REGULAR MEETING OF TOWNSHIP COUNCIL AGENDA

Monday, March 23, 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 – March 23, 2026

That Council adopt the agenda and receive all agenda items of the Regular Council meeting held March 23, 2026.

B. ADOPTION OF MINUTES

1. Regular Council Meeting – March 9, 2026

That Council adopt the minutes of the Regular Council meeting held March 9, 2026.

C. DELEGATIONS

1. Daniel Snyder
Langley Community Action Team
File 0550-07

Request by Daniel Snyder, Langley Community Action Team, to appear before Council to discuss a proposal for the creation of a permanent public memorial to honour those lost to toxic drug poisoning.

2. Jamie Dickson and Dianne Kask
File 0550-07

Request by Jamie Dickson and Dianne Kask to appear before Council to discuss pedestrian safety on 264 Street from 28 to 32 Avenue.

C. DELEGATIONS

3. Jag Sohi
File 0550-07

Request by Jag Sohi, on behalf of 27A Avenue neighbourhood between 200 and 203 Street, to appear before Council to discuss authorizing street parking on 27A Avenue.

D. PRESENTATIONS

E. REPORTS TO COUNCIL

Item E. 1 was deferred at the March 9, 2026 Regular Council Meeting:

1. Tenant Relocation Policy
Report 26-24
File CPP LSP00004

That Council endorse the draft Tenant Relocation Policy presented substantially in the form provided as Attachment A to this report.

2. 2026 Transit Minor Betterments Program
Grant Applications
Report 26-28
File ENG 1855-35

That Council authorize an application to the Transit Minor Betterments Program for $100,000 of funding towards the Road Widening: 86 Avenue 200 Street to 202 Street project.

That Council authorize an application to the Transit Minor Betterments Program for $100,000 of funding towards the Road Widening: 208 Street 76 Avenue to 81 Avenue and Road Widening: 208 Street 81 Avenue to 84 Avenue projects.

3. Willoughby Community and Neighbourhood Plan Updates
Report 26-30
File CPP LRP00027

That Council direct staff to undertake public engagement on the draft Willoughby Community Plan, draft Willoughby Transit Corridor Plan, proposed policy and land use changes for a consolidated Gordon Neighbourhood Plan and draft Development Permit Guidelines for Transit-Oriented Development, presented in this report as Attachments A, B, C, D and E respectively.

F. BYLAWS FOR FIRST AND SECOND READING

1. Official Community Plan Amendment and Rezoning Application No. 100305 and Development Permit Application No. 101474 (1349557 BC Ltd. / 7342 – 208 Street)
Bylaw No. 6198
Bylaw No. 6199
Report 26-31
File CD 08-24-0098

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw No. 1998 No. 3800 Amendment (Smith Neighbourhood Plan) Bylaw No. 5973 Amendment (1349557 BC Ltd.) Bylaw No. 6198 and Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1349557 BC Ltd.) Bylaw No. 6199 rezoning 1.0 ha (2.5 ac) of land located at 7342 – 208 Street to Comprehensive Development Zone CD-217 and CD-218 subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. In accordance with the Smith Neighbourhood Plan secure a joint elementary school and neighbourhood park site including road dedications and construction of all associated works and services to the acceptance of the Township and School District.
2. Completion of a Development Works Agreement (if required) securing off-site servicing (as required by the Smith Neighbourhood Plan).
3. 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.
4. Provision of road dedications, widenings and necessary traffic improvements (including any necessary statutory rights-of-way) including 208 and 208A Street and 73A Avenue in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Smith Neighbourhood Plan.
5. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
6. Compliance with Age-Friendly Amenity Area requirements.
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 covenant acceptable to the Township:
    a. prohibiting parking on internal strata townhouse roadways (other than clearly identified parking spaces)

F. BYLAWS FOR FIRST AND SECOND READING

b. identifying a minimum of 5% of townhouse units and 10% of apartment units in accordance with the Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan.

9. Dedication and construction of a 4.5 m wide street greenway on the east side of 208 Street to the acceptance of the Township including final acceptance of the greenway landscape design plans, sidewalk/trail alignment, signage, landscape details and security.
10. Finalization of landscape plans.
11. Compliance with the Willoughby Greenway Amenity Policy and 5% Neighbourhood Park Land Acquisition Policy.
12. As per the applicant's proposal in support of the proposed Neighbourhood Plan Amendment and rezoning application, provision of $2,215,213 as a voluntary amenity contribution.
13. Compliance with Official Community Plan Policy 3.1.9 (Family-Friendly Units), if applicable.
14. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, Development Works Agreement (DWA) and Latecomer charges.

That Council consider that Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw No. 1998 No. 3800 Amendment (Smith Neighourhood Plan) Bylaw No. 5973 Amendment (1349557 BC Ltd.) Bylaw No. 6198 is consistent with the Township's Five Year Financial Plan as updated annually and with Metro Vancouver's Integrated Liquid Waste Resource Management Plan and Integrated Solid Waste Resource Management Plan, Housing Needs Report, and with the consultation requirement of Official Community Plan Consultation Policy (07-160).

That Council at time of final reading of Rezoning Bylaw No. 6199 authorize issuance of Development Permit No. 101474 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 substantial compliance with Schedule "A" and the Township's Sign Bylaw.
d. All rooftop mechanical equipment to be screened from view.
e. All refuse areas to be located within buildings and / or in enclosures and screened.

F. BYLAWS FOR FIRST AND SECOND READING

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

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

That Council authorize staff to schedule the required Public Hearing for Bylaws No. 6198 and 6199 in conjunction with the hearing for proposed Development Permit No. 101474.

Explanation – Bylaw No. 6198

Bylaw No. 6198 amends the Smith Neighbourhood Plan to increase the allowable density of the Low Density Apartment designation on a site-specific basis up to 2.99 FSR for a portion of 7342 – 208 Street and amends Map 2 Watercourse Setbacks.

Explanation – Bylaw No. 6199

Bylaw No. 6199 rezones land located in the 7342 - 208 Street from Suburban Residential Zone SR-2 to Comprehensive Development Zones CD-217 and CD-218 to permit development consisting of a mixed use and townhouses.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

H. BYLAWS FOR THIRD READING

Item H.1 was deferred at the November 18, 2024 Regular Council Meeting until the conclusion of the Fraser Highway Employment Lands neighbourhood planning process. The Fraser Highway Employment Lands Reference Plan was endorsed by Council at its December 15, 2025 Regular Council Meeting.

1. Official Community Plan Amendment Application No. 100230 (Sidhu / 24281 Fraser Highway)
Bylaw No. 6033
Report 24-182
File CD 10-27-0073

That Council give third reading to "Township of Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Rural Plan) Bylaw 1993 No. 3250 Amendment (Sidhu) Bylaw No. 6033".

Explanation – Bylaw No. 6033

Bylaw No. 6033 amends the Official Community Plan and Rural Plan by adding provisions to the "Small Farms / Country Estates" designation to accommodate industrial uses on a site specific basis at 24281 Fraser Highway and includes the site as a mandatory Development Permit Area.

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

1. Zoning Bylaw Amendment – Bus Rapid Transit Parking Reduction
Bylaw No. 6209
Report ENG 26-27
File Eng 5260-26-025

That Council give first, second, third and final reading to Township of Langley Zoning Bylaw 1987 No. 2500, Amendment Bylaw No. 6209.

Explanation - Bylaw No. 6209

Bylaw No. 6209 amends the Zoning Bylaw to add a parking reduction of 15% for one-bedroom apartments within developments located 200 metres or less from the defined intersection of a future Langley – Haney Bus Rapid Transit Station.

J. BYLAWS FOR FINAL ADOPTION

1. Langley 2026-2030 Five-Year Financial Plan Bylaw and Development Cost Charge Reserve Fund Expenditure Bylaw
Bylaw No. 6207
Bylaw No. 6206
Report 26-22
File FIN 1700-80

That Council give final reading to the Langley 2026 – 2030 Five-Year Financial Plan Bylaw No. 6207.

That Council give final reading to the Development Cost Charge Reserve Fund Expenditure Bylaw No. 6206.

Clerk's Note: Due to the changes made to the operating budget at the March 9, 2026 Regular Council meeting, the property tax rate increase for 2026 has been amended to 3.97%.

Explanation – Bylaw No. 6207

The Langley 2026 - 2030 Five-Year Financial Plan Bylaw No. 6207 authorizes the expenditure of funds for the Municipality. The Langley 2026 - 2030 Five-Year Financial Plan Bylaw No. 6207 is prepared pursuant to Section 165 of the *Community Charter* and is required to be adopted by Council prior to the Tax Rates Bylaw and May 15, 2026.

An expenditure that is not provided for in the 2026 - 2030 Five-Year Financial Plan is not lawful.

Explanation – Bylaw No. 6206

Bylaw No. 6206 provides for the 2026 Capital Expenditure Program (and related debt) from the Development Cost Charge Reserve Fund as provided by the 2026 – 2030 Five Year Financial Plan. The projects are for roads, drainage, sewer, water services and for parkland acquisition and development.

Expenditures have been included in the DCC Expenditure Bylaw, even when it looks like there are not enough funds available, in the event that enough DCC funds are received during the year. Projects will only proceed when sufficient funds are available.

Funds that become available in the Parkland Acquisition and Development DCC Reserve, Water DCC Reserve, Sewer DCC Reserve, Drainage DCC Reserve, and Roads DCC Reserve are first directed towards payment of the annual debt.

Presently, there are estimated expenditures under the bylaw in the amount of $129,122,428 which include capital carry-forwards from prior years, current debt payments and new capital projects for 2026.

J. BYLAWS FOR FINAL ADOPTION

Should any of the above-noted monies remain unexpended at the end of a project; the unexpended balance will be returned to the credit of the reserve fund.

2. Amenity Cost Charges Bylaw
Bylaw No. 6115
Report 26-207
File CPP LSP00007

That Council give final reading to the revised Amenity Cost Charges Bylaw No. 6115.

Explanation – Bylaw No. 6115

Bylaw No. 6115 establishes an Amenity Cost Charges Bylaw.

K. ITEMS FROM PRIOR MEETINGS

Item K.1 was deferred at the February 9, 2026 Regular Council Meeting until the matter had been considered by the Recreation, Culture, and Parks Advisory Committee.

1. Susan Gorris
Art in the Country
File 0550-07

Moved by Councillor Richter,
Seconded by Councillor Whitmarsh,
That the delegation of Susan Gorris be referred to staff for review and a report back to council, which should include possible venues where her mural could be displayed.

Clerk's Note: See item P.2

L. MAYOR AND COUNCIL REPORT

M. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

N. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM CLOSED MEETINGS

The following item has been brought forward from the January 29, 2024 Closed Council Meeting:

1. **Township of Langley Housing Authority**
   Constitution and Bylaws
   Report C24-02
   File BLSI LSP00021

   That Council direct staff to incorporate a Society, under the laws of British Columbia, for the purpose of establishing a Township of Langley Housing Authority.
   CARRIED

   Councillor Richter opposed

   Section 90(1) (g) Legal

O. FOR INFORMATION

1. **Dale Ball Disc Golf Update**
   Memorandum – Corporate Projects Division
   File 6125-20-LPAS1

2. **Salmon River Pump Station Upgrades –**
   Public Engagement Survey Results
   Memorandum – Engineering Division
   File 5330-21-091

3. **Heritage Advisory Committee**
   Minutes – March 4, 2026
   File 0540-20

4. **Recreation, Culture, and Parks Advisory Committee**
   Minutes – March 11, 2026
   File 0540-20

P. MOTIONS ARISING FROM INFORMATION

1. **Heritage Advisory Committee Recommended Motion**
   File 0540-20

   That Council approve a Heritage Building Incentive Program grant of $4,750, as per Community Charter requirements for commercial properties, for the exterior painting of the Mathews Cash Grocery.

P. MOTIONS ARISING FROM INFORMATION

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

That Council does not acquire the artwork from S. Gorris based on the current Council Policy 060-24 “Public Art”.

Q. OTHER BUSINESS

Mayor Woodward provided the following Notice of Motion within the deadlines according to Council’s Policy:

1. Fraser Highway and 268 Street in Aldergrove

That Council directs staff to Report to Council on potential upgrades and improvements for 268 Street and Fraser Highway, including, but not necessarily limited to, full signalization.

R. MOTION TO RESOLVE INTO CLOSED MEETING

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

Item A.1 - Section 90(1) (n) Consideration
Item C.1 - Section 90(1) (g) Legal
Item F.1 - Section 90(1) (e) Property
Item F.2 - Section 90(1) (e) Property
Item G.1 - Section 90(1) (k) Negotiations
Item J.1 - Section 90(1) (g) Legal
Item J.2 - Section 90(1) (k) Negotiations

S. TERMINATE

REGULAR MEETING OF TOWNSHIP COUNCIL MINUTES

Monday, March 9, 2026 at 1:30pm
Fraser River Presentation Theatre
4th Floor, 20338 – 65 Avenue, Langley, BC

PRESENT: Mayor E. Woodward

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

C. Kooner, W. Bauer, J. Chu, P. Corderio, K. Mahil, R. Ng, S. Richardson, S. Ruff, A. Ruhl, R. Welfing and J. Winslade

V. Burnett

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 – March 9, 2026

Moved by Councillor Ferguson,
Seconded by Councillor Rindt,
That Council adopt the agenda and receive all agenda items of the Regular Council meeting held March 9, 2026.
CARRIED

B. ADOPTION OF MINUTES

1. Regular Council Meeting – February 23, 2026

Moved by Councillor Rindt,
Seconded by Councillor Baillie,
That Council adopt the minutes of the Regular Council meeting held February 23, 2026, as amended.
CARRIED

C. DELEGATIONS

1. Michael Morgan
Langley School District
File 0550-07

M. Morgan, Langley School District, appeared before Council to request a letter of support for Project Black Feather. He reported that researchers at UBC can predict youth that may become homeless and/or experience substance abuse. In Langley there is a 97% completion rate for secondary graduates, and graduating is one of the largest factors in preventing homelessness and drug addiction. Project Black Feather is working with students that face barriers to change these graduation outcomes. He asks that Council provide a letter of support for additional funding so that they can provide more services to students, earlier.

2. Bryn Jones
Langley Bee Club
File 0550-07

B. Jones, Langley Bee Club, appeared before Council to present a certificate recognizing the Township of Langley as a Bee Friendly Community. He explained a few ways we can help the bees, including bee friendly plants. A photo was taken with Mayor Woodward.

D. PRESENTATIONS

E. REPORTS TO COUNCIL

1. Utility Statement Due Date Options
Report 26-18
File ENG 1610-01

Moved by Councillor Richter,
Seconded by Councillor Martens,
That Council set the annual due date for the 2027 Flat Rate Utility Statement, and for all subsequent years, on July 2.

That Council direct staff to bring forward a new Council Policy for consideration that implements the selected due date for future Flat Rate Utility Statements, beginning in 2027.

