.	1/5/2026 9:42 PM
66	Less multi family sardine boxes, moving down all The beautiful properties for these complex’s that over populate Langley, infrastructure can’t handle all these people and it has ruined the community. There’s no housing crisis there’s too many people	1/5/2026 9:17 PM
67	Schools, a new community pool, more education parks and fields	1/5/2026 9:13 PM
68	Climate change - increased green space, cycling lanes, clean water, affordable housing for young professionals	1/5/2026 8:39 PM

69	Community Facilities	1/5/2026 8:01 PM
70	roads, rec centers and libraries.	1/5/2026 7:09 PM
71	Streets and infrastructure, traffic management, schools, college or university	1/5/2026 6:57 PM
72	Housing affordability	1/5/2026 6:48 PM
73	-natural mental health and not just pharmaceutical -Sunshine (outside) -Use of water -Sleep -Trust (higher power) -Abstain -Inhail through your nose -Nutrition -Moderation -Exercise The acronym "SUSTAIN ME"	1/5/2026 6:39 PM
74	Roads and transportation	1/5/2026 6:32 PM
75	Schools, infrastructure, roads/transit	1/5/2026 6:26 PM
76	Roads, and more roads. Affordable housing and rentals. Schools and another hospital.	1/5/2026 5:46 PM
77	Improvement and updating of water,sewer, roadways for expanding population.	1/5/2026 4:59 PM
78	Making sure kids can walk/bus to school safely and slow traffic down 200 by the LEC. Thousands of children go to those schools there and many have to walk to the buses on 200 Street.	1/5/2026 4:54 PM
79	A city’s future depends on getting the fundamentals right: infrastructure, policing, fire protection, schools, and hospitals. Fiscal discipline and affordable taxes are not optional — they are essential, because excessive taxation directly drives up housing costs and erodes affordability. Local Governments that lose focus on these basics undermine both economic stability and public trust.	1/5/2026 4:53 PM
80	Continuing with the good work on roads, community recreation and improvements to parks	1/5/2026 4:51 PM
81	Higher end markets, stores, housing	1/5/2026 4:03 PM
82	You do whatever. But if the property tax increase again, i will personally compaign again the mayor.	1/5/2026 3:38 PM
83	You should think about paying down the enormous debt this Council has saddled upon us. Stop the growth.	1/5/2026 3:01 PM
84	Stop widening roads that increase risk for active transportation users and stop building sporting facilities that will serve only a select few.	1/5/2026 11:56 AM
85	See question 1.	1/5/2026 9:05 AM
86	*Ensuring each community facility has dedicated healthcare space to bring health services closer to residents in the neighborhood where they live and to reduce burden on single hospital. *Growing community's supply chain resiliency & diversification through investment/business attraction initiatives - this can equally augment business taxation base where collected levies could be allocated to municipal services. *Densification & walkability, as well as increased transit services.	1/5/2026 6:08 AM
87	Better recreation. We don’t need a concert hall. We need better recreation nd better policing. We need our farm lands, not high rises	1/5/2026 4:50 AM
88	Street expansion, more police and making housing affordable	1/5/2026 2:20 AM
89	I don't believe in the climate propaganda.	1/4/2026 10:52 PM
90	Public transit and bicycle lanes	1/4/2026 8:58 PM
91	Schools.	1/4/2026 8:35 PM
92	Wider roads. Cars aren’t going anywhere. More boots on the ground with the police. More friendly police interactions with communities. Less bylaw officers poking around	1/4/2026 7:44 PM
93	Active transportation educational, cultural, recreational, arts activities	1/4/2026 7:44 PM
94	Safe active transportation, meaning connecting Langley's spread out communities and residential neighbourhoods with schools, parks, recreation centres, and commercial areas, as well as with active transportation networks in neighbouring communities.	1/4/2026 7:42 PM

95	Invest in public transit and active transportation (trails, quality bike lanes, ample crosswalks for busy streets). As our population grows we can't sustainably have 1 car per adult but right now the alternatives don't exist to make the 1 car house feasible for most. Also invest in community recreation and park spaces that can be used by ALL, not just those paying to be enrolled in organized sport.	1/4/2026 7:29 PM
96	Less investment in police More on traffic which directly effects cars on roads, gas, etc. parking enforcement is atrocious and makes it dangerous for pets and pedestrians REVISIT BILLING OF WATER!!! Compare condos vs full houses.	1/4/2026 6:06 PM
97	Improve roads to catch up to population explosion. Slow population growth until services can catch up	1/4/2026 5:27 PM
98	Roads. We need more roads. And more police.	1/4/2026 4:28 PM
99	Recreation art and culture	1/4/2026 4:24 PM
100	We need more schools for kids and with the skytrain coming we need more policing for the inevitable wave of drug zombies that will come from downtown. We already have enough of them shambling through Langley or camping over on Langley bypass while I would prefer we got rid of all of these zombies I recognize too many bleeding hearts that don't live near them would complain. I really don't care about all these community centers and sports complexes what we need is affordability	1/4/2026 3:18 PM
101	Good affordable and accessible transportation.	1/4/2026 2:29 PM
102	Active transportation	1/4/2026 1:39 PM
103	Reduce tax to business property . You need the business to keep local jobs. Finish roads to make community accessible	1/4/2026 12:50 PM
104	I understand the necessity of growth to build the tax base, but the TOL's recent growth seems too fast and appears to be outstripping amenities available for residents. One of these aspects is the slow development of active transportation links between the areas that are densifying. There has been some positive additions over the past year (208th MUP and cycle lane in particular), but more needs to be done and at a faster rate.	1/4/2026 12:11 PM
105	Maintaining the value of homes that families have already purchased. Flooding the market has caused significant lowered property values for people owning their homes, making it difficult to remortgage.	1/4/2026 10:10 AM
106	More housing and better roads	1/4/2026 9:58 AM
107	Schools, roads, better parks near new subdivisions like south west Larimer. No park for kids right now.	1/4/2026 9:05 AM
108	New rec centre for the willoughby community,, left turn signal at 204st and 80 Ave	1/3/2026 11:19 PM
109	Transportation, roads, green spaces, crime prevention	1/3/2026 11:09 PM
110	Let’s make a city plan instead of hodgepodge development. Let build roads to transport all the people who are moving to the Township…we need more on-ramps and exits for Highway 1.	1/3/2026 10:59 PM
111	Transportation and Street. Too much immigration without expanding our infrastructure lack forethought. The schools disctruct should be able to build if major investment is going to be build in a certain corridor. PLUS, INDIVIDUALS SHOULD BE ABLE TO PURCHASE LAND CHEAP AND BUILD. It should NOT be controlled by a select few.	1/3/2026 10:16 PM
112	Industry and infrastructure	1/3/2026 9:36 PM
113	Less low-rise condos in Willoughby!	1/3/2026 8:38 PM
114	Support new business.	1/3/2026 7:26 PM
115	Skytrain extension.	1/3/2026 2:49 PM
116	Utilities, community centres, schools and roads. How to fund these without excessive debt to rate payers.	1/3/2026 1:30 PM
117	Bridges need to be fixed	1/3/2026 9:21 AM
118	Roads!!!! Crime reduction	1/3/2026 8:40 AM

119	pool	1/3/2026 7:57 AM
120	Parks, single detached homes (don't let density take over), roads, community centres. Don't over extend and cause taxes to skyrocket.	1/3/2026 6:36 AM
121	Langley should invest two or three annual township wide programs that can bring people together.	1/3/2026 1:18 AM
122	More parks and rec facilities to ensure there are more outdoor spaces for citizens to enjoy since much of the development is more townhomes and we are losing so many larger properties and green spaces.	1/2/2026 11:12 PM
123	To pay down our very large debt from all these fields for special interest groups	1/2/2026 9:58 PM
124	Spend wisely.	1/2/2026 9:04 PM
125	Local small businesses, clean up/modernization of areas for new businesses (Aldergrove), keep up with population growth	1/2/2026 8:43 PM
126	Roadways, facilities such as swimming pools & a gymnastics centre.	1/2/2026 8:40 PM
127	Things required to support people in old age, things required to support families (midwives/maternity clinics), accessibility, things for supporting people with disability (social housing/care homes)	1/2/2026 8:28 PM
128	Save grow reserves. Stop borrowing, stop saving the facilities can be built without impacting taxes. Debt has to be serviced.	1/2/2026 8:22 PM
129	Investment in infrastructure with low traffic. safety and keep city clean and green.	1/2/2026 6:42 PM
130	Transportation, and parks	1/2/2026 6:27 PM
131	Dog friendly and walkable areas- wider sidewalks to give space and more shady areas please.	1/2/2026 6:22 PM
132	Transportation, build a community where it is easy to move around, NOT just more cars	1/2/2026 4:53 PM
133	Better roads and transportation, more house affordability, watch crime and policing and definitely manage further growth.	1/2/2026 9:11 AM
134	Development of schools, more parking for all of the densely populated communities	1/2/2026 8:06 AM
135	Infrastructure services	1/2/2026 7:10 AM
136	Schools and seniors housing.	1/2/2026 6:35 AM
137	Transportation and efficiency. Make existing tax payments lower.	1/2/2026 6:24 AM
138	Roads and infrastructure	1/2/2026 12:50 AM
139	Hospitals, emergency services, roads and transportation	1/1/2026 11:43 PM
140	Concentrating on the adjustment phase of all of the mass construction that 2024-25 brought us in the Township. The deveopment of roads and buildings paralyzed traffic flow in some area that affected many residents who commute. Give us a break to enjoy some of the benefits of many improvements (there are many) but cease already !!!!!! We DO NOT NEED MORE INDUSTRY (parking lots, garages, gas stations) nor do we need more junk food places in strip malls ! I would like to see more quality restaurants, clothing stores, arts stores and studios, Book n Bean style quality book stores, flower / plant shops and any unusual distinctive and unique, reasonably priced business for the average family. Let's uphold a village appearance in Aldergrove rather than another cement jungle in other Langley neighborhoods.	1/1/2026 11:38 PM
141	Investments into public recreation and programs is something to consider. This attracts people to then spend money in neighboring businesses and spend money for facilities. Older facilities like the old skate park in walnut grove should be updated.	1/1/2026 11:32 PM
142	Grow and help local businesses to make Langley more vibrant	1/1/2026 10:08 PM
143	Willoughby Community Centre	1/1/2026 9:35 PM
144	Primary infrastructure such as roads, water systems, etc.	1/1/2026 8:00 PM
145	These hold lesser value in surviving everyday life.	1/1/2026 7:31 PM