AMENDMENT
Moved by Councillor Richter,
Seconded by Councillor Martens,
That the motion remove July 2 as the due date and have it replaced with the second business day in July.
CARRIED

E. REPORTS TO COUNCIL

REFERRAL
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That E.1 be referred back to staff for bylaw amendment(s) for improved future flexibility; and further that the Flat Rate Utility due date starting in 2027 be set as the end of April.
CARRIED

Councillors Kunst, Martens, Richter, and Whitmarsh opposed

2. Draft Transportation and Mobility Strategy
Report 26-16
File ENG 8330-20-003

Moved by Councillor Pratt,
Seconded by Councillor Baillie,
That Council direct staff to conduct the fourth and final round of community engagement and seek public feedback on the draft Transportation and Mobility Strategy.

That Council direct staff to bring back the final Transportation and Mobility Strategy for adoption following completion of the final round of community engagement.

AMENDMENT 1
Moved by Councillor Pratt,
Seconded by Councillor Ferguson,
Action S2.3 - ~~Pilot~~ *Implement* slow streets.
(Pages 34 & 111)

The next steps for the Township to ~~pilot~~ *implement* slow streets are listed below:

- ~~Pilot a slow street project~~ *Identify potentially suitable neighbourhoods and initiate implementation of slow street projects in these* residential areas, *for Council to consider*. This can include some 30 km/h and some 40 km/h zones, along with supporting infrastructure changes where operating speeds are not already within these limits.
- Review and update (as needed) the Township's Traffic Calming Policy.
- Implement improvements for active transportation users, to benefit from the slower vehicle speeds.
- *Maintain ongoing communication with residents in slow streets project areas to ensure community feedback is obtained*. ~~Evaluate effectiveness of pilot programs.~~
- Identify additional roadways and implement changes.

CARRIED

Councillor Richter opposed

E. REPORTS TO COUNCIL

AMENDMENT 2
Moved by Councillor Pratt,
Seconded by Mayor Woodward,
Action S4.2: Explore opportunities to implement roundabouts where feasible.
(Page 40)

The next steps for the Township are listed below:

- Review the safety and operational impacts of the existing roundabouts in the Township.
- Consider developing a roundabout first policy when considering upgrades from stop-controlled intersections of two two-lane roads and a process for the systematic consideration of roundabouts vs traffic signalization at rural *and urban* intersections. Such a policy should consider the factors where roundabouts may or may not be appropriate based on industry leading guidance.
- Screen and identify candidate intersections or corridors for roundabout conversions (or a system of roundabouts in the case of corridors).
- When reviewing and upgrading existing intersections, review roundabout feasibility.
- Implement roundabouts at collision-prone intersection locations, where feasible.

CARRIED

Councillors Martens and Whitmarsh opposed

AMENDMENT 3
Moved by Councillor Pratt,
Seconded by Mayor Woodward,
Action S5.1 - Provide leading pedestrian intervals.
(Pages 42 & 112)

- Evaluate impacts on leading pedestrian intervals at all locations where they have been installed.
- Adopt or develop criteria for *where the installation of leading pedestrian intervals is not suitable*. ~~the installation of leading pedestrian intervals, which should include collisions, pedestrian volumes, and vehicle turning volumes.~~
- ~~Identify~~ *Select* signalized intersections *within each Community Centre, Town Centre, and Neighbourhood Centre identified in Figure 7 (Township Community Hubs*) ~~with a high frequency of collisions between turning vehicles and pedestrians~~ and implement leading pedestrian intervals *at these locations, for Council consideration.*
- Evaluate effectiveness of all new leading pedestrian interval installations and consider additional installations.

CARRIED

E. REPORTS TO COUNCIL

AMENDMENT 4
Moved by Councillor Pratt,
Seconded by Mayor Woodward,
Action S5.2 - Provide protected intersections.
(Pages 42-43)

Moved by Councillor Pratt,
Seconded by Mayor Woodward,
The next steps for the Township are listed below:

- *Adopt protected intersection designs as the new design standard for all new urban intersections built moving forward, where feasible.*
- Identify candidate locations for *retrofitting existing urban intersections as protected intersections.* ~~piloting a protected intersection (new or retrofit projects)~~.
- Conduct an in-service review of the candidate location(s) to fully understand the use by different modes, operations at all conflict points, and the collision history.
- Design and construct protected intersections as part of cycling and active transportation projects, where feasible.

CARRIED

AMENDMENT 5
Moved by Councillor Pratt,
Seconded by Mayor Woodward,
Action T2.2: Work with TransLink to identify and implement transit priority measures that improve bus speed and reliability along the existing and future Frequent Transit Network.
(Page 54)

Add the following after the last paragraph:

The next step for the Township is listed below:

- *In the short-term, identify intersections with the aid of the latest Translink Bus Speed and Reliability Report that are along the existing transit network and are potentially suitable candidates for treatments from TransLink's Transit Priority Toolkit.*

CARRIED

AMENDMENT 6
Moved by Councillor Pratt,
Seconded by Councillor Rindt,
Action C1.2 - Work to upgrade existing cycling and micromobility routes to align with current design guidelines
(Page 61)

In support of this action, the Township will:

- Develop ~~an investment~~ *a funding* program focused on upgrading existing cycling and micromobility routes *identified as priorities*

E. REPORTS TO COUNCIL

through community engagement and that do not meet current design guidelines, where feasible.
- Continue to upgrade existing cycling and micromobility routes as part of development projects, road rehabilitation, and standalone upgrade projects, based on the results of the Active Transportation Network Assessment.
- Continue to monitor updates to active transportation design guidelines.

CARRIED

AMENDMENT 7
Moved by Councillor Pratt,
Seconded by Councillor Rindt,
Action C1.4: Provide a network of routes that are comfortable for most users.
(Page 62)

Comfortable for most routes can consist of physically separated facilities, such as multi-use pathways (also included as part of the pedestrian network) and protected bicycle lanes ~~and cycle tracks~~ on streets with high traffic volumes and/or speeds, as well as neighbourhood bikeways. Neighbourhood bikeways are signed bikeways on low volume neighbourhood streets, where cyclists travel on-street with vehicles. These streets have lower speed limits and traffic volumes, and potential traffic calming features implemented by the Township. Cycling and micromobility networks typically also include routes with less comfortable supporting facilities that provide more options for cyclists but may not be suitable for all. This includes bicycle accessible shoulders and painted bicycle lanes (Figure 12).

All references to 'Cycle Tracks' should be removed from the Study.
CARRIED

AMENDMENT 8
Moved by Councillor Pratt,
Seconded by Councillor Rindt,
Action W1.4 - Expand and enhance existing greenways and trails, and the on-street connections to them.
(Pages 73 & 113)

As part of this action, the Township will ~~consider~~ *take* the following next steps:
- *Complete a condition assessment of existing greenways and multi-use paths as a short-term action and identify locations for rehabilitation, where necessary.*
- *In the short-term, complete a pedestrian facility implementation plan, referenced on Page 104, inclusive of greenways, sidewalks, and other pedestrian facilities with gaps identified during Rounds 1-3 of Engagement on the Transportation and Mobility Strategy and*

E. REPORTS TO COUNCIL

through ongoing community engagement. This plan should rank gaps using criteria such:
    - *connectivity to transit, schools, and community hubs;*
    - *collision and safety data;*
    - *the number of residents served;*
    - *and input received through community engagement.*
- *In the short-term, identify potentially suitable portions of urban greenways and trails where additional lighting could be added to enhance community safety.*
- Continue interdepartmental coordination (working with the Township parks and recreation team) to implement recommendations and the proposed greenways identified in Neighbourhood and Community Plans, Services Servicing Plans, the OCP, and the TMS.
- Through the update to the Rural Plan, the Township will continue to explore opportunities to implement multi-use pathways along utility rights-of-way. The Township will also continue to work with the equestrian community to maintain, and explore potential options to expand, equestrian access and designated equestrian routes in more rural areas of the Township.
- Work with Metro Vancouver and other organizations to expand the regional trail network.

CARRIED

Councillor Richter opposed

AMENDMENT 9
Moved by Councillor Pratt,
Seconded by Mayor Woodward,
Action W2.1 - Create new and enhance existing crossings to accommodate people of all ages and abilities, this includes both operational and infrastructure enhancements.
(Pages 75 & 113)

- ~~Explore the feasibility of implementing.~~ *Wherever possible, implement* new mid-block crossings to ensure there are safe places to cross the street. Additional crossing locations will be ~~explored~~ *added* where demand warrants, providing more safe and accessible crossings at greenways/trails, in community hubs, and access to parks and schools, and near bus stops throughout the community.

Add an additional 'next step' on Page 75:
- *Identify intersections where curb extensions and/or raised crosswalks are feasible for short-term implementation.*

CARRIED

Councillor Richter opposed

E. REPORTS TO COUNCIL

AMENDMENT 10
Moved by Councillor Pratt,
Seconded by Mayor Woodward,
Action D1.4 - Continue to monitor motor vehicle delays and identify opportunities to increase overall people-moving capacity through targeted investments in transit reliability and active transportation.
(Page 87)

In support of this action, the Township will consider the following next steps.

- Implement a recurring program to monitor motor vehicle delays, travel times, and reliability on key arterial corridors.
- Access roadway capacity using a people-moving lens, identifying corridors where transit or active transportation could carry a greater share of trips.
- ~~Consider undertaking~~ *In the short-term, undertake* a comprehensive examination of the practical applications for Intelligent Transportation Systems (ITS) in the Township, which could include the provision of real time information to drivers, dynamic corridor signal coordination, transit signal prioritization, as well as future oriented applications such as vehicle to infrastructure technology. ITS technology is relatively new, it creates a communication link between the various vehicles and road systems including traffic signals, transit vehicles, and all other road users providing drivers (and autonomous vehicles in the future) with advance warning about changing or upcoming travel conditions.
- *Identify potential corridors for signal coordination, with transit signal prioritization included at key intersections.*
- Coordinate with TransLink and BC Transit to identify and advance targeted transit reliability measures, such as transit signal priority, queue jumps, or curbside bus lanes (Action T2.2).
- Evaluating and implementing active transportation improvements as capacity solutions, particularly in corridors with short to medium-length trips and strong transit connections (Action C1.1).
- Using the monitoring results to inform capital planning and prioritizing investments that improve reliability, increase people-moving capacity, and align with long-term mobility objectives.

CARRIED

Councillor Richter opposed

AMENDMENT 11
Moved by Councillor Pratt,
Seconded by Mayor Woodward,
Council directs staff to make the following changes to **Figures 11 & 19 (Pages 60 & 102)**, the Long-Term Cycling and Micromobility Network and Phasing Plan:

E. REPORTS TO COUNCIL

Urban Roads:

- **196 Street:** Amend Figure 19 to identify 196 Street as part of the 'Short-Term' phasing plan.
- **202 Street:** Amend the maps to reflect the lack of adequate cycling facilities between 88 Avenue and the 9000 Block of 202 Street (Walnut Grove Trail).
- **208 Street:** Amend the maps to reflect the lack of adequate cycling facilities on the West side of 208 Street fronting the Langley Free Reformed Church.
- **211B Street:** Amend the maps to reflect the lack of dedicated cycling facilities from the end of the Northwest Langley Greenway to 88 Avenue.

Rural Roads:

- **24 Avenue:** Update the maps to include 24 Avenue from 216 Street to 268 Street as a 'Future Rural Cycling Route'.
- **Robertson Crescent:** Update the maps to include Robertson Crescent from 240 Street to 248 Street as a 'Future Rural Cycling Route'.
- **Campbell Valley Regional Park Trail:** Update the maps to reflect the additional perimeter trails added by Metro Vancouver.

CARRIED

AMENDMENT 12
Moved by Councillor Pratt,
Seconded by Mayor Woodward,
Table 5 (Road Network Project Level of Investment by Phase - Page 99) and Table 6 (Cycling and Micromobility Network Level of Investment by Phase - Page 101):

Council directs staff to add to Table 5 and Table 6 a new column next to the 'Anticipated Level of Investment' column that includes the approximate length of road and cycling infrastructure that is anticipated to be built during each of the identified phases.
CARRIED

AMENDMENT 13
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That the word "adoption" in the second paragraph be replaced with "for council consideration".
CARRIED

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

E. REPORTS TO COUNCIL

3. Project Black Feather
Report 26-23
File CPP LSP00004

Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council authorize the Mayor to send a letter to Public Safety Canada and related Federal and Provincial Ministries supporting ongoing annual funding in the amount of $200,000 to support Project Black Feather.
CARRIED

4. Tenant Relocation Policy
Report 26-24
File CPP LSP00004

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council endorse the draft Tenant Relocation Policy presented substantially in the form provided as Attachment A to this report.

DEFERRAL
Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That the motion be deferred to the March 23, 2026 Regular Council meeting.
CARRIED

5. Telecommunication Tower Application No. 000022
(Rogers / Cypress Land Services / 5100 Block of 248 Street)
Report 26-25
File CD 11-02-0072

Moved by Councillor Richter,
Seconded by Councillor Whitmarsh,
That Council advise Innovation, Science and Economic Development Canada that it does not object to Cypress Land Services's application to construct a 15.05 m (50.85 ft) high telecommunication tower and accessory compound in the 5100 Block of 248 Street.
CARRIED

F. BYLAWS FOR FIRST AND SECOND READING

1. Official Community Plan Amendment and Rezoning Application No. 100310 (Marziale / Zaitsoff / 8080 and 8126 – 197 Street) Bylaw No. 6194 Bylaw No. 6195 Report 26-21
File CD 08-27-0081

Moved by Councillor Pratt,
Seconded by Councillor Ferguson,
That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Latimer Neighbourhood Plan) Bylaw 2015 No. 5101 Amendment (Marziale / Zaitsoff) Bylaw No. 6194 and Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Marziale / Zaitsoff) Bylaw No. 6195 rezoning 1.6 ha (4.0 ac) of land located at 8080 and 8126 – 197 Street to Comprehensive Development Zone CD-131 to facilitate development of approximately 71 townhouses, subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. A Servicing Agreement being entered into with the Township to secure required road and utility upgrades and extensions in accordance with the Township's Subdivision and Development Servicing Bylaw including Water Sustainability Act (WSA) approval as required.
2. Provision of road dedications, widenings and necessary traffic improvements in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Latimer Neighbourhood Plan.
3. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
4. Provision of a final tree management plan incorporating tree retention, replacement, protection details, and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection).
5. Final approval of the of the Streamside Protection and Enhancement Area report, including acceptance of the streamside enhancement plans, fencing, signage and security.
6. Registration of restrictive covenants acceptable to the Township:
    a. restricting development until a Development Permit is issued for the site
    b. restricting development until identification of area for on-site storm water detention facility providing volume and release rate to the acceptance of the Township
    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

F. BYLAWS FOR FIRST AND SECOND READING

Servicing Bylaw (Schedule I – Tree Protection) is accepted by the Township

d. identifying the units (5% of townhouse units) required in accordance with Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan
e. establishing and protecting Streamside Protection and Enhancement Areas in accordance with Schedule 3 of the Township's Official Community Plan and the Latimer Neighbourhood Plan
f. prohibiting parking on internal strata roadways (other than in clearly identified parking spaces).

7. Registration of an access easement over 8080 and 8126 – 197 Street for the purpose of future access for 8042 – 197 Street to 197 Street.
8. Compliance with the Willoughby Greenway Amenity Policy and 5% Neighbourhood Park Land Acquisition Policy.
9. As per the applicant's proposal in support of the proposed community and neighbourhood plan amendments and rezoning applications, provision of $2,324,464 as a voluntary amenity contribution.
10. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, Development Works Agreement (DWA) and Latecomer charges.

That Council consider that Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw No. 1998 No. 3800 Amendment (Latimer Neighbourhood Plan) Bylaw 2015 No. 5101 Amendment (Marziale / Zaitsoff) Bylaw No. 6194 and Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Marziale / Zaitsoff) Bylaw No. 6195 is consistent with the Township's Five Year Financial Plan as updated annually and with Metro Vancouver's Integrated Liquid Waste Resource Management Plan and Integrated Solid Waste Resource Management Plan, Housing Needs Report and with the consultation requirement of Official Community Plan Consultation Policy (07-160).

That Council authorize staff to schedule the required Public Hearing for Bylaws No. 6194 and 6195.
CARRIED

2. Small-Scale Multi-Unit Housing (SSMUH) Development Permit Area
Bylaw No. 6116
Bylaw No. 6117
Report 26-26
File CPP LRP00026

Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Small-Scale Multi-Unit Housing (SSMUH) Development Permit Area Designation) Bylaw No. 6116.

F. BYLAWS FOR FIRST AND SECOND READING

That Council authorize staff to schedule the required Public Hearing for Bylaw No. 6116.

That Council give first, second and third reading to Development Permit Delegation Bylaw 2016 No. 5246 Amendment (Small-Scale Multi-Unit Housing (SSMUH) Development Permit Delegation) Bylaw No. 6117.
CARRIED

MEETING RECESSED
The meeting recessed at 3:38pm.

MEETING RECONVENED
The meeting reconvened at 3:49pm.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

1. Langley 2026-2030 Five-Year Financial Plan Bylaw and Development Cost Charge Reserve Fund Expenditure Bylaw
Bylaw No. 6207
Bylaw No. 6206
Report 26-22
File FIN 1700-80

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council give first, second, and third reading to the Langley 2026 – 2030 Five-Year Financial Plan Bylaw No. 6207.

That Council give first, second, and third reading to the Development Cost Charge Reserve Fund Expenditure Bylaw No. 6206.

AMENDMENT 1
Moved by Councillor Baillie,
Seconded by Mayor Woodward,
That the Fire Life Safety Educator start date be set as September 1st, 2026, that the reduction in transfer to fire equipment replacement reserve for $75,000 be removed and a transfer of $25,000 be added to the Snow and Ice Removal reserve.
CARRIED

Councillor Kunst opposed

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

AMENDMENT 2
Moved by Councillor Baillie,
Seconded by Mayor Woodward,
That the capital request for $25,000 for Holiday Lights at Williams Park for 2026 be funded from Council Contingency.
CARRIED

Councillors Kunst, Martens, and Richter opposed

AMENDMENT 3
Moved by Councillor Ferguson,
Seconded by Councillor Pratt,
That the capital request for $21,000 for Marquee Tents and Side Panels be funded from Mayor's Contingency.
CARRIED

Councillor Martens and Richter opposed

AMENDMENT 4
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That $200,000 in Traffic Calming be approved for 2026, including the completion of 209A Street between 83rd Avenue and 84th Avenue, including the pedestrian crossing at 84 Avenue.

AMENDMENT TO AMENDMENT 4
Moved by Mayor Woodward,
Seconded by Councillor Pratt,
To be funded from the Capital Project Reserve.
CARRIED

AMENDMENT 4, AS AMENDED
The question on Amendment 4, as amended was called and it was
CARRIED

AMENDMENT 5
Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That sewer works servicing for the installation of washrooms at Aldergrove Athletic Park for the synthetic fields be funded with $425,000 from the Sanitary Sewer Operating Surplus Reserve.
CARRIED

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

Councillors Kunst, Martens, Richter, and Whitmarsh opposed

MEETING RECESSED
The meeting recessed at 5:59PM.

MEETING RECONVEINED
The meeting reconvened at 6:05pm.

H. BYLAWS FOR THIRD READING

1. Amenity Cost Charges Bylaw
Bylaw No. 6115
Report 26-207
File CPP LSP00007

Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That Council give third reading to the revised Amenity Cost Charges Bylaw No. 6115.
CARRIED

Councillor Baillie opposed

I. BYLAWS FOR FINAL ADOPTION

1. Official Community Plan Amendment and
Rezoning Application No. 100246 and
Development Permit Application No. 101460 and
Development Variance Permit Application No. 100156
(Qualico Communities / 20565, 20577, 20593,
20605 – 74B Avenue and 20560, 20572, 20596,
20608 - 76 Avenue)
Bylaw No. 5957
Bylaw No. 5958
Report 24-212
File CD 08-23-0220

Moved by Councillor Pratt,
Seconded by Councillor Rindt,
That Council give final reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Yorkson Neighbourhood Plan) Bylaw 2001 No. 4030 Amendment (Qualico Communities) Bylaw No. 5957, and

Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Qualico Communities) Bylaw No. 5958.
CARRIED

I. BYLAWS FOR FINAL ADOPTION

Development Permit No. 101460

Moved by Councillor Ferguson,
Seconded by Councillor Rindt,
That Council authorize issuance of Development Permit No. 101460 (Qualico Communities / 20565, 20577, 20593, 20605 – 74B Avenue and 20560, 20572, 20596, 20608 - 76 Avenue) in accordance with Attachment B subject to the following conditions:

a. Township 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 B” to the acceptance of the Township.
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. Obtainment of relevant senior government environmental regulatory agency approvals and/or submission of notifications and provisions of copies of approval/submissions to the Township.
e. Commencement of accepted streamside enhancement and restoration works within 30 days of SPEA disturbance.

CARRIED

Development Variance Permit No. 100156

Moved by Councillor Rindt,
Seconded by Councillor Pratt,
That Council authorize issuance of Development Variance Permit No. 100156 (Qualico Communities / 20565, 20577, 20593, 20605 – 74B Avenue and 20560, 20572, 20596, 20608 - 76 Avenue) in accordance with Attachment C subject to the following conditions:

a. Section 401.5 (3) – Siting of Buildings and Structures of Township of Langley Zoning Bylaw No. 2500 is hereby varied to reduce the minimum side lot line setback requirement for a detached garage abutting a lane from 1.5 m to 1.2 m on proposed Lots 31 and 32, indicated on “Schedule A”.
b. Section 401.8 – Subdivision Requirements (rear loaded lot) of Township of Langley Zoning Bylaw No. 2500 is hereby varied to reduce the minimum lot depth requirement on proposed Lot 31 from 28.0 m to 26.4 m, indicated on “Schedule A”.

CARRIED

J. ITEMS FROM PRIOR MEETINGS

1. Long-Term Fiscal Responsibility Plan

MOTION
Moved by Councillor Whitmarsh,
Seconded by Councillor Richter,
That staff be directed to develop a long-term fiscal responsibility plan to include:

- debt reduction targets and timelines,
- reserve replenishment schedule,
- revenue diversification plan, and
- a contingency plan for if development slows.

AMENDMENT 1
Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That “be directed to develop a long-term fiscal responsibility plan to include” be changed to “Report to Council with the potential process and funding that may be required to consider longer-term projections and schedules”:
CARRIED

Councillors Martens, Richter, and Whitmarsh opposed

AMENDMENT 2
Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That “reserve replenishment schedule” be changed to “target balances for applicable reserves, as may or may not be required”.
CARRIED

Councillors Martens, Richter, and Whitmarsh opposed

AMENDMENT 3
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That “revenue diversification plan” be changed to “revenue diversification options as other municipalities have explored”.
CARRIED

AMENDMENT 4
Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That “a contingency plan for if development slows.” be changed to "revenue implications for if development slows or future Council(s) decide to forgo amenity revenues.”
CARRIED

J. ITEMS FROM PRIOR MEETINGS

AMENDMENT 5
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That staff Report to Council with the following summaries:

(1) The Community Amenity Contributions forgone by not implementing a program until 2018, and a summary of the nature of the program implemented vs other alternatives that were not;
(2) The Development Cost Charges revenues forgone by not amending the program for a period of almost 10 years from 2011, with appropriate recommendations;
(3) Cost escalations related to 208 Street and other roadworks, significant capital projects and land acquisitions given multi-year delays by previous Councils; and
(4) Property tax increases from 2011 to 2026, relative to inflation.

CARRIED

Councillors Richter and Whitmarsh opposed

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

K. MAYOR AND COUNCIL REPORT

Councillor Martens reported that on February 28, 2026 the Coldest Night of the Year fundraiser was held, and they exceeded their fundraising goal. She reported that the senior girls basketball championship was held at the Langley Events Centre. The Langley Rotary Club hosted an International Women's Day event.

Councillor Baillie attended the Coldest Night of the Year. He also celebrated International Women's Day on March 8.

Councillor Ferguson attended International Women's Day at the Rotary Club. Highschool boys and girls basketball was held at the Langley Events Centre.

Councillor Kunst acknowledged International Women's Day and the women in her life. She also went to the Rotary Club's International Women's Day event.

Councillor Whitmarsh acknowledged the high school basketball team at the Langley Events Centre. He reported that the women's volleyball will be held at the Langley Events Centre on March 12. He also presented to a class at Trinity Western University with Councillor Baillie.

L. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

M. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM CLOSED MEETINGS

N. FOR INFORMATION

1. **Wi-Fi and Monitor for the Derek Doubleday Arboretum**
   Memorandum – Information Technology Division
   File 0710-01

2. **Aldergrove Community Centre Annual Pool Maintenance Shutdown**
   Memorandum – Recreation, Arts and Culture Division
   File 7900-30

3. **Joint School District No. 35 / Municipal Liaison Committee**
   Minutes – January 28, 2026
   File 0540-20

4. **Recreation, Culture and Parks Advisory Committee**
   Minutes – February 11, 2026
   File 0540-20

5. **Seniors Advisory Committee**
   Minutes – February 18, 2026
   File 0540-20

6. **World Parkinson's Day**
   File 0630-01

   Email received from Larry Gifford, President and Cofounder, PD Avengers, requesting the Township of Langley participate in "Spark the Night" on April 11, 2026 in recognition of World Parkinson's Day.

O. MOTIONS ARISING FROM INFORMATION

P. OTHER BUSINESS

1. **Field Washrooms at Aldergrove Athletic Park Synthetic Fields**

   Moved by Mayor Woodward,
   Seconded by Councillor Rindt,
   That Council directs staff to remove the existing "one pit latrine" between the existing synthetic fields at Aldergrove Athletic Park; and

   That staff replace it with one or more portable washrooms at the southern end of the eastern field until such time as the replacement accessible washrooms outlined within Report to Council 25-142 are completed.

P. OTHER BUSINESS

AMENDMENT
Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That the existing latrine between existing fields at Aldergrove Athletic Park be removed with funding of $20,000 from the facilities renewal reserve.
CARRIED

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

2. LMLGA and UBCM Conventions Council Member Attendance

MOTION
Moved by Councillor Pratt,
Seconded by Councilor Kunst,
That funding be provided to all Councillors that would like to go to UBCM and LMLGA through Council Contingency fund.
CARRIED

Mayor Woodward and Councillor Rindt opposed.

3. Closed Captioning at Council Advisory Committee Meetings

MOTION
Moved by Councillor Martens,
Seconded by Mayor Woodward,
That staff explore possible options to provide closed captioning or other improved accessibility in committee meetings.
CARRIED

Q. MOTION TO RESOLVE INTO CLOSED MEETING

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

Item A.1	-	Section 90(1) (n) Consideration
Item E.1	-	Section 90(1) (e) Property
	-	Section 90(1) (k) Negotiations
Item E.2	-	Section 90(1) (e) Property
Item G.1	-	Section 90(1) (k) Negotiations
Item I.1	-	Section 90(2) (c) Ombudsperson
Item I.2	-	Section 90(1) (k) Negotiations
Item I.3	-	Section 90(1) (k) Negotiations
Item I.4	-	Section 90(1) (e) Property

Item 1.5 - Section 90(1) (g) Legal
Item I.6 - Section 90(1) (a) Personnel
Item I.7 - Section 90(2) (b) Intergovernmental
CARRIED

R. TERMINATE

Moved by Councillor Pratt,
Seconded by Councillor Rindt,
That the meeting terminate at 7:19pm
CARRIED

CERTIFIED CORRECT:

Mayor

Township Clerk

Council Delegation Request

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

1 Delegate Information

Applicant/Organization name **Langley Community Action Team**			
Address FOIPPA s.22(1)		City **LANGLEY**	Postal code FOIPPA s 22(1)
Primary phone FOIPPA s.22(1)	Secondary phone	Email FOIPPA s.22(1)	

2 Council Meeting Information

Council meeting date
03/23/2026 **at 1:30pm**

3 Topic

Proposal for the creation of a permanent public memorial in Langley Township to honour those lost to toxic drug poisoning since 2016. The memorial is envisioned as a community space for remembrance, reflection, and healing, designed to be inclusive, accessible, and non-political. The delegation will present the importance of acknowledging this ongoing crisis, share the vision for the memorial's location, design, and symbolic elements, and request Council's support in principle, guidance on site selection, and potential collaboration with community members, families, and the City of Langley.

This presentation will also highlight the role of public memorials in validating grief, reducing stigma, and fostering community connection, and outline opportunities for ongoing community engagement and collaboration with artists and organizations affected by the crisis.

4 Additional Information

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

Desired resolution
Request Council's support in principle, guidance on site selection, and potential collaboration for a permanent public memorial to honour those lost to toxic drug poisoning.

Office use only	
☐ Approved ☐ Declined ☐ Other _____	☐ Applicant informed

SEE NEXT

Township of Langley
Legislative Services
20338 – 65 Avenue, Langley, BC V2Y 3J1 | 604-533-6003 | tol.ca

Council Delegation Request

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

1 Delegate Information

Applicant/Organization name			
Jaime Dickson and Dianne Kask			
Address FOIPPA s.22(1)		City **Aldergrove**	Postal code FOIPPA s.22(1)
Primary phone FOIPPA s.22(1)	Secondary phone FOIPPA s.22(1)	Email FOIPPA s.22(1)	

2 Council Meeting Information

Council meeting date
03/23/2026 **at 1:30pm**

3 Topic

Pedestrian Safety on 264th Street (Hwy 13) from 28th Ave to 32 Ave.
Jaime's son, James Dickson, was crossing 264th Street by Fraser Hwy with the traffic signal, in the crosswalk when he was hit and killed in November 2024. Greater safety has been requested for pedestrian's before and since that time. Still a lit pedestrian sign and flashing lights have not been installed. These are found in many areas of the Township in areas much less busy. There also, needs to be a barrier installed for pedestrian safety from 28th Ave. to 30A Avenue. Presently, there are no sidewalks in this area. Pedestrian safety is paramount and must be addressed. As MoTI policies and procedures, the Township needs to take the lead to install these safety features. Safety is the number one responsibility of municipal governments.