146	Schools, community centers, roads	1/1/2026 6:54 PM
147	Thinking about the future would be to get control of township spending. To measure this would see property taxes drastically go down	1/1/2026 6:26 PM
148	Local businesses and corporate/ shopping hub, entertainment and park facilities which attract crowds to businesses.	1/1/2026 6:20 PM
149	Not to listen to Eby stop density now spread out homes ban the tear down of old homes that people can afford! There was a house by me that sold for under a million then torn down and put 6 row houses that sold for just under a million each it's just pure profit making and ruining Langley with in a few years you won't be able to go anywhere there will be too much traffic too many people in the stores. The old beautiful Langley is slowly dying so just STOP	1/1/2026 4:44 PM
150	This is a very poor survey without any breakdown of actual costs over the last 3 to 5 years on each of these sections. It's difficult to ascertain where funds are being spent in therefore, what should be prioritized.	1/1/2026 3:09 PM
151	Active Transportation.	1/1/2026 2:33 PM
152	Lower taxes so businesses can be competitive. Lower salaries and benefits for govt workers	1/1/2026 11:52 AM
153	Stop funding new housing. It is not the role of the township to facilitate population growth, let the house prices go up, double/tripple development charges to the point they pay for the infrastructure structure needed.	1/1/2026 10:24 AM
154	You clearly need some considerations about your police station. It's old and small. We need more police and they need a place to work.	1/1/2026 9:50 AM
155	Upgrading infrastructure to prepare for the boom that the skytrain will bring to all of Langley. Increase permitting and allow contractors to develop more in langleys underdevelopped areas. To disperse population more evenly across the TOL.	1/1/2026 9:13 AM
156	Community centers and sustainable growth. Making it a more livable city	1/1/2026 9:08 AM
157	Roads, schools, Traffic is a problem now, Too much Building going on for the roads 208th Street is a NIGHTMARE between 3 and 6 PM	1/1/2026 8:06 AM
158	Education	1/1/2026 7:59 AM
159	Roads. Lower taxes.	12/31/2025 10:33 PM
160	Many people are moving to Langley, mostly families. They want, safety, parks, pools, community services, good schools. Langley should be preparing for this	12/31/2025 9:50 PM
161	Beautifying our streets and neighborhoods including the homelessness issue.	12/31/2025 6:33 PM
162	Plan for a balanced budget.	12/31/2025 1:32 PM
163	Schools, parks, roads, community centres and libraries. Also the new theatre being planned at the LEC to ensure that we don't lose the 25million dollar federal grant.	12/31/2025 1:30 PM
164	Less growth. Library services are great, but not as necessary as they used to be in decades past.	12/31/2025 12:38 PM
165	Flood control, aquifer and wetlands protection, green spaces and tree canopy	12/31/2025 9:54 AM
166	Fire service growth is ridiculous. Due to a retired firefighter on council that thinks he's a fire chief. Huge conflict of interest that mayor and council ignore. Full review should happen. Infrastructure should be built before all the growth. Walnut grove was a good example of that. High rises are not the answer. Mayors private interests in building Fort Langley against established plans and bylaws is not right and unfair to other development. A lot of corruption in the township now. I guess that's a part of the growth is having big city problems.	12/31/2025 8:21 AM
167	Health Care, Schools, Transportation & Streets	12/30/2025 11:11 PM
168	Expand recreation facilities. Seniors housing	12/30/2025 9:01 PM
169	Roundabouts for all intersections that are 2 or less lanes. No more backlog of traffic waiting for long lights and maintenance/install is much more cost effective as once it's done it's done for good.	12/30/2025 8:56 PM

170	Nothing is needed, we don't need more population of people which increases all levels (schools, traffic, property taxes and utilities, etc.). Stop putting up more housing unless it's for the homeless, low income and/or for veterans.	12/30/2025 8:33 PM
171	Parks	12/30/2025 5:55 PM
172	Making sure that there are no floods as developments really increased in the past decade. Safety and security.	12/30/2025 5:53 PM
173	Infrastructure	12/30/2025 5:44 PM
174	We should be planning for a usable and fully connected network for active transportation and sufficient access to libraries, pools, gyms, etc for growing areas	12/30/2025 4:23 PM
175	Schools, hospitals, streets	12/30/2025 12:39 PM
176	It's a complete mess. Plan neighborhoods and services according to the population growth.	12/30/2025 11:46 AM
177	Just stop trying to hide the math and show us exactly what our position is. Im very worried.	12/30/2025 10:16 AM
178	I would recommend transportation planning and affordable housing planning.	12/30/2025 10:10 AM
179	With the population growth and entertainment hub streets, roadways, crosswalks and sidewaks, and bus services should certainly be a priority.	12/30/2025 9:49 AM
180	Better roads. Brookswood is a death trap if there is ever a catastrophe. Such limited travel choices.	12/30/2025 9:22 AM
181	Healthcare, community centre with fitness and support for seniors.	12/30/2025 8:55 AM
182	Expansion and support for the Willoughby Town Center area. More commercial spaces for increased variety of either food or retail spaces. Avoid franchises to encourage individuality.	12/30/2025 8:22 AM
183	Schools and roads with better infrastructure to accommodate the population growth.	12/30/2025 8:06 AM
184	1. Healthcare!! 2, infrastructure	12/30/2025 3:49 AM
185	Expanded development of newer homes	12/30/2025 1:25 AM
186	.	12/30/2025 1:10 AM
187	The town ship needs to stop wasting money on bike lanes and over paying for every project that is done based on the specs and designs	12/29/2025 11:02 PM
188	You should fix and widen the streets before development and housing come in. Our hospital is horrible. Stop wasting money on plants in the middle of roadways. Stop taxing everyone the same for the water or whatever you separated from regular property taxes. A one bedroom apartment doesn't use as much as a 9 bath house. Stop allowing multigenerational homes and high density builds	12/29/2025 9:40 PM
189	Infrastructure to support the increased population	12/29/2025 8:06 PM
190	Our community cannot live within a degraded environment. The township consists of various types of environments: wetlands, marshes, old forests, grasslands, etc. Many of these areas need to be preserved. For instance, wetlands filter our drinking water and creeks provide important fish habitats. These areas cannot be considered waste lands that can be paved over to create industrial parks. Our local economy is important but is NOT more important than the environment. Both need to be considered on the same footing when planning the future of our community.	12/29/2025 7:58 PM
191	Pools and wider streets	12/29/2025 7:20 PM
192	Fighting the province on growth requirements.	12/29/2025 6:22 PM
193	Infrastructure,affordability, real community development	12/29/2025 6:11 PM
194	Maintenance of all the bick ticket we keep building now.	12/29/2025 5:28 PM
195	Affordability	12/29/2025 5:13 PM
196	Hospital improvement	12/29/2025 3:31 PM
197	Absolutely none, debt is too high to spend	12/29/2025 3:28 PM