4 Additional Information

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

Desired resolution
The Township of Langley formally request the Ministry of Transportation and Infrastructure to allow the Township to install lit overhead pedestrian signs on all crosswalks at the intersection of Fraser Hwy and Hwy 13 also at the new traffic light being installed at 29th Avenue and 264th Street. Also, to have a barrier installed for pedestrian's to walk safely from 28th Avenue to 30A Ave. in the immediate future.

Also, plans should be made for a multi use path from 16th Avenue to Hwy 1.

Office use only	
☐ Approved ☐ Declined ☐ Other _____	☐ Applicant informed

SEE NEXT

Township of Langley
Legislative Services
20338 – 65 Avenue, Langley, BC V2Y 3J1 | 604-533-6003 | tol.ca

From: do_not_reply@notifications.tol.ca
To: legservicesinfo
Subject: Delegation Requests by Jag Sohi
Date: Saturday, March 07, 2026 6:02:44 PM
Attachments: JPEG.docx

Please note the following response to Delegation Requests has been submitted at Saturday March 7th 2026 6:01 PM.

- **I/we would like to appear as a delegation at the Council meeting on (at the 1:30pm Regular Meeting)**
  3/23/2026
- **Name of delegate or organization wishing to appear**
  Jag Sohi on behalf of 27A ave neighbourhood between 200-203 st
- **Topic**
  Allow Street parking on 27A ave
- **Purpose of presentation**
  Request letter of support, Other
- **for other, describe here:**
  authorization of street parking
- **Desired resolution**
  allow street parking of residents
- **Full name**
  Jag Sohi
- **Email address**
  FOIPPA s.22(1)
- **Address**
  FOIPPA s.22(1)
- **Primary Phone**
  FOIPPA s.22(1)
- **I would like to attach a presentation or additional information**

Original Letter that was sent to TOL

27A st Residents

200–203 Block of 27A Avenue

Township of Langley, BC

Contact person:

Jag Sohi FOIPPA s.22(1)

FOIPPA s.22(1)

Hirdejit Chahal FOIPPA s.22(1)

FOIPPA s.22(1)

Date: Nov11/2025

To:

Engineering Division

Township of Langley

20338 – 65 Avenue

Langley, BC V2Y 3J1

Subject: Formal Request for Review and Removal of “No Parking” Restrictions on 27A ave (between 200st-203st)

Dear Engineering Division,

We, the undersigned residents of [27A ave between 200-203st], respectfully submit this letter to formally request that the Township of Langley review the current “No Parking” restrictions in place on our street and consider their removal to allow for regulated on-street parking.

The existing restrictions have created ongoing challenges for residents and visitors, including limited accessibility, insufficient parking availability, and increased congestion on adjacent streets. Many of us rely on on-street parking for guests, deliveries, and daily use. The inability to utilize our street for parking has caused unnecessary inconvenience and diminished the overall functionality of our neighborhood.

We believe that [27A ave between 200-203st] has adequate roadway width and visibility to safely accommodate parked vehicles without obstructing traffic flow or emergency response access. Allowing controlled on-street parking would improve resident access, enhance community convenience, and make more efficient use of available public roadway space.

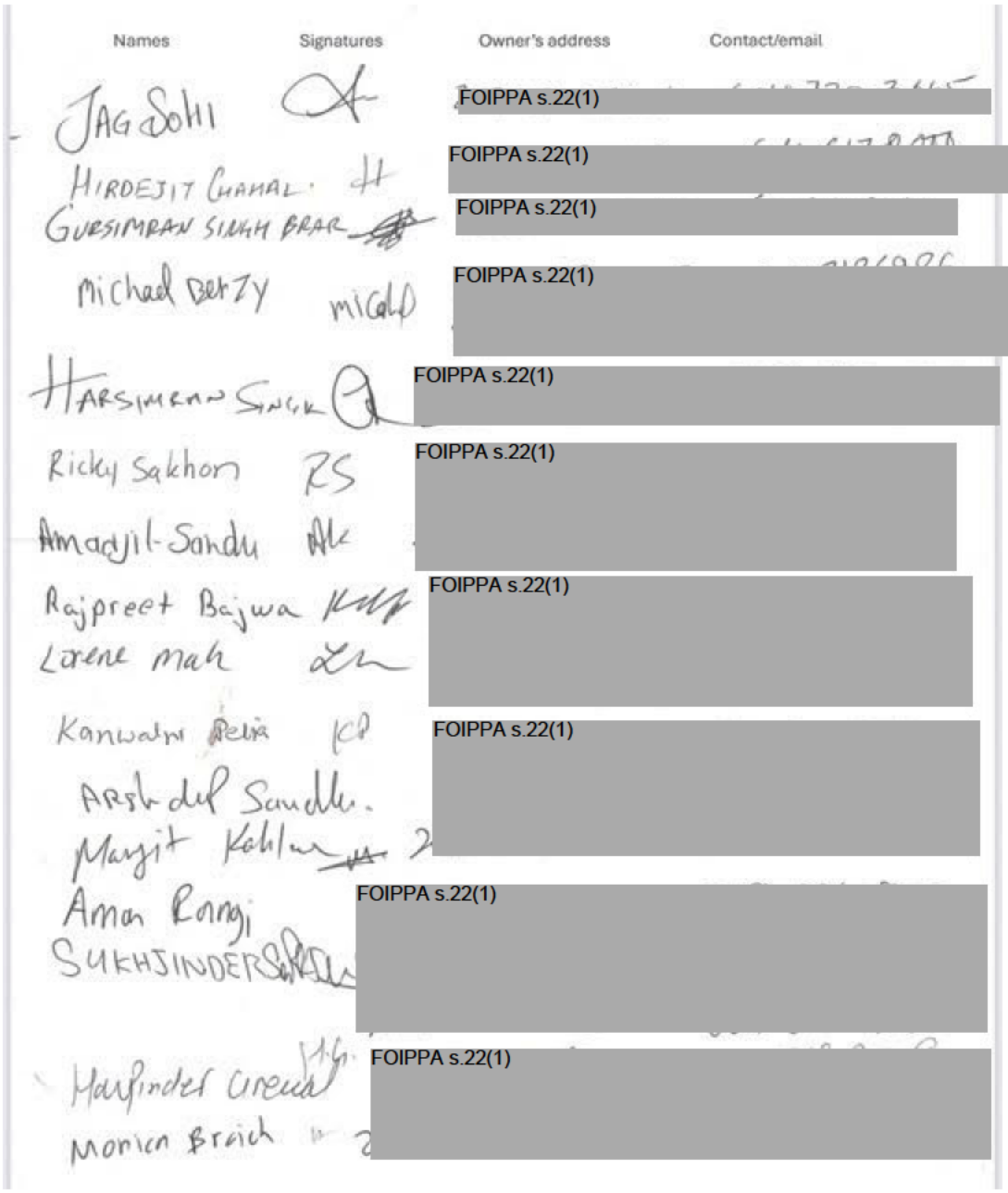
Accordingly, we kindly request that the Township conduct a formal review and site assessment to evaluate the feasibility of removing or adjusting the current “No Parking” designations. We would also appreciate the opportunity to meet or discuss this matter further with Township staff if required.

We thank you for your time, consideration, and continued commitment to serving the needs of Township of Langley residents.

Yours sincerely,

Residents of 27A ave 200-203 st

(Signatures of residents attached below)



RESPONS FROM ENGINEERING DEPT

Dear Residents of 27A Ave at 200-203 St,

Thank you for contacting the Township of Langley (the Township) regarding the No Parking signs on 27A Avenue between 200 Street and 203 Street.

Please note that 27A Avenue has been constructed to a half-road standard, with an edge-to-edge width of six (6) metres, as part of the development in this area to service the new properties. To maintain two-way traffic flow and ensure unobstructed emergency access for vehicles such as fire trucks, parking is currently restricted on both sides of 27A Avenue between the 20000 Block and 203 Street.

The Township strives to provide on-street parking whenever possible; however, our priority is to ensure safe movement of vehicles (especially emergency services), bicycles, and pedestrians. While street parking is valued by the public, we would like to emphasize that the Township has bylaws that require off-street parking spaces to be included in new developments. Front loaded properties with a two-car garage would typically have four parking spaces, sometimes more depending on the lot size.

In the future, when development occurs and the north side of 27A Avenue is widened, on-street parking may be accommodated. At that time, the Township will review and adjust the road configuration as appropriate.

Thank you again for sharing your concerns with us. Should you have further questions, please contact me through the Engineering Division at 604-533-6006 or enginfo@tol.ca.

Thank you and warm regards,

Vaughn Bakker, AScT | Engineering Technologist II

Transportation | Township of Langley

20338 – 65 Avenue, Langley, BC V2Y 3J1


202 St.
27 A Ave





Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	MARCH 9, 2026 - REGULAR MEETING	**REPORT:**	26-24
FROM:	COMMUNITY AND POLICY PLANNING DIVISION	**FILE:**	LSP00014
SUBJECT:	TENANT RELOCATION POLICY		

RECOMMENDATION:

That Council endorse the draft Tenant Relocation Policy presented substantially in the form provided as Attachment A to this report.

EXECUTIVE SUMMARY:

At the October 6, 2025 Regular Meeting, Council directed staff to report to Council with a draft Tenant Relocation Policy. The draft Tenant Relocation Policy (Attachment A) outlines tenant relocation and assistance requirements for property owners and expectations for tenants where the redevelopment of purpose-built rental buildings of five or more units is proposed. It does not apply to manufactured home parks governed by the *Manufactured Home Park Tenancy Act*.

The proposed policy outlines tenant relocation and assistance requirements for property owners proposing to redevelop purpose-built rental buildings. Support for tenants whose tenancy agreement is terminated due to redevelopment includes financial assistance, moving assistance, help with finding new housing and the right of first refusal to units proposed in the redevelopment.

The proposed policy aligns with Bill 16 (2024) that amended the *Community Charter* and the *Local Government Act*. The legislative changes enable local governments to provide tenant protection for those that may be impacted by redevelopment. The changes give municipalities the option to adopt Tenant Protection Bylaws (TPB). A Provincial Policy Manual on TPBs was released in March 2025.

The fundamental difference between the proposed Policy and a TPB is that a bylaw provides the legal authority for a municipality to list compliance with a TPB as a condition of a Tenant Protection Development Permit. In addition, a TPB can include enforcement options such as civil proceedings, prosecution under the *Offence Act*, ticketing for bylaw violations and enforcement via bylaw notice under the *Local Government Bylaw Notice Enforcement Act*.

PURPOSE:

This report responds to Council's direction for staff to report to Council with a draft Tenant Relocation Policy for consideration.

BACKGROUND/HISTORY:

At the October 6, 2025 Regular Meeting, Council passed the following resolution:

> *"That Council directs staff to Report to Council with a draft Tenant Relocation Council Policy for its consideration no later than the end of Q1 2026."*

DISCUSSION/ANALYSIS:

The Township currently has approximately 2,000 purpose-built rental units, of which 531 units (27%) were built before 1990, 88 units (4%) between 1990 and 2000 and the remaining 1,374 units (69%) since 2001. Purpose-built rental units were identified using mapping data and BC Assessment Actual Use Codes, which classify buildings by type.

The draft Tenant Relocation Policy (Attachment A) outlines tenant relocation and assistance requirements for property owners and specifies the kind of supports available to tenants whose tenancy agreement is terminated due to redevelopment. The policy establishes requirements for early notification, tenant support services, financial assistance, relocation planning and opportunities for tenants to return to redeveloped housing. Preparation of the policy has been informed by regional examples including nearby municipalities of Coquitlam and Surrey where purpose-built rental is being redeveloped. The main requirements of the policy are as follows:

- Criteria: The proposed policy applies to redevelopment resulting in demolition or partial demolition of a purpose-built rental building of five or more units and to any tenant who resides in a rental unit prior to the submission of a development permit or rezoning application. The proposed policy does not apply to manufactured home parks governed by the *Manufactured Home Park Tenancy Act*.

- Early Notification and Communication: The proposed policy requires early tenant notification and ongoing communication informing tenants of the development process and its timing as well as assistance in finding rental accommodation and relocation support. The communication plan is to be submitted at the time of application.

- Tenant Relocation Coordinator (TRC): A TRC must be appointed by the property owner as the key point of contact for tenants and the person responsible for managing communication, relocation support and record-keeping. A third-party TRC is proposed for large projects consisting of 50 units or more.

- Tenant Relocation and Assistance Plan: A Tenant Relocation and Assistance Plan is to be submitted with a redevelopment application and is to include tenant demographics, housing needs, compensation details, relocation support and reporting to the municipality. A final report is to be submitted prior to building occupancy to ensure completion of relocation and assistance efforts.

- Financial compensation is to be provided to each tenant based on length of tenancy and can be paid in a lump sum or installments, as follows:
  - 0 – 5 years: 3 months rent
  - 6 – 10 years: 4 months rent
  - 11 – 15 years: 6 months rent
  - 16+ years: 10 months rent

- Relocation and moving support: Support is provided through the TRC who is required to find at least three comparable local rental units within the same community as the existing rental unit, based on the Township's communities as defined in the Official Community Plan. Additional support includes:

- fixed moving payments based on unit size:
  - Studio / one bedroom: $1,000
  - Two-bedroom: $1,250
  - Three-bedroom plus: $1,500
- units with maximum rent that is no more than 10% above the Canadian Mortgage and Housing Corporation (CMHC) average rent for the applicable unit size in the Township of Langley or the Eligible Tenant's current rent, whichever is greater
- extra support for vulnerable tenants requiring and requesting additional assistance with appropriate non-profit housing providers, health service agencies, or social service agencies. Eligible Tenants requiring additional assistance may include, without limitation, low-income households, persons with a disability, seniors and recent immigrants.

- Right of First Refusal for displaced tenants to get priority to return to the new development at below-average market rent or purchase at a discounted price.

In 2024, the *Community Charter* and the *Local Government Act* were amended to provide an option for local governments to adopt Tenant Protection Bylaws (TPB). The proposed policy aligns with the legislative changes. A Provincial Policy Manual on TPBs was released in March 2025. TPBs do not replace or override the rights and responsibilities of landlords and tenants under the *Residential Tenancy Act* (RTA). The Residential Tenancy Branch (RTB) is responsible for resolving tenancy disputes under the RTA.

While most municipalities in the Metro Vancouver area have tenant relocation policies, some are considering replacing their policies with a TPB. Those with tenant relocation policies or bylaws include Burnaby, Coquitlam, Delta, District of North Vancouver, New Westminster, Maple Ridge and Surrey. The City of Surrey replaced its tenant relocation policy with a TPB in late 2025.

The fundamental difference between the proposed policy and a TPB is that the latter provides legal authority (by bylaw) for a municipality to list compliance with a TPB as a condition of a Tenant Protection Development Permit. In addition, a TPB can include enforcement options such as civil proceedings, prosecution under the *Offence Act*, ticketing for bylaw violations and enforcement via bylaw notice under the *Local Government Bylaw Notice Enforcement Act*.

Next Steps:

A checklist will be developed to assist in the administration of the Tenant Relocation Policy.

Respectfully submitted,

Aubrey Jensen,
MANAGER, STATEGIC AND SOCIAL PLANNING
for
COMMUNITY AND POLICY PLANNING DIVISION

ATTACHMENT A Draft Tenant Relocation Policy

ATTACHMENT A

Township of Langley

Est. 1873

COUNCIL POLICY

TENANT RELOCATION POLICY

POLICY NUMBER:
EFFECTIVE DATE:

1. Purpose

1.1. This policy outlines tenant relocation and assistance requirements for development applications proposing to redevelop multi-unit developments with five or more purpose-built units, where redevelopment results in demolition or partial demolition of the building containing a rental unit. This policy is not meant to replace or contradict requirements in the *Rental Tenancy Act* but provides extra support for purpose-built rental tenants.

1.2. Council will review redevelopment applications considering all relevant circumstances and encourage owners of multi-unit purpose-built rental developments to consider the following measures related to communication, relocation plans and relocation assistance when submitting a redevelopment application. Council may consider this policy and any other material it considers relevant to its decision on redevelopment of a multi-unit purpose-built rental building.

1.3. This Policy does not apply to:

1.3.1. Property governed by the *Manufactured Home Park Tenancy Act*.

1.3.2. Property owned or operated by a public housing body prescribed in the *Residential Tenancy Act* and its Regulations.

1.3.3. Non-profit housing co-operatives within the meaning of the *Cooperative Association Act*.

1.3.4. Property owned or operated by provincial, city, regional, or Indigenous government authorities.

2. Definitions

Applicant means owner(s) of purpose-built rental properties with five or more units with the intent to redevelop the property.

Comparable Unit means a Rental Unit with the same number of bedrooms as a tenant's existing Rental Unit with the requirements set forth in Section 7 of this Policy.

Eligible Tenant means a tenant household permanently residing in the purpose-built rental property with five or more units under application for redevelopment is eligible for financial compensation, assistance and right of first refusal, if such tenants occupied a unit prior to the Applicant submitting a Development Permit or Rezoning application to the Township. Tenancies starting on or after the Submission Date are governed solely by the Residential Tenancy Act.

Tenant Relocation and Assistance Plan means a completed plan for tenant relocation and assistance, as set out in Section 6 of this Policy.

Tenant Relocation Coordinator means a staff person employed or retained by the Applicant who is responsible for implementing the Tenant Relocation and Assistance Plan. This person should have the following skills and experience:

- knowledge of the rental housing market
- knowledge of Provincial housing programs
- may have experience working with people who are vulnerable or who may have complex needs

Submission Date is the date upon which the Applicant submits a full Development Permit or Rezoning application (whichever is first) to the Township. The Applicant is required to submit the details of the proposed Tenant Relocation and Assistance Plan to the Township on the Submission Date. Further guidance on the required submissions required at key points in the development application are provided in the addendum below.

3. Early Notification and Communication

3.1. Applicants are expected to inform Eligible Tenants of the plans for redevelopment as soon as possible. Initial notice to Eligible Tenants should consider:

3.1.1. Informing all occupants and tenants that an application has been submitted within one week of the submission of the application to the Township, and at least 60 days prior to the application being considered by Council, and including a tenant information package, containing the details of the Tenant and Relocation Assistance Plan.

3.1.2. Provide Eligible Tenants with updates no less frequently than every six months, starting from the provision of initial notice, and throughout the relocation and redevelopment process. Updates must include the following, as applicable:

- notice of Council meetings related to the application
- Public Hearing dates
- Council decisions regarding the application
- significant changes to the development process timeline
- any other information, record, or update that the Director of Community Development, determines may be relevant or applicable to the Eligible Tenant, having regard to this Policy

4. Tenant Relocation Coordinator

4.1. An Applicant must designate a Tenant Relocation Coordinator and ensure that the Tenant Relocation Coordinator implements the Tenant Relocation and Assistance Plan.

4.2. For redevelopments involving the demolition of fifty or more Rental Units, an Applicant must retain a third-party Tenant Relocation Coordinator unless otherwise approved by the Township, having regard to capacity limitations.

4.3. Throughout the redevelopment process, the Applicant must ensure that the Tenant Relocation Coordinator:

4.3.1. is available to answer questions by phone and email at regular and consistent hours, with prompt response times for emails and phone messages

4.3.2. maintains complete records of communication with Eligible Tenants

4.3.3. maintains complete records of compensation and relocation assistance provided to Eligible Tenants including options, offers and acceptances of alternate housing

5. Tenant Relocation and Assistance Plan

5.1. The Applicant of the purpose-built rental building subject to the redevelopment application is to provide a Tenant Relocation and Assistance Plan as part of their application for redevelopment which must consider and provide information to the Township for the following in relation to Eligible Tenants:

5.1.1. A demographic profile of tenants and occupants;

5.1.2. A survey of the housing needs of the Eligible Tenants including:

- unit size and bedroom count
- rental rates for each unit
- existing vacancy and occupancy rates
- number of tenants per unit (and number of pets if present)
- number of vulnerable residents
- length of tenancy for each tenant

5.1.3. communication of notices and information

5.1.4. proposed financial compensation

5.1.5. proposed relocation assistance

5.1.6. Right of First Refusal

5.2. An Applicant must provide the following to the Township regarding the implementation of the Tenant Relocation and Assistance Plan:

5.2.1. An interim tenant assistance and relocation report that complies with this Policy prior to Third Reading or issuance of Development Permit.

5.2.2. A final tenant assistance and relocation report that complies with this Policy prior to the building permit acceptance of final inspection being granted.

5.2.3. Any updated information and records required by the Director of Community Development or their authorized delegate, having regard to the information required pursuant to Section 5.1 of this Policy.

6. Financial Compensation

6.1. Applicants are expected to offer a compensation program for Eligible Tenants following the minimum requirements below. The length of tenure, which determines the amount of financial compensation, ends at the Submission Date. This compensation may take the form of free rent, lump sum payment, or a combination of both:

- 0 to 5 years = 3 months rent
- 6 to 10 years = 4 months rent
- 11 to 15 years = 6 months rent
- 16 + years = 10 months rent

7. Moving and Relocation Assistance

7.1. Moving Assistance

7.1.1. Provide fixed amounts of help based on unit bedroom count

- Studio / One bedroom = $1,000
- Two bedroom = $1,250
- Three bedroom plus = $1,500

7.1.2. Applicants should provide extra assistance to those with more complex needs (if agreed upon by the tenant) and can do so by directly booking with an insured moving company.

7.2. Relocation Assistance

7.2.1. The Tenant Relocation Coordinator must find three comparable units for each resident seeking new accommodation. Unless otherwise agreed between an Eligible Tenant and the Applicant, a Comparable Unit must:

- be in the same community as the existing rental unit defined as being:
  - within a three kilometer radius from the rental unit; or
  - within the same community, having regard to the Township of Langley's communities;
- have a maximum rent that is no more than 10% above the Canadian Mortgage and Housing Corporation (CMHC) average rent for the applicable unit size in the Township of Langley or the Eligible Tenant's current rent, whichever is greater; and
- meet the Eligible Tenant's needs including affordability, accessibility, household size and pet friendly accommodations.

7.2.2. An Eligible Tenant may request additional assistance. Unless otherwise agreed by an Eligible Tenant, an Applicant must connect Eligible Tenants reasonably requiring and requesting additional assistance with appropriate non-profit housing providers, health service agencies, or social service agencies. Eligible Tenants requiring additional assistance may include, without limitation, low-income households, persons with a disability, seniors and recent immigrants.

8. Right of First Refusal

8.1. The Applicant must provide tenants with Right of First Refusal to rent a unit in the redevelopment at no more than 10% below CMHC average rent for the Township of Langley, or opportunity to purchase at 10% below market price.

9. Approval History

Approved
Revised

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	MARCH 23, 2026 - REGULAR MEETING	**REPORT:**	26-28
FROM:	ENGINEERING DIVISION	**FILE:**	1855-35
SUBJECT:	2026 TRANSIT MINOR BETTERMENTS PROGRAM GRANT APPLICATIONS		

RECOMMENDATIONS:

That Council authorize an application to the Transit Minor Betterments Program for $100,000 of funding towards the Road Widening: 86 Avenue 200 Street to 202 Street project.

That Council authorize an application to the Transit Minor Betterments Program for $100,000 of funding towards the Road Widening: 208 Street 76 Avenue to 81 Avenue and Road Widening: 208 Street 81 Avenue to 84 Avenue projects.

ANALYSIS:

The Province of British Columbia, administered by the Transit Strategy & Policy Branch at the B.C. Ministry of Transportation and Transit offers the Transit Minor Betterments (TMB) Program. The goal of the TMB Program is to fund minor transit-supportive projects that improve the transit experience through improving safety, increasing ridership, and enabling accessibility. The program will contribute up to $100,000 of funding per application, and applicants may submit multiple applications. Applications are accepted on an annual rolling basis and will be accepted for the 2026-2027 intake starting on April 1, 2026, for projects completed before March 31, 2027.

Staff are proposing Road Widening: 86 Avenue 200 Street to 202 Street and Road Widening: 208 Street 76 Avenue to 84 Avenue projects for application submission, based on each project's alignment with the program's goals. The project on 86 Avenue includes improved access to the Carvolth Bus Exchange and improved safety and accessibility for transit users with the intersection improvements. The projects along the 208 Street corridor road widening include the construction of new bus pullouts and protected active transportation pathways to improve safety and transit ridership.

Financial Implications:

If both applications are successful, the Township will receive up to $200,000 in funding towards the projects' costs. These funds may reduce the Township's portion of approved expenditures on each project, depending on actual invoiced costs.

Respectfully submitted,

Karl Neufeld-Peters
MANAGER, ADMINISTRATIVE SERVICES
for
ENGINEERING DIVISION

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

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

Township of Langley
Est. 1873

REPORT TO
MAYOR AND COUNCIL

PRESENTED:	MARCH 23, 2026 - REGULAR MEETING	**REPORT:**	26-30
FROM:	COMMUNITY AND POLICY PLANNING DIVISION	**FILE:**	LRP00027
SUBJECT:	WILLOUGHBY COMMUNITY AND NEIGHBOURHOOD PLAN UPDATES		

RECOMMENDATION:

That Council direct staff to undertake public engagement on the draft Willoughby Community Plan, draft Willoughby Transit Corridor Plan, proposed policy and land use changes for a consolidated Gordon Neighbourhood Plan and draft Development Permit Guidelines for Transit-Oriented Development, presented in this report as Attachments A, B, C, D and E respectively.

EXECUTIVE SUMMARY:

This report presents the following draft plans and seeks Council direction to advance them to a next phase of public engagement during March and April 2026:

- draft Willoughby Community Plan (Attachment A)
- draft Willoughby Transit Corridor Plan (Attachment B)
- proposed policy and land use changes for a consolidated Gordon Neighbourhood Plan (Attachment C)
- draft Integrated Concept Plan and Land Use Plan for a consolidated Gordon Neighbourhood Plan (Attachment D)
- proposed Development Permit Guidelines for Transit-Oriented Development (Attachment E) for a new Development Permit Area (DPA) in the Willoughby Community Plan

Anticipated engagement topics will include the draft policies in the Willoughby Community Plan and Willoughby Transit Corridor Plan, proposed land use designations within future transit hubs and other plan areas, proposed land use and policy changes for a consolidated Gordon Neighbourhood Plan and development permit guidelines for transit-oriented development. Staff would report back to Council in May 2026 with a summary of community feedback and updated draft plans in the form of draft bylaws for Council consideration.

PURPOSE:

The purpose of this report is to present the draft Willoughby Community Plan, draft Willoughby Transit Corridor Plan, proposed policy land use changes for a consolidated Gordon Neighbourhood Plan and proposed development permit guidelines for transit-oriented development in Willoughby. This report provides a summary of each document and seeks Council direction to proceed to public engagement in March and April 2026.

BACKGROUND/HISTORY:

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

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

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

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

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

More detailed work was required at the Neighbourhood Plan level to consider the new directions from Council on July 21, 2025. Council endorsement of an updated timeline was requested by staff in September 2025 to inform work plans and resource allocation for the remainder of 2025 and early 2026.

At the September 15, 2025 Regular Meeting, Council considered Report 25-131 and endorsed an updated timeline for the OCP update. In accordance with this timeline, updates to the OCP and respective Community and Neighbourhood Plans pertaining to new provincial housing legislation were completed by year end 2025. Work on the Willoughby Community Plan update, new Willoughby Transit Corridor Plan and consolidated Gordon Neighbourhood Plan would be completed in March 2026.

At the November 3, 2025 Regular Meeting, Council considered Report 25-179 and gave first and second readings to the proposed Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (2025 OCP Update) Bylaw No. 6200. Council adopted Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (2025 OCP Update) Bylaw No. 6200 following the Public Hearing held on December 1, 2025.

DISCUSSION/ANALYSIS:

Willoughby Community Plan (1998)

The Willoughby area was designated for future urban growth in the first OCP adopted in 1979. Following the broad policy guidance in the OCP, the Willoughby Community Plan (WCP) was adopted in 1998. Over the past 28 years, this “greenfield” community has been planned and developed under a comprehensive policy framework including the OCP, the 1998 WCP and a series of 10 neighbourhood plans (NPs) between 2000 and 2025.