198	More drop in sports courts, theatres for play, public rental units	12/29/2025 2:58 PM
199	Hospital, schools and parks, municipal infrastructure	12/29/2025 2:05 PM
200	Quality roads and relieving stress on the the main roads.	12/29/2025 1:48 PM
201	recreation, arts, culture to stimulate the local economy	12/29/2025 1:25 PM
202	Infrastructure	12/29/2025 1:15 PM
203	The investments the township are making are fundamentally broken, there isn't enough information about impact of any of them and decisions are being made blindly. More infromation needed. More investment into sidewalks and crosswalks and less into wider roads.	12/29/2025 1:14 PM
204	Langley is already facing overcrowding, and with continued growth anticipated, we need to proactively invest in key infrastructure. Strengthening our police and fire services, expanding hospital capacity, improving community and recreation centres, and upgrading roads and transportation will help support residents now and in the future.	12/29/2025 12:50 PM
205	Parks, parking, and recreation.	12/29/2025 12:49 PM
206	Safer transportation. Better planning for mixed use buildings.	12/29/2025 12:48 PM
207	Transportation needs for the city as it grows, as well as educational/medical needs for the full community as it grows.	12/29/2025 12:22 PM
208	More walkability. With rapid transit finally reaching Langley, we need to encourage less driving and more use of walking/transit. Make the streets safer to walk, and new developments need to start from a perspective of walkability.	12/29/2025 12:19 PM
209	Parks and community centers over soccer academy for corrupt woodward's friends!	12/29/2025 12:05 PM
210	Community and Rec centres that address the needs of the area. We don’t need ice rinks, we need pools and places teenagers can go.	12/29/2025 11:40 AM
211	Roads, communities centres m, adding parks and preserving old growth trees and green spaces (replacing huge old trees with small trees is not equivalent and doesnt provide the same oxygen and shade). being more thoughtful about how development is happening (walkability, creating green spaces). Utilities and schools and hospitals- these are already under so much pressure. We need more. I would so much rather have a nee community centre with a pool than a soccer stadium. What is going to benefit the majority of people? A community centre is for everyone.	12/29/2025 11:33 AM
212	Infrastructure. Both transport and commercial. We need functional corridors that can move high volumes of traffic, and we have none. 200th street has a city on top of it. So does 208th. We're running out of functional north-south routes.	12/29/2025 10:32 AM
213	Better infrastructure to support the growth that has already taken place.	12/29/2025 10:27 AM
214	Woodward and his council should resign	12/29/2025 10:27 AM
215	Rec centres, parks, pools and places for people to congregate	12/29/2025 10:27 AM
216	The Willoughby Community Centre that ought to have been prioritized over a $155 million soccer campus the TOL couldn’t afford in the first place.	12/29/2025 10:14 AM
217	More schools	12/29/2025 8:42 AM
218	Build more road upgrades and community centers	12/29/2025 7:52 AM
219	Safe place to live with safe places for local businesses	12/29/2025 6:35 AM
220	More police stations or patrols. Less bike lanes and more car lanes. More parking in major areas or even parking garages.	12/29/2025 5:28 AM
221	Infrastructure improvements Build more primary care centres Put more towards increasing medical services eg increase paramedics	12/28/2025 11:39 PM
222	Adding public transportation to areas where there is no transportation available.	12/28/2025 11:21 PM
223	More infrastructure. We should not prioritize climate action.	12/28/2025 7:51 PM

224	Roadways	12/28/2025 7:20 PM
225	Traffic planning keeping commuter traffic out of residential neighbourhoods	12/28/2025 6:19 PM
226	- healthcare!!! (Advocacy on a provincial level, we should not be closing ERs, half this spending is MISSPENT and we could say $100K+ on each patient with better service delivery) our tax money is being exploited, invest and listen to the people that actually run the businesses (nurses, doctors) not the executives trying to make more profit off of taxpayers backs - housing and food needs to be prioritied with a new tax system that considers the rising cost of living, inflation and the harder social mobility with a smaller gap between the lower class and middle class (there are now just the working class and the capitalists), but who's gonna work for the capitalists, take care of them, work for their buisness and run them smoothly? The economy is very vulnerable right now and your community is begging to be heard.	12/28/2025 3:31 PM
227	More transit and community services as the community expands.	12/28/2025 2:50 PM
228	Emergency services and infrastructure improvements roads, hospitals	12/28/2025 2:38 PM
229	More policing to handle the very large growth we are experiencing and increased levels of crime that aligns with this and overseeing of traffic watch.	12/28/2025 8:10 AM
230	Hospitals.	12/28/2025 8:01 AM
231	More opportunities for kids like you see in Burnaby and New Westminster schools Which are low cost. Such options are not available here and the only few options here are very costly for a normal family to afford	12/28/2025 4:51 AM
232	Affordable housing and public transportation. This could attract younger people who can contribute to local economy.	12/28/2025 12:49 AM
233	Up date the development fees to include updated water and sewer lines,sidewalks,bike lanes and roadway as part of doing business. Councils can't be giving them development fee break and expect the taxpayers to cover the difference because is usually what happens. Maybe we don't need an event Centre as big and costly as the one on 200th. I am sure the people would like to know who is paying for it now and in the future.	12/27/2025 8:35 PM
234	Focus on roads and schools. You've built enough fields for gods sake.	12/27/2025 7:19 PM
235	Bus to Skytrain in Langley. More often at peak times.	12/27/2025 7:06 PM
236	Ensure people living in langley are in good productive positions so they can contribute to the society in positive ways. People need to have basic needs met before otherwise we will continue to spend more on policing and regulating.	12/27/2025 6:46 PM
237	Take care of old infrastructure and keep green space for outdoor fun	12/27/2025 6:10 PM
238	Everything is available: the infrastructure, the buildings, everything except the economic situation, which is going from bad to worse. There are no qualified personnel, no proper development program at the level required by the region or the people. There needs to be local production in Langley, not in the form of large factories and large investments, but rather small investments that provide the standard of living the residents want. We want stability in Langley at a high standard. Everything is available: cars, factories, etc., but stability is currently on the brink because of the real estate business. A single room costs $2,000, and there's a lot of supply. But no one is willing to open up opportunities for small businesses to develop.	12/27/2025 3:52 PM
239	Better and wider roads to reduce the traffic congestions happening almost daily during rush hours	12/27/2025 3:11 PM
240	What will happen with the water bill. As a senior living in a condo by myself, I DO NOT want to pay the same water bill as a household of 4 or 5. Should be a 3-tier system like Coq. One cost for condos, one for TH and one for houses.	12/27/2025 1:49 PM
241	We need to invest in ourselves, invest in things that will benefit our constituents over corporations/companies. Take care of our people first, then reach out if there is anything left. Also, how do you make sure that only people living in the Township are able to fill out this questionnaire vs people not living in township???	12/27/2025 9:08 AM
242	I would like to see the developers "pay"" for the huge inconvenience we all have to endure while they build, build build, and reap the profits. Maybe it would inspire them to prioritize	12/27/2025 8:18 AM

	relieving the obstacles we have to navigate.	
243	Sustainable growth that benefits all residents without overcrowded schools and multi level high rises	12/26/2025 10:52 PM
244	Maintaining infrastructure and services (policing, schools, fire department, emergency services)	12/26/2025 7:54 PM
245	Schools	12/26/2025 7:36 PM
246	Pay for current and previous investments first.	12/26/2025 7:27 PM
247	Safety and mobility on the roads	12/26/2025 7:01 PM
248	Don’t you dare cut services. Go after the 4 million dollar homes and raise taxes on those wealthy people to pay for what they use and give back.	12/26/2025 4:38 PM
249	Population growth, expansion of vital infrastructure such as hospitals and schools	12/26/2025 4:15 PM
250	Must get moving on the plan for new rec centre and school at 208 th st and 80 th ave Plan is in place Let’s go	12/26/2025 11:13 AM
251	We’ve had a lot of growth and that needs to be supported.	12/26/2025 10:39 AM
252	road maintenance. road expansion/or lane widening infrastructure upgrades	12/26/2025 9:54 AM
253	Recreation centres, policing before we get an influx of people and not enough officers to police them.	12/26/2025 9:09 AM
254	Enough facilities for the people that live here there should be a area set up to have more manufacturing and more places for people to work in the township	12/26/2025 7:44 AM
255	Balanced budgets. If you cannot pay for it today you do not do it today. Just like your personal budget. The new arts centre. Seriously, you get a tiny percentage from the province and want to build a massively costly building. It is like getting a $250 coupon to buy a $25 million item. Stop trying to buy votes.	12/26/2025 3:10 AM
256	Roads and traffic, especially in condensed areas Parks and recreation services and programs. This includes water parks, pools, skating rinks. Art programs and theatres	12/25/2025 9:48 PM
257	New recreation facility with swimming pools in the willoughby area. Use the field for example behind home depot on 200 and 66th Ave. Increase schools capacity.	12/25/2025 9:29 PM
258	Safety on our roads, keep homeless safe	12/25/2025 8:42 PM
259	Incentives for small businesses, corporations, and entrepreneurs to open up shop here.	12/25/2025 8:13 PM
260	new schools, recreation facilities, and more parking	12/25/2025 8:08 PM
261	Develop brookswood	12/25/2025 5:25 PM
262	Scalability. It constantly feels like the development of housing is growing so much but the development of streets, parks, services is YEARS behind after the housing is built.	12/25/2025 3:33 PM
263	Arts centre.	12/25/2025 2:50 PM
264	TRANSIT INFRASTRUCTURE.	12/25/2025 1:56 PM
265	Improve hospital and health services	12/25/2025 9:13 AM
266	Schools and outdoor spaces for enjoyment and gathering	12/25/2025 7:46 AM
267	Multi-generational housing, recreation centers and roads. Your own report suggested allowing coach houses, remove the restrictions to build coach houses.	12/25/2025 6:44 AM
268	Hospital, roads and public transportation 10-15 yr look ahead	12/25/2025 6:30 AM
269	Get the finances under control and be more transparent about it.	12/25/2025 12:16 AM
270	Growth must be slowed way down. Too much too fast.	12/24/2025 11:31 PM
271	Usable facilities, parks and other amenities accessible to general public, not a specific group.	12/24/2025 10:50 PM
272	Hospital, schools, more doctors, medical facilities	12/24/2025 10:37 PM