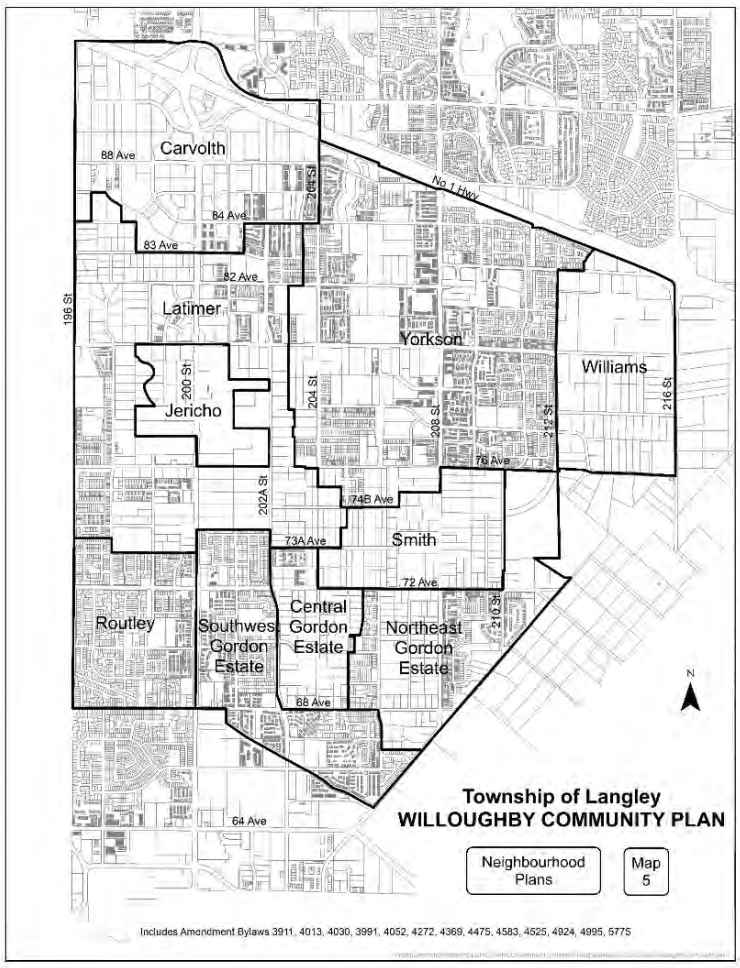


Figure 1 – NP Areas as defined in 1998 WCP (Bylaw No. 3800)

The defining character of Willoughby, as reinforced by the policies in the 1998 WCP, is the connectivity between the community and its natural landscapes. Natural corridors, wildlife habitat, green spaces and stream protection have contributed to the high quality of life in Willoughby.

Each of the established neighbourhoods is centred on a focal point, typically a school and park site. This development pattern promotes walkability for students, access to active recreation space and traffic-calmed local roads within neighbourhoods which may be bounded or separated by arterial roads. Some neighbourhoods include retail shops and service and a mix of housing types and densities. Higher density residential development is focused in the centre of the community near Willoughby Town Centre (southwest corner of 208 Street and 80 Avenue) and along major roads such as 200 and 208 Streets with lower density residential providing a transition to the Agricultural Land Reserve and adjacent rural areas.

The predominant development pattern in Willoughby over this period has been suburban in character with relatively compact ground-oriented and low-to-midrise development, mid-rise mixed-use development and Langley's first two residential high-rise towers in Carvolth completed in 2024. In 2025, the population in Willoughby was approximately 55,000, with a potential buildout population between 87,000 and 110,000 based on planned densities and building typologies.

WCP Update (2025-2026)

The WCP update was undertaken in tandem with the 2025 OCP update. It was guided by specific directions from Council in November 2024, July 2025 and September 2025 including potential consolidation of several NPs in Willoughby.

This process entailed a comprehensive review of each NP to determine how to improve consistency between plans with respect to terminology, definitions, density calculations, plan objectives and key land use policies. Other actions included deletion of any outdated policies, adding new policies to align with recent amendments to the *Local Government Act* (LGA) and reducing the number of individual land use designations.

The WCP update was also informed by the 200 Street 2040 planning study and community input from an extensive public engagement program (completed in 2024). 200 Street 2040 presented a vision and guiding principles for the transformation of the proposed 200 Street Bus Rapid Transit (BRT) corridor into a future transit-oriented community, with specific recommendations for transportation, open space and development – the three components of transit-oriented development (TOD) policy.

The draft 2026 WCP (Attachment A) constitutes a complete rewrite of the 1998 community plan. It establishes a new planning approach for the western portion of Willoughby that considers the proposed BRT corridor, more intensive TOD focused upon BRT station areas, continuing greenfield development, small-scale multi-unit housing (SSMUH) and future infill and redevelopment opportunities in established neighbourhoods.

The policy framework is founded on a set of guiding principles including the planning of high-density, mixed-use development at key nodes while maintaining the built form context and community character of Willoughby's established neighbourhoods. Significant redevelopment around some transit hubs may not be realized for more than 25 years given the relatively recent age of development in these areas.

At the neighbourhood level, the Smith, Williams and Yorkson NPs were updated in 2025 to align with provincial housing legislation and address minor housekeeping amendments to plan text and maps. These remain as stand-alone NPs guiding continued greenfield and future infill development.

The established policy frameworks within the seven remaining NPs have been updated and will be consolidated into two new neighbourhood-level plans as described below:

- The draft Wiloughby Transit Corridor Plan (Attachment B) includes the consolidation of the Carvolth, Jericho, Latimer, Routley and Southwest Gordon Estate NPs.

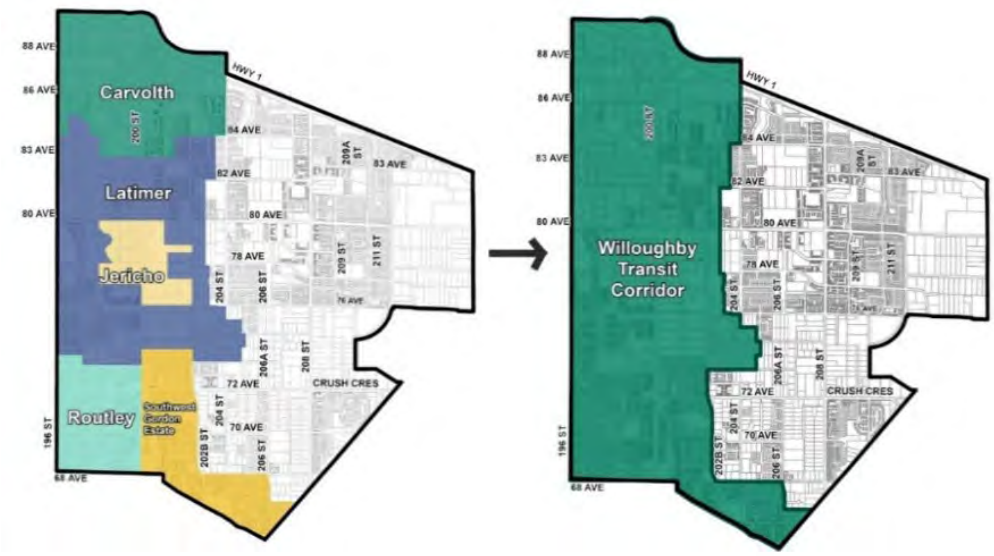


Figure 2 - Proposed Willoughby Transit Corridor Plan Boundaries (on the right)

- The Gordon NP will be created through the consolidation of the Central Gordon Estate and Northeast Gordon Estate Neighbourhood Plans (Attachment C).

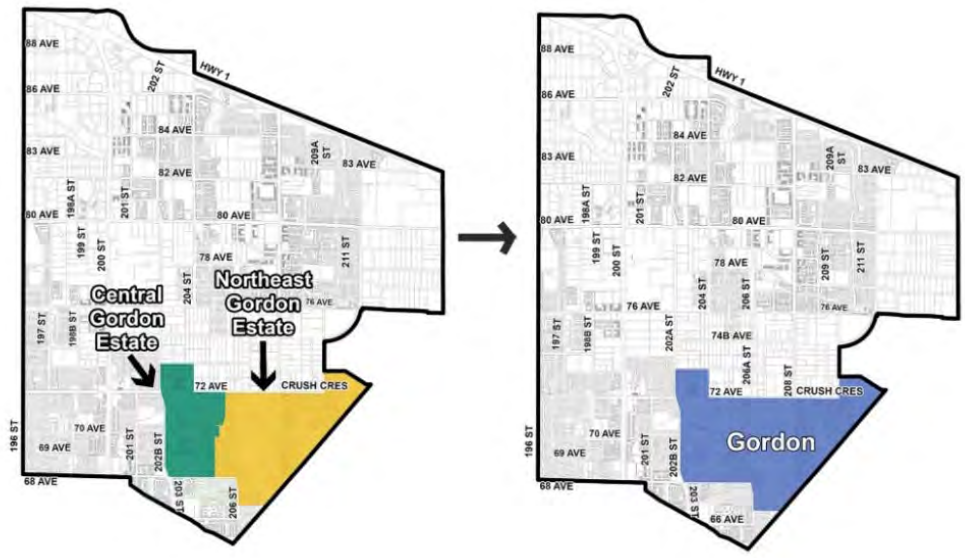


Figure 3 - Proposed Gordon NP Boundaries (on the right)

Willoughby Transit Corridor Plan (WTCP)

The proposed BRT service will connect the 200 Street corridor to regional transit services at Carvolth Transit Exchange and Willowbrook (SkyTrain) Transit Exchange (now under construction) and to the northern terminus of the BRT line in Haney Place, Maple Ridge. Rapid transit service will support a shift away from automobile-dependence and greater mobility options, the development of new transit hubs anchored by vibrant public spaces, parks and other amenities and the development of unique destinations along the transit network. Preparation of the draft WTCP has been guided by a future vision for the 200 Street corridor as endorsed by Council in 2024:

> *"200 Street will be a people-oriented community connector anchored by three distinct and vibrant urban villages with many live and work alternatives, surrounded by gathering spaces, nature and quality amenities and served by multiple mobility options."*

The WTCP (Attachment B) is a neighbourhood-level plan comprising a considerably larger land area created through the consolidation of five previous neighbourhood plans. It builds upon the policy foundation established under five existing neighbourhood plans: Carvolth, Jericho, Latimer, Routley and Southwest Gordon and more fine-grained planning for transit-oriented development focused on future transit hubs. It has been prepared in accordance with the provisions of the LGA and includes the following policy sections:

- Land use
- Mobility and transportation
- Public amenities and facilities
- Parks and open space
- Greenways
- Servicing and infrastructure
- Plan implementation

The WTCP uses a TOD methodology to achieve the vision for a sustainable transit-oriented community. TOD is the combined intentional planning of dense mixed-use development that is served by a network of frequent transit and walkable services with a high standard of design in a compact area. It promotes a community design that offers housing and transportation choices to residents that are convenient and affordable, within a high-quality urban environment.

It is currently anticipated that the BRT line will be centre-running along 200 Street with stations located in the middle of the road right-of-way at the 72, 76, 80 and 86 Avenue. Each of the five proposed BRT stations and surrounding land area provide an opportunity to establish a distinct transit hub where more intensive mixed-use development may be expected. Transit hubs will be situated within a 400m radii from each BRT station. The actual size and scale of each hub will vary depending on location, land availability, established land uses and feasibility of development. Each transit hub will incorporate public realm elements and amenities to support vibrant, livable, urban communities.

At this time, the proposed Langley-Haney Place BRT service is in the design stage and has not received final funding approval for construction. Further, the Province has not established any minimum densities for mandated Transit Oriented Areas (TOAs) based on BRT station areas. As part of the planning process for WTCP, the delineation of transit hubs and associated land use designations has considered:

- potential provincial requirements for TOA designations
- previous planning undertaken as part of the 200 Street 2040 study
- subsequent Council direction to consider the Province's (Category 2 – Tiers 4 and 5) Transit-Oriented Area definitions for land use planning around future bus rapid transit stations in the 200 Street corridor with support for a wider range of potential housing options and lower minimum densities
- a sensitivity analysis of the existing built form in Willoughby neighbourhoods
- the likelihood of higher density development under both greenfield and redevelopment scenarios

Accommodating future transit-oriented development within the Willoughby Transit Corridor requires a more precise planning lens that truly considers the differences between further greenfield opportunities and redevelopment potential in existing neighbourhoods. Much of the developed areas within Willoughby are not considered appropriate for redevelopment for at least another 25 years. These considerations are reflected in the proposed land use designations around future transit hubs (Map 2 – Land Use in Attachment B).

Gordon NP

In July and September 2025, Council directed staff to consolidate the Central Gordon Estate and Northeast Gordon Estate NPs into one NP as part of the ongoing WCP update. Specifically, the objectives for plan consolidation were to:

- simplify the regulatory framework withing these emerging neighbourhoods while supporting future greenfield and infill development
- align neighbourhood plan changes with the draft WCP
- explore opportunities for increased residential density

A comprehensive review of the existing NPs has been undertaken. A new plan document for a new consolidated NP is in process. Included as Attachment C is an outline of proposed changes to plan policies and land use designations for a consolidated Gordon NP along with a draft Integrated Concept Plan and Comprehensive Land Use Plan in Attachment D.

Development Permit Guidelines for Transit-Oriented Development

The existing NPs within the Willoughby Transit Corridor, particularly Carvolth, Jericho and Latimer, do consider the potential for taller buildings. However, they do not provide a robust policy framework or design guidelines to help shape the corridor's future as a transit-oriented community particularly with more intensive development envisioned in transit hubs around BRT stations.

The draft WCP provides a new planning approach for Willoughby that would fully leverage the investment in rapid transit and the accommodation of more intensive mixed-use development and taller buildings. Detailed land use policies for the corridor are addressed in the draft WTCP.

A key component of the planning process for Willoughby was the preparation of form and character guidelines for future transit-oriented development (Attachment E). These will be included in a proposed new Development Permit Area "P" within the WCP. These guidelines will provide a consistent framework for shaping the form and character of new development within the Willoughby Transit Corridor. They are intended to guide all residential, commercial and

mixed-use development from townhouse forms to mid- and high-rise buildings to ensure that future development along the corridor reflects the Township's vision for a transit-oriented, complete and livable urban community.

The draft guidelines (Attachment E) articulate a clear design vision and provide practical guidance for achieving high-quality development outcomes. The document is organized in seven sections as follows:

- Section 1 – Introduction
  - Provides guidance on how and where these design guidelines will apply and how they should be used by Township staff and the development community.

- Section 2 – Design Vision and Principles
  - Establishes the overarching design intent for the Willoughby Transit Corridor – i.e. a new transit-oriented urban heart for the Township that emphasizes livability, sustainability and streets scaled for people.

- Section 3 – General Residential and Mixed-Use Guidelines
  - Provides guidance that applies across all development types covering building massing, site design, streetscape integration, sustainability and interface with the public realm.

- Sections 4-7 – Typology-Specific Guidelines
  - Provides detailed direction for different building types including townhouses, low-mid rise buildings, high-rise buildings and buildings accommodating industrial and employment uses.

Community Engagement – Spring 2026

The WCP update, including preparation of the draft WTCP and consolidated Gordon NP, has been undertaken within the context of a broader OCP update which was completed in December 2025. Another key input into this current planning work was the 200 Street 2040 planning study which was undertaken from fall 2023 through spring 2024. In accordance with Township policy, this planning work has been informed by early and ongoing engagement.

Subject to further direction from Council, the next phase of community engagement will be undertaken during March and April 2026. Engagement topics will include the draft policies in the Willoughby Community Plan and Willoughby Transit Corridor Plan, proposed land use designations within future transit hubs and other plan areas, proposed land use and policy changes for a consolidated Gordon Neighbourhood Plan and draft development permit guidelines for transit-oriented development (Attachments A, B, C, D and E).

Engagement opportunities will include:

- online information on tol.ca
- public information displays at Civic Facility and Langley Events Centre
- two Public Open Houses:
  - Thursday, April 9, 2026 (4:00 to 8:00pm) at Yorkson Creek Middle School
  - Wednesday, April 14, 2026 (4:00 to 8:00pm) at Langley Events Centre
- online feedback through April 27, 2026

Intergovernmental Implications:

Upon Council direction to proceed to community engagement, the draft plans will be referred to external agencies for further review and comment.

Interdivisional Implications:

The draft Willoughby Community Plan, Willoughby Transit Corridor Plan, consolidated Gordon Neighbourhood Plan and proposed Development Permit Area and Guidelines for Transit-Oriented Development have been developed with significant input from a technical team of Township staff drawn from various divisions.

Respectfully submitted,

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

ATTACHMENT A	Draft Willoughby Community Plan
ATTACHMENT B	Draft Willoughby Transit Corridor Plan
ATTACHMENT C	Summary of Proposed Changes to Policy and Land Use Designations for Consolidated Gordon Neighbourhood Plan
ATTACHMENT D	Draft Integrated Concept Plan and Draft Land Use Plan for Consolidated Gordon Neighbourhood Plan
ATTACHMENT E	Proposed Development Permit Guidelines for the Willoughby Transit Corridor



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Willoughby Community Plan

Bylaw No.

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1. INTRODUCTION

1.1 PLAN INTENT

The planning framework in the Township of Langley is laid out in the Official Community Plan (OCP), which establishes the overall vision, guiding principles, and high-level policies for sustainable growth and development of the municipality. The OCP includes several component community plans which provide more detailed policies for specific areas. Willoughby is one of the urban communities in the Township.

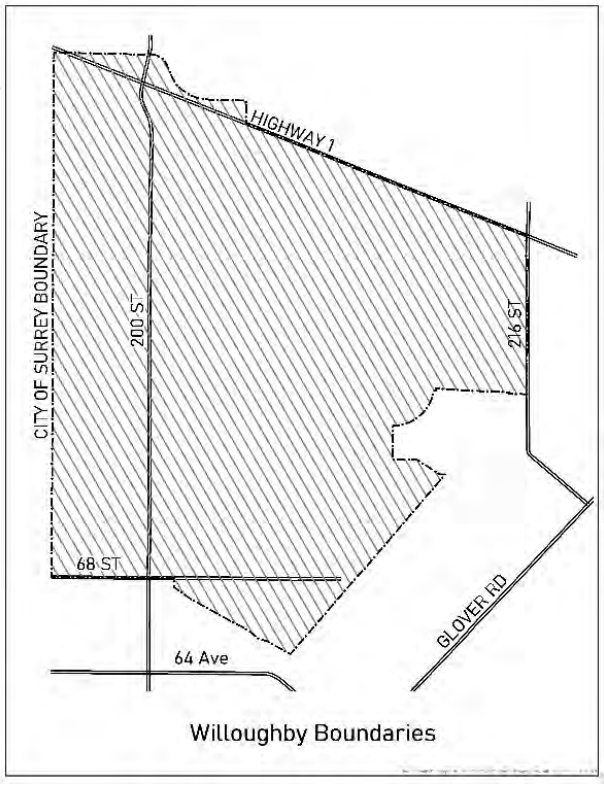
The Willoughby Community Plan (WCP) sets the vision, guiding principles, and policies that shape the growth and development of the area over the next 25 years. It provides an overall structure for the community and establishes policies for the community character, development pattern, land uses, open spaces, public amenities, environment, mobility and transportation, utilities and services.

The original 1998 WCP was designed to be implemented by 10 neighbourhood plans, which provided detailed policies and land use designations for each component neighbourhood.

In 2025, the WCP underwent a comprehensive update and restructuring, including the introduction of new policies to support future transit-oriented development, the consolidation of some neighbourhood plans to simplify the overall policy framework for future greenfield and infill development, and the preparation of a new Willoughby Transit Corridor Plan.

1.2 LOCATION AND CONTEXT

Willoughby is a large urban community on the western edge of the Township of Langley. Generally, it borders the City of Surrey (west), Highway 1 (north), the Trans Mountain pipeline right-of-way and 68 Avenue (south), and 216 Street and the Willowbrook Connector between 204 and 208 Street (east).



Willoughby has been developing from a rural “greenfield” area to planned neighbourhoods since the late 1990s. It is strategically located in the Metro Vancouver region, and its growth has been spurred, in part, by major transportation improvements, including the Highway 1 widening, expansion of the Port Mann Bridge, and construction of the Golden Ears Bridge.

200 Street is the primary north-south arterial through Willoughby, connecting to Highway 1 and the Golden Ears Bridge (north) and Highway 10 and Fraser Highway (south). In 2023, 200 Street was identified by TransLink as a priority rapid transit corridor due to its potential to support transit-oriented development and accommodate

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significant population growth. Similarly in 2023, Metro Vancouver adopted Metro 2050, which identifies 200 Street (section in Willoughby) as a Major Transit Growth Corridor.

1.3 HISTORY

Initial settlement of the Willoughby area is traced back to the First Nations people now known as the Sto:lo. The Coast Salish, including the Sto:lo used the Nicomekl and Salmon Rivers, to reach the salmon fishery. It is known that at the mouth of Yorkson Creek a Sto:lo village existed. However, no documented archaeological sites exist in this area.

Employees of the Hudson's Bay Company ("HBC") were the first European settlers in the Willoughby area. It is believed that some of the timber to build the fort in Fort Langley came from Willoughby. Land preemption began around 1877, with the first settlers arriving in the 1880s.

Shortly after, William Morrison preempted two 80 acre parcels adjacent to the HBC former farm. The first permanent Willoughby resident was Basil Brousseau Jr., who held 160 acres bounded by what is now known as 80 Avenue, 76 Avenue, 212 and 216 Street.

The subdivision of land continued through the 20th century, and some specialized agricultural operations began, largely poultry raising and beef cattle. Several locals worked in the logging industry in other parts of the region but cleared small acreage to build homes in Willoughby. Residents slowly began to take jobs in the Langley area as the local economy developed, turning Willoughby into a residential community.

Commercial and community activities were initially confined to Milner, the lowlands east of Willoughby. The first store opened in the 1920s at 208 Street and 83 Avenue. A post office was added in 1921. It was at this time, that the name "Willoughby" was suggested for the post office. The Willoughby Hall, also at 208 Street and 83 Avenue, was built in approximately 1924, though it was demolished and rebuilt in its current form in 1937, which then was rented as a school building. A one-room school was built in 1931 at 208 Street and 80 Avenue. In 1959, Anderson School was opened to serve residents of south Willoughby. Mountain Secondary School opened in 1977. Other community uses such as places of worship were also built to serve the local population.

Early planning limited roads and public utilities in the area. The municipality required that tax funds be raised within an electoral ward for services within that ward. This meant little could be accomplished, since only limited tax revenues could be raised locally. Thus, some roads were built along settled properties and then stopped abruptly. Names for roads initially reflected those of local settlers. Following World War I, many were renamed in honor of men who died in the War. In the early 1950s the current road numbering system was adopted, as an integrated way of numbering all roads in the Fraser Valley.

1.4 WILLOUGHBY COMMUNITY PLAN (1998)

The first WCP was adopted on May 4, 1998, to guide long-term growth and development. At that time, Willoughby was a predominantly rural area with a mix of farms, homes on acreages, and forested properties. Willoughby was designated an urban community in the OCP and was described as a major development area, given its extensive land base and situation within the Urban Containment Boundary (UCB), strategic location adjacent to the City of Surrey, and regional connectivity via the road network.

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The 1998 WCP established the vision and land use strategy that has shaped Willoughby into a vibrant, mixed-use community offering a high quality of life for residents, workers, and businesses. The original planning process, conducted in the mid-1990s, included extensive consultation with the public, stakeholders, and external agencies.

WCP was implemented through a series of policy documents, including ten (10) neighbourhood plans and associated Engineering Servicing Plans, which have guided growth in a structured and coordinated manner. The original neighbourhood plan boundaries were primarily based on catchment areas for stormwater drainage, a delineation approach that continues to influence planning processes in the area today. Utility servicing for the area was planned according to water servicing zones, dictated by topography and natural watersheds. Regional water supply and sewage transmission facilities, including the Metro Vancouver Barnston Island Main and Jericho Clayton Connector, as well as a South Surrey Interceptor from the Township pumpstation, allowed sufficient infrastructure to fully develop the Willoughby area. The phasing and capacity of station pumps dictated the densities and construction of each sub-area. The four key drainage areas in Willoughby are Nicomekl River, Latimer Creek, Yorkson Creek, and Salmon River.

Community Character

An objective of the 1998 WCP was to establish land use patterns and associated services that would not unduly compromise the ability to accommodate future uses. This led to a character that is defined by the connectivity between the natural landscape and the community. Natural corridors, wildlife habitat, green spaces, and stream protection have contributed to the high quality of life in Willoughby.

Each neighbourhood is centered on a focal point, typically a school and park site. This development pattern promotes walkability for students, access to active recreation space, and traffic-calmed local roads within neighbourhoods, which may be bounded or separated by arterial roads. Some neighbourhoods also include convenience shopping centres and a mix of housing types and densities. Higher density residential development is focused on the centre, near Willoughby Town Centre (southwest corner of 208 Street and 80 Avenue), and along major roads such as 200 and 208 Streets, with lower density residential providing a transition to the ALR and adjacent rural areas.

Population Growth

Many areas of Willoughby have been transformed, as large acreage properties have been redeveloped with dense, concentrated development of detached and multi-unit housing forms, particularly around Willoughby Town Centre. This development pattern has accommodated a significant portion of the new growth in the Township of Langley while preserving the rural nature of other areas. Over the past 35 years, Willoughby's share of the Township's population has increased from approximately 3% to 30%. The pace of growth in Willoughby has accelerated since 2010, and it is expected to remain the fastest growing urban area in the Township. The population of Willoughby has increased almost tenfold since 2011.

Housing Trends

From 1991 to 2011, residential development in Willoughby was dominated by single-detached homes on both large and compact lots. During implementation of the WCP, there has been a deliberate shift toward more compact housing forms to support transit-oriented and sustainable growth. By 2016, townhomes and multi-family apartments have become the predominant forms of housing, particularly in and around Willoughby Town

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Centre. In the past decade, apartments were introduced in Willoughby, and this housing typology is expected to continue to grow.

Demographics

Initially home to a predominantly European settler population, Willoughby has become more culturally diverse over the past two decades. English and French were once the only reported spoken languages in Willoughby, but as of the 2021 census, Korean is now the third most spoken mother-tongue language, followed by Mandarin and Punjabi. This trend reflects a growing immigrant population and the area's appeal to newcomers.

Employment and Local Economy

The 1998 WCP was predicated on the notion that the community be self-sustaining to the maximum extent possible, including the provision of significant employment opportunities for community residents. Business Park designations in Willoughby permit a mix of light industrial and service commercial uses, intended to support and be compatible with the surrounding neighbourhoods. In addition to business parks, institutional uses such as schools, libraries, recreation centres, and more conventional retail uses in pockets across the community also offer opportunities for local employment.

There are two regionally designated Employment areas in Willoughby that provide for industrial, commercial, and office uses: (1) in northwest Willoughby, at 200 Street and 80 Avenue, and (2) in the Williams neighbourhood west of 216 Street south of Highway 1.

In addition, the Business Park designation at Carvolth Exchange and mixed-use areas along 200 and 208 Streets are intended to provide workplaces within the community. A variety of industries are encouraged, ranging from specialty offices and high-tech industrial to service commercial. Incorporation of commercial and retail spaces near employment areas serves the employment base.

Parks, Open Spaces, and Community Uses

Since 1998, the Township has invested in the development of parks, greenways, trails, community centres, and libraries to support the growing population. Willoughby is served by a variety of sports facilities at the Langley Events Centre (LEC) and Willoughby Community Park. Willoughby is also served by the Muriel Arnason Library, located at the Civic Facility. Emerging needs have spurred the construction of the new Ice and Dry Floor Arenas facility at the LEC, Smith Athletic Park, Yorkson Community Park, and several other new facilities.

Environment and Watercourses

Throughout Willoughby's history, the natural landscape has played an important role in shaping the community and contributing to the overall ecosystem and watershed health in Langley and the region. Latimer and Yorkson Creeks are salmonoid-bearing streams. The streams in northwest Willoughby are important to aquifer recharge and groundwater and have provided stability for the surrounding areas as they have developed. Several woodlots, fields, and wetlands have served as habitats for wildlife and birds. The topography and drainage in Willoughby have directly influenced the siting and design of neighbourhoods.

A foundational component of the 1998 WCP is a strong connection to nature, protection of native species, and enhanced biodiversity. Environmental objectives and the conservation of natural assets were considered at the outset of the land use planning process. This included clear requirements for land dedications and design of a

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variety of greenway types such as creek greenways, street greenways, wildlife corridors, ecological greenways and a green buffer between urban and agricultural lands. Known as the arbour ribbon, this buffer is a linear, treed corridor and trail system between urban and agricultural lands. It runs along the eastern boundaries of the Williams and Gordon neighbourhoods abutting the Agricultural Land Reserve (ALR.) The arbour ribbon plays an important role in defining the urban edge, separating residential land uses from necessary activities in the ALR, and offering an active trail where residents can remain connected to Langley's farming heritage.

Throughout Willoughby, high-quality greenway amenities were planned and constructed in tandem with the development of new neighbourhoods.

Community Build-Out

Since the 1998 WCP was first adopted, several component neighbourhoods have been completed. Amendments have also been made during implementation due to a variety of factors, including shifts in housing demand, emerging building technologies, and new policies that have impacted development.

As of 2025, 53% of the original WCP land capacity has been developed. The 2025 population in Willoughby was approximately 55,000, with a potential buildout population between 87,000 and 110,000, based on planned densities and building typologies.

The respective neighbourhood plans range in age from one to 25 years, based on the date of adoption. The older plans are almost entirely built out, whereas developments in newer neighbourhoods such as Smith and Williams have not been substantially started.

A key consideration for the WCP update is sensitivity to the established built form context, thriving communities, and ensuring that future development is planned in a compatible, logical, and phased manner. Given the relatively recent age of Willoughby neighbourhoods, no significant redevelopment is anticipated for at least 25 years.

1.5 POLICY CONTEXT

The 1998 WCP, as well as the 2026 update, have been shaped by the overarching policy framework of the Local Government Act, Metro Vancouver Regional Growth Strategy, the Official Community Plan (OCP), and various other Township plans, policies, and strategies.