273	Community Centre in Willoughby	12/24/2025 10:36 PM
274	Make developers pay for infrastructure	12/24/2025 9:49 PM
275	Roads and Planning	12/24/2025 8:39 PM
276	More schools	12/24/2025 4:45 PM
277	Wider roads to handle all the traffic. Make 200 street 3 lanes each direction from the hwy to the city.	12/24/2025 2:57 PM
278	Schools big enough for all the kids (without portables), enough green space and recreation opportunities	12/24/2025 12:37 PM
279	Water quality, supply, and distribution. We get so much rain in the valley. Why can't we treat it and share it with the lower mainland? Finished roadways.	12/24/2025 12:28 PM
280	Roads and transportation, safety	12/24/2025 6:08 AM
281	Bring more businesses in the township.	12/24/2025 6:04 AM
282	Investment prority should go for all generations and all groups, not for specific to one group. The current soccer field project (Smith athletic park is good for soccer groups but it is not a priority. It could have been done after another community centre is built for all groups which is in need right away.	12/24/2025 12:41 AM
283	Things that have to be done not the nice things to be done	12/23/2025 11:28 PM
284	Better road networks by forcing developers to pre pay or pre build the roads at and near their developments.	12/23/2025 10:27 PM
285	AI and how it can be adopted into/with the TOL	12/23/2025 8:43 PM
286	Sustainable, lost of development and overcrowding	12/23/2025 7:23 PM
287	Infrastructure of all types. Township desperately need a performing arts centre. Say 750 seats. 🙏🙏😇😇	12/23/2025 7:01 PM
288	Healthcare facilities, infrastructure, and housing	12/23/2025 12:19 PM
289	Increase the hours of the community centers. More people more use. Open earlier, close later. WC Blair for example should close at 10 pm.	12/23/2025 9:37 AM
290	Best is a way to make money so then we can spend money. Investing in a specialty so we cna stand out.	12/23/2025 8:31 AM
291	Transportation (well designed and maintained road networks) as both residents and businesses need this. Community amenities such as recreation centres.	12/23/2025 8:27 AM
292	Transportation corridors and traffic movement through towns.	12/23/2025 7:22 AM
293	Basics. Help housing, reduce crime.	12/22/2025 11:57 PM
294	Need to stop buying land! Government should not be buying land.	12/22/2025 11:30 PM
295	The important word in the question is community. A community should be welcoming to all, should encourage people to socialize, get to know each other, support one another, encourage volunteerism, provide for arts, entertainment and music which encourages socialization, provide community services available to all which encourages participation, healthy living and socialization which all contributes to a strong, vibrant community where people support one another, have fun together and are there for one another in times of crisis.	12/22/2025 10:54 PM
296	Enforcement of current laws in the township…..what's the point of having rules when folks with money are not required to follow them? We are currently growing more truck parking than anything else in our rural community….and the Township will not be making money off of those guaranteed…..	12/22/2025 10:53 PM
297	Schools, streets, flood control.	12/22/2025 9:13 PM
298	INFRASTRUCTURE	12/22/2025 8:13 PM
299	Roads and safety on the roads	12/22/2025 2:51 PM

300	Continued investment in infrastructure (road widening, services), community planning, and schools. Alongside this, continuing to develop community public areas (like parks) will help to support public recreation in our local community. In addition, planning for the impact of the skytrain extension should be done to anticipate increased growth.	12/22/2025 11:03 AM
301	Preparing for the radical changes that the skytrain will bring to Langley City. Traffic, vagrancy, housing.	12/22/2025 8:41 AM
302	General infrastructure as well as how will increased traffic and parking needs be handled.	12/22/2025 8:18 AM
303	A way to keep the agricultural land	12/22/2025 7:54 AM
304	We should be working on getting rapid transit here. Burnaby of the valley.	12/22/2025 2:08 AM
305	Infrastructure and do something about the poor quality of policing service	12/22/2025 12:44 AM
306	More roads and connections should be built first, then you can focus on others	12/22/2025 12:30 AM
307	I know what we do not need are bike-lanes and woke agendas placed on our children or anyone , no forced housing of 2,4, 6 plexus . I see a future with a new government . What we can invest in is freedom to invest in ourselves and less in government. The children are our future don't leave debt for future generations . Spend less than what we make , spend within our means .Spend our tax dollours wisely on what TOL NEEDS NOT WANTS .	12/21/2025 11:45 PM
308	Better support for our hospitals and police and firefighters. These people keep our communities safe and we shouldn't overwork them	12/21/2025 10:03 PM
309	Education investments in elementary schools and high schools	12/21/2025 10:00 PM
310	Avoidance of traffic bottlenecks and traffic jams	12/21/2025 8:34 PM
311	Public natural green spaces, parking and better bus service within Langley	12/21/2025 7:31 PM
312	Balanced use of the land for agriculture, community, industry in an protective, environmentally sustainable way. Keep the population growth to a rate that can actually be serviced well. Support education at every level so people can be well educated and contribute to the community. Keep the policing focussed on safety and prevention . Thank you for this opportunity and for all the Council and Township employees who do work responsibly to make Langley a good home for everyone!	12/21/2025 7:05 PM
313	Having DCCs and CACs fund improvements, not homeowners	12/21/2025 6:18 PM
314	Think about what would make Langley a uniquely livable and attractive place for residents. What brings the community together, such as entertainment districts and plazas, cultural centres to enjoy the arts, and a modern transportation network.	12/21/2025 6:13 PM
315	Crime that will follow skytrain. Keeping the community and small-town feel that it's always had. Slowing growth. Making sure the community wants towers overlooking their town.	12/21/2025 6:08 PM
316	Better streets and more facilities for people to stay active.I think we are on the right track now.This council has done more for the township in just 3 years than anything in the past 15 yesrs	12/21/2025 4:02 PM
317	Less density. Focus on the addiction and homelessness problems with the province.	12/21/2025 3:34 PM
318	Supporting the current residents and making more services accessible.	12/21/2025 3:31 PM
319	We can have concerts or celebrity events to generate revenue.	12/21/2025 2:35 PM
320	Walking paths to recreational area from for every community.	12/21/2025 2:23 PM
321	Hospitals and schools	12/21/2025 12:20 PM
322	Policing Trying to bring I more buisness that will stay wether it's recreational or commercial And protecting or acquiring more park spaces	12/21/2025 11:16 AM
323	More walking trails and hospital in the Aldergrove area	12/21/2025 11:12 AM
324	Continue Increasing enforcement to keep crime under control.	12/21/2025 10:50 AM
325	Lower debt, Real Estate and safer facilities and recreation centres.	12/21/2025 9:32 AM

326	Roads and schools!	12/21/2025 8:28 AM
327	#1 hospitals #2 roads	12/21/2025 7:19 AM
328	Fix what we have first.	12/21/2025 12:05 AM
329	More recreational areas for kids and adults.	12/20/2025 11:30 PM
330	Not sure	12/20/2025 11:21 PM
331	- Hospitals (lobby BC government, we are in need of capacity) - Streets and infrastructure (traffic is a mess) - Properly planned sustainable development. (Eg. Strip malls are ridiculous and massive housing build before schools is crazy) - invite and incentivize seniors living development - we are massively short on funded seniors housing)	12/20/2025 10:50 PM
332	Reducing debt load. Putting politics aside and reestablishing relationships with adjoining municipalities, the school district and other agencies	12/20/2025 9:14 PM
333	Focus on policing, education facilities, complete the Willoughby community center project.	12/20/2025 9:11 PM
334	Less new housing and consistent upkeep for the current residents. The chaos does not feel like home	12/20/2025 8:40 PM
335	public Transportation, recreational places .	12/20/2025 8:20 PM
336	Improving roads and cleaning up our communities of crime and homelessness.	12/20/2025 7:31 PM
337	Nothing,take a rest.	12/20/2025 7:14 PM
338	Public transit, roads, bridges, utility corridors, environmental sustainability and storm/earthquake preparedness. Purchase and set aside land for parks. They do not require development to be of value.	12/20/2025 6:56 PM
339	Traffic circles at dangerous and busy residential community intersections. 66th Ave 65 Ave by Walmart. Would also like to see exterior and interior Christmas Lights on township municipal hall building during Christmas season - both entrances.	12/20/2025 6:45 PM
340	Making our community welcoming with a sense of neighbourhood and belonging.	12/20/2025 6:24 PM
341	More local buses and sky trains connectivity	12/20/2025 5:13 PM
342	EV chargers, effective bus routes, better roads and less traffic jams	12/20/2025 4:46 PM
343	Transportation!! Better street and more alternate routes to navigate through the city	12/20/2025 4:12 PM
344	Slower growth and proper consultation	12/20/2025 3:51 PM
345	Take all those loud cars and trucks out of Fort Langley	12/20/2025 2:21 PM
346	Doctors surgery space to encourage doctors to open more services	12/20/2025 2:08 PM
347	Supporting our small businesses, firefighters, police, parks, community service and road infrastructure while protecting our environment.	12/20/2025 1:01 PM
348	If you build an elementary school, make it two floors so there’s room to expand without needing portables. Actually just stop building new housing, we have enough people living here and amenities need to catch up. Seriously, Langley is full. Stop developing the little land that is left.	12/20/2025 11:02 AM
349	Schools, hospital expansion and expanding roads like 16th avenue.	12/20/2025 10:47 AM
350	Stop building expensive soccer stadiums for a small handful of users. Fix roads, build parks and other amenities that more people can use and can enjoy.	12/20/2025 10:34 AM
351	Education and recreation	12/20/2025 10:33 AM
352	Sports and activities opportunities for the kids like more swimming pools, ice rinks etc. Also, ASL interpreter to include ALL TOL residents. You cannot serve only hearing people.	12/20/2025 9:49 AM
353	Community centre, better schools for children, safer walking routes to schools for children. This is already an amazing community and we just need to continue on this trajectory to ensure this stays a great family friendly community!	12/20/2025 6:42 AM

354	Providing a plan to pay off debt, while keeping existing services intact and yearly tax rates are tied to CPI.	12/20/2025 6:30 AM
355	Neighbourhoods where people are happy to live in. Easy access to quality healthcare Increase in discount shopping - new Costco. A community plan including showing space for places of religious worship in each neighbourhood.	12/20/2025 6:28 AM
356	Outdoor activities	12/20/2025 2:35 AM
357	STREETS ROADS TRANSPORTAION!! FIRE & POLICE SERVICES!!	12/19/2025 10:08 PM
358	Roads, theatre and community centres.	12/19/2025 10:03 PM
359	High school, less building, more healthcare	12/19/2025 9:55 PM
360	Infrastructure need truck bypass	12/19/2025 9:42 PM
361	Infrastructure, facilities, growth.	12/19/2025 9:28 PM
362	Local businesses, family / community oriented investments and less tailoring to lowest common denominator	12/19/2025 9:04 PM
363	INFRASTRUCTURE	12/19/2025 8:18 PM
364	A new pool in Willowbrook, and the township should be merged with the city of langley.	12/19/2025 7:37 PM
365	Better job preparing for road expansions. More cops & firefighters and their capacity increased.	12/19/2025 7:25 PM
366	Health care/hospital, performance arts, vehicle transportation/roads/parking, fire services, schools, lower costs for local businesses	12/19/2025 7:13 PM
367	We need more schools!!! We need more community centres and pools. Widen heavy traffic roads, like 96th between 204 and 208! Keep Langley family friendly. We are not downtown Vancouver. And we DON'T need more soccer fields!	12/19/2025 5:35 PM
368	Roads.	12/19/2025 4:47 PM
369	Recreation services and facilities that appeal to a wide demographic of the public (swimming pool, gyms, art center). As always, build roads for the projected population, not the population now, and include active transportation.	12/19/2025 4:17 PM
370	There is a population growth coming and we need the infrastructure to support this. More parks, schools, roads, facilities, etc	12/19/2025 3:07 PM
371	Slowing population growth; too much too fast	12/19/2025 3:01 PM
372	Roadways parks, and schools. Expedited timelines through City Hall a reduction to red tape	12/19/2025 2:49 PM
373	Align the operating city budget and investment budget so it doesn't require tax increases	12/19/2025 2:16 PM
374	Plan for the spending currently in progress. How to ease the burden on the tax payers.	12/19/2025 1:49 PM
375	Green infrastructure, parks and climate change. Flooding can become the most costly natural hazard in Canada - we need to adapt.	12/19/2025 1:18 PM
376	Long term sustainability. Infrastructure repairs and replacement.Taking good care of the things we have so they last longer. They may not be perfect but people need long term affordability not the next shiny new toy. New ventures should only be invested in if they are essential. Make the township processes efficient to drive investment instead of financial investment that stalls at township hall.	12/19/2025 1:17 PM
377	Schools, community centres	12/19/2025 1:16 PM
378	More green space, keep trees in developed areas especially were available in high density, interconnecting trails so we don't have to rely on cars, and community activities (new swimming pools, arts centre, parks and recreational programming)	12/19/2025 12:44 PM
379	We should be investing in climate adaptation and mitigation as there will be accelerating costs due to climate change which must be addressed through both increased spending on stormwater,infrastructure and rehabilitating older pipes and culverts that need to be replaced throughout the Township before there is a catastrophic failure such as the one experienced on 40th Ave. in Brookwood.	12/19/2025 12:22 PM

380	Infrastructure like water and sewer lines to rural areas	12/19/2025 12:07 PM
381	We should keep our debt manageable so our taxes don't balloon out of control.	12/19/2025 11:57 AM
382	Population growth	12/19/2025 11:50 AM
383	Road upgrades, more infrastructure across the board, less funding for things that are wants and not needs.	12/19/2025 11:24 AM
384	Keeping community safe/ ways to help homeless get off the streets	12/19/2025 11:03 AM
385	Charge ICBC for Fire dept attending accidents ! Should not be their job !	12/19/2025 10:43 AM
386	Still lots of “catchup” to do	12/19/2025 10:29 AM
387	Long term financial stability comes from incrementalism. What is the next best thing that the township can spend money on to improve itself. There is too much of a focus on large projects. Small things like improving crosswalks and traffic calming residential streets would be so much more impactful for overall community well being than another 208St	12/19/2025 10:13 AM
388	More daycares	12/19/2025 9:58 AM
389	Schools, police fire and protective services for the growing community . Hospital upgrades	12/19/2025 9:57 AM
390	Paying off the debt with other sources of revenue so property taxes don't skyrocket..	12/18/2025 6:41 PM

Finance Division - budget@tol.ca

From:
Sent: Tuesday, January 06, 2026 11:46 AM
To: budget
Subject: budget 2026

External email. Verify sender and confirm content is safe.

TOL should not be spending on the following

- fireworks at any time of year. - this can be licensed to private business on a tendering basis with zero cost to tax payers including TOL oversight and management costs. The winning bidders can post a performance security.

- christmas lights - should be zero cost to taxpayers. property owners can put up lights on private land

- tourism promotion - eliminate the MRDT tax - private business can do a much better job of tourism promotion and the community will win win

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	JANUARY 26, 2026
FROM:	RECREATION, ARTS & CULTURE DIVISION	**FILE NO:**	0550-08
SUBJECT:	INFORMATION ON REQUESTED LANGLEY SCHOOL DISTRICT GRADE 4 SWIM SAFETY PROGRAM		

This memo is to provide information to Mayor and Council and is in response to a community inquiry about initiating a free "Swim Safety" program for Grade 4 or 5 students in Langley School District, that could possibly be implemented as early as April or May this year.

Background

- Previous Offerings: The Township of Langley (TOL) last offered a Grade 4 swim safety program through Langley schools in 2019.
- Current Municipal Programs:
  - The City of Langley runs a comparable program each June for grade 5 students outdoors at Al Anderson Memorial Pool.
  - Several other municipalities offer programs for different grades, ranging from Grade 2 to Grade 5.
- Recommendation by Experts: The Lifesaving Society of BC recommends initiating swim programs as early as Grade 3 for early skills development and water-smart behaviour learning.

Proposed Program Details

- Target Audience: There are approximately 1,600 Grade 4 students within TOL schools.
- Program Structure Options:
  - Number and length of sessions can vary, affecting cost.
  - Class duration: 30 minutes vs. 45 minutes per class, 6 week sessions.
  - Class size varies (max 30 students with 4 instructors).

Financial Implications

- Estimated Costs:
  - Total instructional cost estimates range from $31,000 to $42,000, per year, based on program structure.
- Budget Considerations:
  - The program is not currently included in the TOL budget.

Conclusion

The Recreation, Arts, and Culture Division sees the value of early swim safety instruction, however, does not currently offer the program due to financial constraints. Should funding become available, the program could be delivered effectively during periods at ACC, WGC, and WCB where pool time is available during school days.

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	JANUARY 26, 2026
FROM:	RECREATION, ARTS & CULTURE DIVISION	**FILE NO:**	0550-08
SUBJECT:	INFORMATION ON PUBLIC ART COUNCIL POLICY AND ACTIVITIES		

This memo is provided for information to update Mayor and Council on matters related to the Public Art Program and related policies.

Public Art Council Policy Review

- Public Art Council Policy No 06-024, to staff's knowledge, has not been reviewed since 2022.
- A comprehensive review and update of the policy are necessary to reflect divisional changes made in 2023 and ensure alignment with current Council's direction.

Most Recent Installation, Inquiries, and Divisional Changes

- The last two installations of Public Art were commissioned and then located in two Township park locations (Yorkson and Routley) following Council deliberations.
- In 2023, there were structural changes within our divisions that affected public art management, but no inquiries have been recorded since then.
- There has been at least one recent inquiry regarding new public art initiatives. This memo serves to inform Council of this activity, which indicates a renewed public interest.

Public Art Reserve Fund

- Staff has confirmed the presence of a Public Art Reserve Fund within the current budget, ensuring potential financial support for future projects.

Next Steps

- Prior to staff proceeding, it was determined that a brief memo update to Council and opportunity for Council comment could be a valuable step in the process.
- Staff are currently evaluating potential recommendations to update the Public Art Program and would be in a position to provide recommendations at a forthcoming Council meeting. Recommendations could include addressing how best to leverage the Public Art Reserve Fund, how to administer the application and decision making process, continuing to care for and maintain existing public art assets, and revisions required to update the existing policy.

JOINT SCHOOL DISTRICT NO. 35 / MUNICIPAL LIAISON COMMITTEE

Wednesday, October 8, 2025 at 1:30pm
Langley School District
Boardroom

MINUTES

Present:

School District No. 35:
Trustee Sarb Rai (Chair)
Trustee Joel Neufeld
Brian Iseli, Secretary Treasurer
Mal Gill, Superintendent

Township of Langley:
Councillor Tim Baillie
Jason Winslade, General Manager, Municipal Administration

Absent:
Councillor Steve Ferguson
Chan Kooner, Chief Administrative Officer

Guests in attendance:
Chairperson Candy Ashdown (guest)
Trustee Charlie Fox (guest)

A. APPROVAL AND RECEIPT OF AGENDA ITEMS

Joint School District No. 35 Municipal Liaison Committee
October 8, 2025

Moved by **Trustee Neufeld**
Seconded by **Councillor Baillie**
That the Joint School District No. 35 Municipal Liaison Committee call the meeting to order at 1:35pm, adopt the agenda and receive the agenda items of the October 8, 2025 meeting.
CARRIED

The Chair began the meeting with the introduction stating:
"I would like to acknowledge that the Langley School District is located on the traditional, ancestral and unceded territories of the Matsqui, Kwantlen, Katzie and Semiahmoo First Nations. We gather here tonight in an understanding of the importance of yaːy̓əstəl̓ (***y-eye yes tel***) /sqʼeqʼo yoyes (***sckecka y-eyes***) (working together) and nə́c̓ɑʔmat (***not sa mot***) /lets'emó:t (***let sa mot***) **(uniting** ourselves with one mind, one heart) to ensure that we support and inspire all learners to reach their full potential."

B. ADOPTION OF MINUTES

Joint School District No. 35 Municipal Liaison Committee
June 4, 2025

Moved by **Trustee Neufeld**
Seconded by **Councillor Baillie**
That the Joint School District No. 35 Municipal Liaison Committee adopt the Minutes of the June 4, 2025 Meeting, as circulated.

CARRIED

C. ITEMS FOR DISCUSSION

1. 76th Avenue for Smith Middle/Secondary – SD

   The traffic flow for the Smith Middle/Secondary schools were discussed. The Township would like to continue with good communication on this project.

   There will be a right in and a left out of the parking lost off of 76th Avenue. It was recommended that these turns be curved to prevent public from entering/exiting the wrong way. Township wants to ensure that those turns are clearly defined and permanent as there are concerns about traffic in that area.

   The plans are to have a separation between front and back parking lots and to divide the traffic flow. District will also plan for the different traffic flow times for elementary and secondary schools.

2. Event Protocols – SD

   Superintendent Gill reviewed the protocols that are in place for Trustees to attend events. Invitations to trustees for events should be sent to Clare Pereira who will ensure all trustees receive the invitation.

3. Smith Traffic Management Plan – TOL - Councillor Baillie

   Councillor Baillie presented information on the Drop It And Drive program. Councillor Baillie requested that the District work with professionals to ensure that students safety for school sites. Children under 16 are not allowed riding electric scooters. He requests that the District begin to talk to RCMP, TIRF, DIAD and other organizations who can assist to ensure that youth are safe. Jason Winslade will send more information as well as contact information to Superintendent Gill to distribute.

4. TOL Field Usage – TOL – Councillor Baillie

   TOL has been receiving complaints from sports fields users during after school hours. There is garbage left on fields and sports field users are having to pick it up.

5. School Gardens – TOL – Councillor Baillie

   Growing season for school gardens begins in June and then there is abandonment of the gardens. Could seniors help to maintain the gardens through the summer? The students could benefit from this gardening in September and seniors could also benefit in different ways.

   District would need to talk to Principals as a starting point. District would need to ensure the safety of kids who would be involved in this project with volunteers.

   Councillor Baillie suggests that we could make this a joint TOL/District project and that he would try to get funding for it.

6. Follow-up to School requests for road intersection information (info attached) – TOL – Jason Winslade

   Jason Winslade shared information that was included in this meeting's agenda package as a follow-up on the discussion regarding road intersections at the last meeting.

7. Recent Park Concept Plans – Joint Park School Sites (plans attached) – TOL – Jason Winslade

   a) Aldergrove Athletic Park
   b) Fort Langley Community Park
   c) Noel Booth Community Park
   d) Walnut Grove Community Park
   e) Yorkson Community Park

   Park concept plans were shared and included in this meeting's agenda package for each of these joint park/school sites. There was some discussion on these plans.

D. NEXT MEETING

To be determined. Will be hosted by Langley Township

E. ADJOURNMENT

Moved by Trustee Neufeld
Seconded by Councillor Baillie
That the Joint School District No. 35 Municipal Liaison Committee meeting be adjourned at 2:18pm.
CARRIED

CERTIFIED TRUE AND CORRECT:

_____ _____

Co-Chair Co-Chair

Township of Langley
Est. 1873

AGRICULTURAL ADVISORY COMMITTEE

Wednesday, November 26, 2025 at 7:00pm
Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC

M I N U T E S

Present:
J. Caldarella, Community Co-Chair
Councillor M. Pratt, Council Co-Chair

C. Alison, J. Green, A. Hamer, R. Ross, O. Smid, A. Smith, B. Venechuk and J. Walker.

Guest:
J. Liu, Ministry of Agriculture and Food
A. Coca

Staff:
M. Gunn, Planner, Community and Policy Planning
C. Quin, Recording Secretary

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

J. Caldarella acknowledged the Traditional Territories of the Coast Salish Peoples.

A. APPROVAL AND RECEIPT OF AGENDA ITEMS

1. Agricultural Advisory Committee – November 26, 2025

Moved by C. Allison,
Seconded by A. Hamer,
That the Agricultural Advisory Committee approve the agenda and receive the agenda items of the November 26, 2025 meeting, as amended.
CARRIED

B. ADOPTION OF MINUTES

1. Agricultural Advisory Committee – October 22, 2025

Moved by O. Smid,
Seconded by R. Ross,
That the Agricultural Advisory Committee adopt the minutes of the October 22, 2025 meeting.
CARRIED

C. DELEGATIONS AND PRESENTATIONS

D. REPORTS

1. Co-Chair Reports

J. Caldarella reported on the Connecting the Drops Workshop hosted by Langley Sustainable Agricultural Foundation on November 1, 2025. Topics included water sources, rainwater harvesting, policy, earthworks and plant selections.

J. Caldarella reported on Surrey's Mayor's Forum on the Future of Agriculture in Surrey on November 22, 2025. Surrey and Simon Fraser University (SFU) partnered to create the SFU Frontier Hub, a new centre for agritech and technology development. The initiative will help farmers explore and adopt new technologies and develop more efficient, sustainable, and resilient farming practices.

E. CORRESPONDENCE

F. WORK PROGRAM

1. Review Terms of Reference

M. Gunn provided an overview of the AAC Terms of Reference, including the Committee's purpose and mandate. Discussion ensued and no changes were recommended by the Committee.

2. 2025 Annual Report

M. Gunn reviewed the 2025 Annual Report.

MOTION
Moved by B. Venechuk,
Seconded by R. Ross,
That the Agricultural Advisory Committee receive and endorse the Agricultural Advisory Committee 2025 Annual Report and ask staff to forward it to Council for information.
CARRIED

3. 2026 Work Program

Committee members brainstormed ideas for the 2026 Work Program.

F. WORK PROGRAM

4. Sign Bylaw Update

The Committee reviewed possible sign bylaw updates from Permits, Licenses and Inspection (PLI).

Discussion ensued on Section 4.1 and Section 4.2. Committee feedback to be sent to the PLI department for further discussions.

G. COUNCIL REFERRALS

H. OTHER BUSINESS AND ITEMS FOR INFORMATION

1. Farmers' Institute Update

A. Smith reported that she had a meeting with TOL staff regarding the Township's Rural Plan.

A. Smith will be meeting with TOL Fire Department regarding fines that were issued to a farmer for using a flame throwing device to combat weed control.

A. Smith raised concerns with the practice of sending non-farm use applications to the Agricultural Land Commission for a decision rather than denying such applications at the local government level.

2. Ministry of Agriculture and Food Update

J. Liu, Regional Agrologist, Sea to Sky & Central Fraser Valley spoke to funding and other updates related to:

- Agriculture Water Infrastructure Program Stream 1: Producer Projects
- Enhanced Replant Program Stream 4: Berry Removal/Renewal
- Enhanced Replant Program Stream 2: Wine Grape Replant
- BC Agri-Business Planning Program
- Fraser River Freshwater Ecosystem Initiative
- The Ministry of Water Land and Resource Stewardship inviting public to share input to improve permitting processes such as groundwater licenses

Ministry News

- Shift to focus on competitiveness, growth, and resilience
- New Programs and Services Branch

I. NEXT MEETING

Date: Wednesday, December 17, 2025
Location: Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC
Time: 7:00pm

J. TERMINATE

Moved by O. Smid,
Seconded by B. Venechuk,
That the meeting terminate at 8:55pm.
CARRIED

CERTIFIED CORRECT:

Community Representative Co-Chair

Council Representative Co-Chair

Township of Langley
Est. 1873

AGRICULTURAL ADVISORY COMMITTEE

Wednesday, December 17, 2025 at 7:00pm
Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC

M I N U T E S

Present:
J. Caldarella, Community Co-Chair
Councillor B. Whitmarsh, Council Co-Chair

C. Alison, J. Green, A. Hamer, O. Smid, and A. Smith

Guest:
J. Liu, Regional Agrologist, Ministry of Agriculture and Food

Staff:
M. Gunn, Planner, Community and Policy Planning
C. Quin, Recording Secretary

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

J. Caldarella acknowledged the Traditional Territories of the Coast Salish Peoples.

A. APPROVAL AND RECEIPT OF AGENDA ITEMS

1. Agricultural Advisory Committee – December 17, 2025

Moved by O. Smid,
Seconded by J. Green,
That the Agricultural Advisory Committee approve the agenda and receive the agenda items of the December 17, 2025 meeting.
CARRIED

B. ADOPTION OF MINUTES

1. Agricultural Advisory Committee – November 26, 2025

Moved by J. Green,
Seconded by C. Alison,
That the Agricultural Advisory Committee adopt the minutes of the November 26, 2025 meeting.
CARRIED

C. DELEGATIONS AND PRESENTATIONS

D. REPORTS

1. Co-Chair Reports

J. Caldarella reported that he and A. Smith attended the Surrey Farmers Institute meeting. He further reported that they felt the tone was very much agritech related and did not represent small farms.

J. Caldarella commented on the draft Metro Vancouver Regional Food System Strategy and encouraged committee members to provide comments by January 30, 2026.

E. CORRESPONDENCE

F. WORK PROGRAM

1. 2026 Work Program

M. Gunn reviewed potential 2026 Work Program ideas.

Discussion ensued on the items to be prioritized which included:
- Annual Farm Tour
- Agricultural business and informational signage requirements
- Agricultural awareness and promotion
- Zoning Bylaw review as it relates to agriculture

G. COUNCIL REFERRALS

H. OTHER BUSINESS AND ITEMS FOR INFORMATION

1. Farmers' Institute Update

A. Smith requested that the committee have a presentation on the Fraser Highway Employment Lands Reference Plan.

2. Ministry of Agriculture and Food Update

J. Liu, Regional Agrologist, Sea to Sky & Central Fraser Valley gave an overview of the Agricultural Land Commission Annual Report 2024-2025, including the following topics related to the South Coast Region:

H. OTHER BUSINESS AND ITEMS FOR INFORMATION

- 303 applications forwarded to the ALC
- Number of applications received by each Local Government
- Types of applications received in the region
- 32 Non-adhering Residential Use applications
- 3.8 ha excluded from the ALR by Commission Decision
- 38 Subdivision applications
- 225 Notices of Intent for Soil or Fill
- Performance Indicators regarding the timely processing applications

3. National Agricultural Day

M. Gunn mentioned National Agricultural Day is February 11, 2026 and requested members send suggestions to promote agricultural awareness in the Township of Langley.

I. NEXT MEETING

Date: Wednesday, January 28, 2026
Location: Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC
Time: 7:00pm

J. TERMINATE

Moved by O. Smid,
Seconded by A. Smith,
That the meeting terminate at 8:50pm.
CARRIED

CERTIFIED CORRECT:

Community Representative Co-Chair

Council Representative Co-Chair

Township of Langley

Est. 1873

HERITAGE ADVISORY COMMITTEE

Wednesday, January 7, 2026 at 7:00pm
Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC

MINUTES

Present:
T. Quiring, Community Co-Chair
Councillor B. Martens, Council Co-Chair

R. Camparmo, L. Chalus, R. Genberg, B. Mason, F. Pepin, and T. Taylor

Staff
A. Reeve, Planner II
K. Christian, Arts and Heritage Curator
C. Quin, Council and Committee Clerk

Welcome

T. Quiring welcomed everyone, and roundtable introductions took place.

Code of Ethics Signing

Members signed the *"Code of Ethics, Confidentiality, and Conflict of Interest for Council Members and Appointees".*

Election

L. Chalus nominated T. Quiring to be the Community Co-Chair for 2026.
B. Mason seconded the nomination.

T. Quiring was elected Community Co-Chair for 2026, by acclamation, and assumed the position of Chair.

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

T. Quiring acknowledged the Traditional Territories of the Coast Salish Peoples.

A. APPROVAL AND RECEIPT OF AGENDA ITEMS

1. Heritage Advisory Committee
January 7, 2026

Moved by L. Chalus,
Seconded by T. Taylor,

A. APPROVAL AND RECEIPT OF AGENDA ITEMS

That the Heritage Advisory Committee approve the agenda and receive the agenda items of the January 7, 2026 meeting.
CARRIED

B. ADOPTION OF MINUTES

1. Heritage Advisory Committee December 3, 2025

Moved by R. Genberg,
Seconded by L. Chalus,
That the Heritage Advisory Committee adopt the minutes of the December 3, 2025 meeting.
CARRIED

C. DELEGATIONS AND PRESENTATIONS

1. HAC Orientation

A. Reeve presented an orientation on the Heritage Advisory Committee as follows:

Municipal heritage powers and conservation tools, including standards and guidelines, heritage reviews, and continuing protection.

Heritage planning in the Township of Langley
- Provincial policy framework
- Township's context and themes: "Our Shared History"
- Map: mapsvr.tol.ca/OurSharedHistory
- Statements of significance and conservation plans
- Heritage conservation areas in the Township
- Recognition and awareness initiatives
- Online Township resources
- Practices for archaeological sites

Township Heritage Advisory Committee
- Role, mandate and structure
- Heritage Strategy: tol.ca/en/the-township/heritage-strategy.aspx
- Heritage Review Panel
- Recent HAC work
- 2026 Work Plan

A. Reeve will investigate options for directional signage in Fort Langley.

D. REPORTS

1. Co-Chair Reports

No report.

2. Report from Staff Liaison

A. Reeve presented an update on the following heritage sites:

Berry General Store – 23210 Fraser Highway
Parry-Evans Residence – 7689 – 208 Street
Old Yale Barn – 22559 Old Yale Road
Haldi House – 9272 Glover Road
George Towle Residence – 8813 Glover Road
Old Yale Road – 208 – 216 Street
Monahan Residence – 21493 – 48 Avenue
Fort Langley Community Hall – 9167 Glover Road
Belmont / Berry Farm – 21151 and 21193 Old Yale Road

A. Reeve reported that BC Heritage Week will take place February 16 – 22, 2026 with the theme “Stir the Pot”.

3. Heritage Curator’s Report

K. Christian reported that Langley longtime resident and volunteer, Alice Johnson, a Freewoman of the Municipality, has passed away.

4. Heritage Review Panel

No report.

5. Langley Pioneer Recognition Committee Report

No report.

6. Museum Advisory Group Report

No report.

E. CORRESPONDENCE

F. 2026 WORK PROGRAM

1. Overview

A. Reeve reviewed the approved 2026 Work Program.

Discussions ensued on a heritage tour for June 2026.

F. 2026 WORK PROGRAM

ACTION: Members to bring suggestions to the next meeting.

G. COUNCIL REFERRALS

H. OTHER BUSINESS AND ITEMS FOR INFORMATION

1. Committee Liaison Appointments

MUSEUM ADVISORY GROUP

F. Pepin stated he was willing to serve again as the committee liaison to the Museum Advisory Group in 2026.

B. Mason stated he was willing to serve as the alternate liaison.

MOTION
Moved by T. Quiring,
Seconded by L. Chalus,
That the Heritage Advisory Committee endorse the appointment of F. Pepin and B. Mason (alternate) as the committee liaisons to the Museum Advisory Group for the year 2026.
CARRIED

PIONEER RECOGNITION PLANNING COMMITTEE

R. Genberg stated she was willing to serve as the committee liaison to the Pioneer Recognition Planning Committee for 2026.

MOTION
Moved by T. Quiring,
Seconded by L. Chalus,
That the Heritage Advisory Committee endorse the appointment of R. Genberg as the committee liaison to the Pioneer Recognition Planning Committee for the year 2026.
CARRIED

2. Langley Heritage Society Update

F. Pepin reported the following:
The society has been busy with restoration work on many of the heritage sites. Christmas was a busy month with events. The transfer of ownership of St. Alban's Church to the society is in progress. The C.N.R. Station will open for Family Day.

H. OTHER BUSINESS AND ITEMS FOR INFORMATION

3. Alder Grove Heritage Society Update

T. Quiring reported the following:

The Society's Annual General Meeting was December 14, 2025. They have received a cash donation from the Township of Langley Firefighter's Charitable Society. The Aldergrove Legion's donation is supporting the "No Stone Left Alone" program. Community Heritage Day is being planned for August 29, 2026 or mid-September.

4. 2026 Meeting Schedule

Staff will inform Committee members if any of the posted meeting dates are canceled or changed due to the 2026 municipal election.

5. 2026 Membership List

Heritage Advisory Committee 2026 Membership List provided.

4. HAC Photo

Photo to be taken at next meeting.

I. NEXT MEETING

Date: Wednesday, February 4, 2026
Location: Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC
Time: 7:00pm

J. MOTION TO RESOLVE INTO CLOSED MEETING

Moved by L. Chalus,
Seconded by T. Taylor,
That the meeting that the Heritage Advisory Committee resolve into a Closed Meeting.
CARRIED

K. TERMINATE

Moved by L. Chalus,
Seconded by T. Taylor,
That the meeting terminate at 8:47pm.
CARRIED

CERTIFIED CORRECT:

Community Representative Co-Chair

Council Representative Co-Chair

RECREATION, CULTURE, AND PARKS ADVISORY COMMITTEE

January 14, 2026 at 7:00pm
Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC

MINUTES

Present:
S. Cook, Community Co-Chair
Councillor T. Baillie, Council Co-Chair
Councillor M. Pratt, Council Co-Chair

E. Barbour, M. Brar, A. Castro, E. Hacker, T. Louie, L. Stepney, and J. Watson

Staff:
C. Marshall, Manager, Parks Design and Development
S. Groves, Director, Corporate Projects
K. Young, Deputy Director, Recreation, Arts and Culture
K. Stepto, Deputy Township Clerk

School District Representative:
S. Rai

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

Councillor Pratt acknowledged the Traditional Territories of the Coast Salish Peoples.

Welcome

Councillors Baille and Pratt welcomed everyone, and round table introductions took place.

Code of Ethics Signing

Members signed the "Code of Ethics, Confidentiality, and Conflict of Interest for Council Members and Appointees".

Election

E. Barbour nominated S. Cook to be the Community Co-Chair for 2026.

S. Cook was appointed Community Co-Chair, by acclamation, and assumed the position of Chair.

A. APPROVAL AND RECEIPT OF AGENDA ITEMS

1. Recreation, Culture, and Parks Advisory Committee – January 14, 2026

Moved by E. Hacker,
Seconded by E. Barbour,
That Recreation, Culture, and Parks Advisory Committee approve the agenda and receive the agenda items of the January 14, 2026 meeting.
CARRIED

B. ADOPTION OF MINUTES

1. Recreation, Culture, and Parks Advisory Committee – November 12, 2025

Moved by E. Barbour,
Seconded by A. Castro,
That Recreation, Culture, and Parks Advisory Committee adopt the Minutes of the November 12, 2025 meeting.
CARRIED

C. DELEGATIONS AND PRESENTATIONS

1. Walnut Grove Community Park Improvements

C. Marshall and S. Groves provided a presentation on the work in progress (Phase 1) and the proposed improvements (Phase 2) at Walnut Grove Community Park.

Phase 1

Council has approved baseball improvements for the 2026 season including:

- Improved backstops
- Permanent fences
- New dugouts

Phase 2

Projects yet to be funded:

- Electrical improvements to light the fields
- Convert and expand the soccer field to a baseball facility with a synthetic surface.
- Additional permanent parking
- “Challenger Baseball” – increased accessibility for all players
- Pedestrian Plaza
- Upgrades to the picnic shelters and spray park
- New central fieldhouse with washrooms, concession, elevated spectator viewing and change, meeting and official’s rooms.
- Community garden upgrades

C. DELEGATIONS AND PRESENTATIONS

Public Engagement Summary

A public survey regarding the proposed improvements was posted on the Township of Langley website, in the newspaper and on social media starting on November 28, 2025. Feedback closed December 7, 2025. 80% of respondents were from Walnut Grove. No comments were received that opposed improvements and repairs to the existing fields.

Discussion ensued regarding the proposed improvements. The following comments were provided:

- The current gravel field is the muster area for Walnut Grove Senior Secondary. If the larger turf area is going to be fenced, getting 2,000+ students through the gate will be challenging. Staff commented that there are several gates that can be included and that this is something to work with the school on.
- Concerns were raised about not having enough community use spaces.
- Many of the existing features in the spray park including the river, hill area, and trees/shade were requested to remain in the future plans. Also keeping the washrooms near the spray park was requested.
- Uncaging the picnic shelters was requested. Staff noted that the plans are to move the shelters closer to the spray park where they can be monitored better and won't need to be caged.

D. REPORTS

1. Co-Chairperson's Report

S. Cook reported that she attended the Holiday Lights in Williams Park which was very well done.

Staff provided the following report regarding the event:

- Purchased additional lights through sponsorships bringing total lights up to 215,925.
- 99.25% of the event was sold out.
- 14,296 registered cars came through the event 15-20% of the participants were not registered.
- The number of registrants was decreased this year from 200 every 30-minutes to 150. This was to decrease line ups and wait times.
- The event ran from 5:00-9:00pm. Last year was 4:00-9:00pm. Feedback from the year prior was 4:00-5:00pm was still a bit too light out to get the full experience.
- The tap machine did not work in the rain and unfortunately, there was a lot of rainy nights. Staff are exploring better options for donation collection for the 2026 event.
- Six staff installed all the decorations in the park. A decrease from last year because much of the decorations were set-up from 2024.
- No generator was used on site this year. Staff split the power in a different way to avoid using a generator.

D. REPORTS

- Created "Do Not Block Driveway" signs from 232 to 238 street.
- Increased the number of traffic control.
- Implemented a Williams Park Resident Pass for the staging area. This helped speed up the staging area to get residents to their homes quicker.
- Created a Williams Park resident only walk-through event on Friday, December 12. This was a huge success with many residents thankful to be able to experience the event.
- Staff are reviewing a very successful year and looking forward to making next year's event even better.

Councillor Pratt reported that Council is working on many community and nature parks and also commented on the recent announcement about the new Performing Arts Centre at Langley Events Centre.

E. CORRESPONDENCE

F. WORK PROGRAM

1. Draft 2026 Work Program

The Advisory Committee discussed the draft 2026 Work Program.

The committee asked for the following presentations to take place in 2026:

- Metro Vancouver Parks – update on Regional Parks
- Redwoods Golf Course – update from Ten Feet Sports

MOTION
Moved by J. Watson,
Seconded by E. Hacker,
That the Recreation, Culture, and Parks Advisory Committee endorse the draft 2026 Work Plan, including the additional presentations requested.
CARRIED

COUNCIL
Motion by A. Castro,
Seconded by J. Watson,
That the Recreation, Culture, and Parks Advisory Committee recommends that Council approve the Recreation, Culture, and Parks Advisory Committee draft 2026 Work Plan, presented as Attachment A.
CARRIED

F. WORK PROGRAM

2. Community Liaisons

The following members volunteered to be on the Langley Community Awards Selection Committee:

- E. Barbour
- J. Watson
- A. Castro
- S. Cook (Alternate)

MOTION
Moved by T. Louie,
Seconded by M. Brab,
That the Recreation, Culture, and Parks endorse the appointment of the following members to the Langley Community Awards Selection Committee:

- E. Barbour
- J. Watson
- A. Castro
- S. Cook (Alternate)

CARRIED

3. Museum Advisory Group

E. Hacker volunteered to continue as the Museum Advisory Group Liaison for 2026.

MOTION
Moved by A. Castro
Seconded by L. Stepney
That the Recreation, Culture, and Parks Advisory Committee endorse the appointment of E. Hacker as the Museum Advisory Group Liaison.
CARRIED

4. BCRPA Symposium
April 28, 2026 – May 1, 2026
Fairmont Hotel Vancouver

The Committee discussed sending one member to the symposium who will provide a report to the committee at a future meeting. L. Stepney and J. Watson expressed interest. Committee will choose which member at the February meeting.

G. COUNCIL REFERRALS

H. OTHER BUSINESS AND ITEMS FOR INFORMATION

1. 2026 Meeting Schedule

Provided for information.

2. 2026 Membership List

Provided for information.

3. RCPAC Photo

A photo of the committee was taken for the Township website.

I. NEXT MEETING

Date: February 11, 2026
Location: Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC
Time: 7:00 pm

J. MOTION TO RESOLVE INTO CLOSED MEETING

Moved by A. Castro
Seconded by J. Watson
That the Recreation, Culture, and Parks Advisory Committee now resolve into a Closed Meeting for discussion of the following item, in accordance with and as identified under Section 90 of the Community Charter:

Item A.1 - Section 90 (1) (n) Consideration; and
Item B.1 - Section 90 (1) (a) Personnel.
CARRIED

K. TERMINATE

Moved by A. Castro
Seconded by J. Watson,
That the meeting terminate at 8:47pm.
CARRIED

CERTIFIED CORRECT:

Community Representative Co-Chair

Council Representative Co-Chair

Township of Langley
Est. 1873

A Action Required
D Delegation
P Presentation
R Report
R/F Review / Feedback
U Staff/Rep Update

Recreation, Culture, and Parks Advisory Committee 2026 Work Program

General Committee Work

	Jan	Feb	Mar	Apr	May	June	Sept	Oct	Nov
Orientation	P								
Election of Community Co-Chair	A								
2026 Final Report									A
Work Program *Approve and appoint liaison roles*	R/F A	R/F A							
Conference *BCRPA 2026 annual conference. Selection of 1 member to attend and to provide report to committee.*	R/F	A			U				
Fees and Charges *Staff update re: 2025/2026 fees and charges*				U					
Terms of Reference Review *Review is every 2 yrs (reviewed in 2024)*			R/F						

Projects, Programs and Events

	Jan	Feb	Mar	Apr	May	June	Sept	Oct	Nov
Township of Langley Christmas Events	U								
2026 Special Events Plan		P							
Parks Projects			P						
Youth Programs and Services *Youth week, first week in May*				P					
Seniors Programs and Services *Seniors week, second week in June*					P				
Parks Tour						P			
Langley Walk *First Sunday in May*					U				
Adult Programs and Services							P		
Facility Projects							P		
Library Services *FVRL annual update*								P	
Cultural Programs									P
Summer Events							U		
Additional presentations as requested by the committee: • Metro Vancouver Regional Parks • Redwoods Golf Course	Presentations to occur when staff organize with respective groups.								

DRAFT

Township of Langley
Est. 1873

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Recreation, Culture, and Parks Advisory Committee 2026 Work Program

Annual Task Forces

	Jan	Feb	Mar	Apr	May	June	Sept	Oct	Nov
Langley Awards *Appointment of 3 representatives and subsequent updates* *Pete Swensson Outstanding Community Youth* *Eric Flowerdew Volunteer of the Year* *John & Muriel Arnason Volunteers of the Year* ***Selection Task Force*** *Staff: C. Naples* *Committee Representatives: E. Barbour, A. Castro, J. Watson, S. Cook (alternate)*	A		U	U					

Community Liaisons

	Jan	Feb	Mar	Apr	May	June	Sept	Oct	Nov
ADHOC Group *Appointment of representative and subsequent updates* ***Museum Advisory Group*** *Staff: R.Schmidt* *Committee Representative: E. Hacker*	A	Updates to be provided following meetings.							

DRAFT