Local Government Act

In 2023 and 2024, the Province of British Columbia amended the Local Government Act (LGA) by passing four housing-related bills. These pertain to residential development (Bill 44), development finance (Bill 46), transit-oriented development (Bill 47), inclusionary and density benefit zoning bylaws and expanded authorities for works and services requirements (Bill 16). The 2026 WCP update is an opportunity to implement the Provincial housing legislation requirements and leverage new proactive planning tools for the Township of Langley to achieve the expectations in the housing reforms.

Regional Growth Strategy

In 2023, Metro Vancouver adopted *Metro 2050*, a Regional Growth Strategy (RGS). *Metro 2050* outlines a shared vision for managing the expected significant growth of the region over the next 25 years, with a focus on enhanced livability and sustainability. The Township of Langley is situated within the South of Fraser – East

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sub-region of Metro Vancouver and includes the cities of Langley and Surrey; this sub-region is anticipated to grow by over 100,000 people by 2050.

The RGS establishes an Urban Containment Boundary (UCB) that provides a stable, long-term area for residential, commercial, and industrial development, and reinforces the protection of agricultural, environmental, and rural areas. Willoughby is located within the UCB and most of which has a regional Urban designation, with some Employment areas near the Trans-Canada Highway.

Additionally, Willoughby contains the following regionally designated growth focus areas:

Frequent Transit Development Area (FTDA): The Carvolth FTDA is intended to foster a walkable, vibrant, mixed-use community that supports a range of services and amenities near housing and transit. Higher density forms of development and a high standard of urban design are expected here to create a transit-supportive community near the Carvolth Transit Exchange.

Major Transit Growth Corridor (MTGC): MTGCs within Metro Vancouver are designated for higher density residential, commercial, and mixed-use, transit-oriented development. They correspond with TransLink's Major Transit Network and are prioritized for transit investment. The MTGC in Willoughby is situated along 200 Street, extending approximately one kilometer on either side, and corresponds with the 200 Street Bus Rapid Transit service proposed by TransLink. The designation of MTGCs is intended to drive transit demand, maximize the effectiveness of regional transit investments, and contribute to building a connected network of complete communities across the region.

Urban Centre: Willoughby Town Centre is designated as an Urban Centre in Metro 2050. Urban Centres are intended to support focused, compact, and efficient growth, and are appropriate locations for major transit trip-generating land uses such as large commercial, office, retail, and institutional.

Official Community Plan (OCP)

In 2025, Township Council updated the OCP that provides a 30-year vision for growth and development in the Township as a whole. The OCP includes several high-level goals and policy directions that build upon the Sustainability Charter.

The OCP provides policy direction on land use, community structure, and neighbourhood design. The Willoughby area is located within the Urban Containment Boundary and is designated as primarily Urban with some Employment areas near the Trans-Canada Highway. Urban lands are intended for residential neighbourhoods and centres, supported by related commercial, institutional, recreational and park uses. Employment lands are intended primarily for industrial uses.

Other Township Plans and Strategies

The 1998 WCP and 2026 update have also been informed by several Township-wide plans and strategies and supports their implementation at the community level. Examples of these plans and strategies include the Age-Friendly Strategy, Climate Action Strategy, and Transportation and Mobility Strategy.

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1.6 PLANNING AND ENGAGEMENT PROCESS

The 2026 WCP update has included early and ongoing engagement with the community and input from industry, subject matter experts, neighbouring municipalities and other government agencies.

In advance of TransLink's proposed Langley – Haney Place alignment as a short-listed bus rapid transit (BRT) route in 2023, the Township began work on *200 Street 2040*, a comprehensive study of the 200 Street corridor as a future transit-oriented development area. Community engagement on the project included three public open houses, online surveys, stakeholder meetings, and facilitated discussions on key considerations. Input from this engagement program helped to inform a future vision for 200 Street and Willoughby as a whole.

In 2024, more focused engagement was undertaken as part of *LEC 2040,* a detailed visioning, feasibility study, and engagement process for the Langley Events Centre. This included community input into future land uses, building types and densities, urban design considerations, and public amenities. *LEC 2040* yielded a future development concept for transforming these lands into a mixed-use Arts, Sports and Entertainment District, anchored by the existing LEC and Willoughby Community Park.

In early 2025, the Township hosted four open houses for the Township Official Community Plan update, and opened an online feedback form to receive further comments. At each event, there was opportunity to provide input on the comprehensive update of the WCP. Two additional open houses were held in the spring of 2026, prior to finalization of the updated WCP.

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2. VISION AND GUIDING PRINCIPLES

An overriding principle of the 1998 WCP was to accommodate flexibility in land uses and associated services while achieving sustainability through responsible preservation of the natural environment.

At the community level, sustainability is promoted through a town centre that functions as a traditional, walkable downtown, and provision of community parks, high schools, civic uses, entertainment facilities, and a diversity of housing options, including homes in mixed residential-commercial developments. A key element in the design of Willoughby is the concept of maintaining or creating connectivity between green spaces, providing for natural wildlife corridors, and low-impact, active transportation options for people.

At the neighbourhood level, sustainable planning is established by delineating neighbourhoods that are scaled to support a variety of land uses, including an elementary school, neighbourhood parks with active facilities (often combined with a school site), local-serving shops and services, a variety of housing options, and potentially some employment opportunities. Neighbourhood centres are the focal points of each neighbourhood.

These key elements continue to form the “building blocks” for the 2026 WCP update, and for updating land use policies in anticipation of future rapid transit and transit-supportive growth.

2.1 NEW VISION FOR WILLOUGHBY

The 2026 vision for Willoughby advances the principle of sustainability by accommodating future rapid transit, and planning for more transit-supportive development near planned station areas along the 200 Street corridor and informing the consolidation of some neighbourhood plans. For neighbourhoods beyond the 200 Street corridor, the vision supports infill growth that complements the character and builds on the strengths established in Willoughby. Key elements of the vision include:

- A vibrant, amenity-rich, transit-served community
- A high-quality standard of living for residents
- A stable place for investment and local economic growth
- Walkable, urban villages
- Conserved natural assets
- A diversity of housing options
- Transportation infrastructure that supports walking, bicycling, public transit or other alternative forms of transportation.
- Respect for established neighbourhoods
- Leverage the potential of transit-oriented development to provide new services, amenities, housing, businesses, and public spaces

2.2 PLANNING PRINCIPLES

The policy framework for the Willoughby community plan is founded on a set of guiding principles that give directions to achieve the renewed vision:

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1. **Plan high-density, mixed-use development at key nodes.** Create a series of urban villages and community focal points by concentrating density and land uses around future rapid transit stations along 200 Street, and in key areas such as Willoughby Town Centre. Scale down density and intensity of activity to create an appropriate interface with existing, adjacent neighbourhoods.
2. **Maintain established neighbourhoods.** Willoughby is comprised of distinct and connected neighbourhoods, each with its own focal point, and contained within a boundary of arterial roads.
3. **Distribute diverse amenities.** A variety of public spaces, parks, commercial centres and natural spaces should be distributed among the neighbourhoods to maintain complementary identities and character and balanced access to services.
4. **Support active, multi-modal transportation.** Safe and comfortable greenways, trails, pedestrian and cyclist paths should link places within neighbourhoods and between different areas in the community.
5. **Protect streams, wetlands, and natural habitat.** Conservation of streams, trees, and wildlife habitat is critical for access to nature and other essential ecosystem functions that offer long-term benefits to humans and the environment.
6. **Respond to community housing needs.** Design policy to be responsive to different types of housing, specifically in transit-serviced areas. Retain the predominant urban fabric in built-out areas while allowing infill and promote development of a range of housing options for diverse households with different needs and preferences.
7. **Preserve and intensify employment lands.** Expand permitted uses and introduce flexibility in employment areas to adapt to the future of workspace needs, including new types of offices, manufacturing, and mixed commercial or light industrial uses. Ensure compatibility and appropriate interfaces of employment uses in mixed areas or within proximity to residential areas.
8. **Ensure human-scaled, high-quality development.** Provide clear development guidelines that support suitable and attractive architecture, streets, and public spaces.
9. **Respect the interface between Willoughby and the Agricultural Land Reserve.** Using appropriate buffering including an arbour ribbon and low-density residential properties with ample room for landscape screening, create a transition from rural to urban on the outer edges of Willoughby.
10. **Create a neighbourly interface with adjacent communities in Surrey.** Areas on the western edge of Willoughby should include functional links to Clayton and Port Kells (south of the freeway) in Surrey and be designed with compatible scale and land uses and consideration of the protection of watercourses and habitat situated along a shared municipal boundary.

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3. PLANNING FRAMEWORK

Based on the Complete Community framework established by the Metro Vancouver regional growth strategies (such as Metro 2040 and Metro 2050), the 1998 WCP and the Planning Vision and Principles (discussed above), the 2026 update structures Willoughby into four areas:

1. Willoughby Transit Corridor
2. Transit Hubs
3. Infill and Greenfield Areas
4. Special Opportunity Sites



3.1 WILLOUGHBY TRANSIT CORRIDOR

Transit-oriented development (TOD) is the planning of dense, mixed land uses that is served by frequent transit and active transportation networks. The result is a community where driving a private vehicle is an option, not a necessity. The Willoughby Transit Corridor will be multi-modal, transit-oriented, designed in a pattern of transit station areas. It will comprise a linear network of transit hubs and both local and regional destinations. While each hub will develop a distinct character, all will be unified through an overall corridor vision and urban design concept. With an emphasis on sustainability and transit-oriented development, each hub will be connected by greenways and multi-modal transportation options. In addition to moving people, 200 Street is a critical corridor for the movement of goods and services.

3.2 TRANSIT HUBS

Under the principle of TOD, the most intensive mixed-use developments (highest densities, tallest buildings, and range of uses) should be located in close proximity to convenient transit and active transportation hubs, typically within 200 metres or a five-minute walk from proposed transit stations. The form and intensity of development would decrease with distance from a transit station, to provide an appropriate interface with the established built form character of surrounding neighbourhoods. Each transit hub will become the social, economic, and mobility focus for the surrounding area and may offer unique destinations such as commercial or employment focus or residential components, or special districts such as the Arts, Entertainment, and Sports District at the Langley Events Centre.

3.3 INFILL AND GREENFIELD AREAS

East of the Willoughby Transit Corridor, the neighbourhoods of Gordon, Smith, Williams and Yorkson will experience continued greenfield development. These areas will retain a ground-oriented and low to mid-rise building form, and the traditional character of residential areas anchored by a combined school and park site, and mixed-use nodes for local retail and services. Consideration will also be given to infill development such as

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potential densification of remaining sites where an identified housing need could be met, in a manner that is sensitive to the adjacent built form context.

3.4 SPECIAL OPPORTUNITY SITES

Special opportunity sites are comparatively large infill parcels or assembled sites (of at least 2 hectares or 5 acres in size) that could accommodate multiple buildings within a unique “district”. Consideration may be given to a plan amendment to accommodate projects that meet defined housing needs in the community or achieve other planning objectives such as the provision of significant community amenities or affordable housing opportunities. Development proposals on such sites should be supported by a comprehensive development plan.

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4. LAND USE

Land use designations and policies help to achieve the overall vision of the Community Plan by identifying the intended use of land. They are intended to guide development of the Willoughby community over the next 20 to 25 years by providing for uses such as residential, commercial, mixed residential-commercial, business park, institutional uses, schools, as well as parks and open space. The land use designations are shown on Map 1, Land Use Plan.

More detailed land use policies are outlined in the Gordon, Smith, Williams and Yorkson Neighbourhood Plans and the Willoughby Transit Corridor Plan.

4.1 RESIDENTIAL

Willoughby has several residential and mixed-residential designations that are shown on Map 1, Land Use Plan.

General Residential Policies:

1. Rear-lane access is required for all detached, low density, and small-scale multi-unit housing developments. Exceptions shall be considered along local roads; front access will be considered if topographic or other site constraints make rear lane access difficult to achieve.
2. A variety of housing tenures, including rental, leasehold, and ownership, is encouraged to provide options for different household needs.
3. A variety of housing unit types and sizes, including number of bedrooms and floor layouts, is encouraged to provide options for different household needs.
4. Innovative and efficient building design, building siting, and built forms are encouraged to optimize and preserve green space and retain trees on development sites.
5. Seniors' housing facilities (e.g. community care facilities, assisted living residences, and supportive housing) are permitted in any residential land use designation, subject to the facility being consistent with the policies specific to that land use designation.
6. Zoning-compliant accessory home occupations, including in-home daycares, are permitted in residential areas.

4.1.1 Residential

The Residential designation is intended to provide for conventional, compact, ground-oriented, single-unit housing and opportunities for gentle infill with small-scale, multi-unit housing (SSMUH). This will enable the opportunity for a variety of housing forms, including detached and attached units and offer diversity and choice to households with different needs.

Policies:

1. A range of housing that fits within the scale, character, and form of ground-oriented residential neighbourhoods is permitted in Residential areas.
2. SSMUH entitlement is conditional on meeting servicing requirements in the Subdivision and Development Servicing Bylaw No. 5382, as amended.
3. SSMUH development may also be subject to a form and character development permit.

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4.1.2 Medium Density Residential

The Medium Density Residential designation includes townhouses, rowhouses, and low-rise apartment buildings up to 6 storeys. Specific densities, dwelling types, and building heights are identified in respective neighbourhood plans. Live-Work development shall be considered in this designation to include opportunities for residents to work in their dwellings while providing additional services within neighbourhoods. Specific locations for Live-Work developments are detailed in neighbourhood plans.

4.2 MIXED USE

Willoughby has several mixed commercial-residential designations that are shown on Map 1, Land Use Plan.

4.2.1 Neighbourhood Mixed Use

The Neighbourhood Mixed Use designation includes a mix of commercial, multi-family residential and/or institutional uses. They intend to serve local neighbourhoods and provide walkable shopping hubs within a 10-minute walkshed from residential areas. Specific uses and densities will be specified in neighbourhood plans.

4.2.2 Transit Oriented Area

The Transit Oriented Area designation applies to all lands located within a 400-metre radius of future rapid transit stations, which are intended to develop as future transit hubs, where the highest development densities and tallest building heights within Willoughby are anticipated.

Transit Oriented Areas accommodate four principal land use designations, as articulated in the Willoughby Transit Corridor Plan:

Land Use	Distance from Bus Rapid Transit (BRT) Station	Floor Space Ratio (FSR)			Base Building Height (Storeys)
		Base	Bonus	Maximum	
High Density Mixed Use	≤ 200 metres	4.0	4.0	8.0	12
High Density Employment	≤ 200 metres	4.0	4.0	8.0	12
Medium Density Mixed Use	201 - 400 metres	3.0	3.0	6.0	8
Medium Density Employment	201 - 400 metres	3.0	3.0	6.0	8

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Policies:

1. The High Density Mixed Use designation is intended to promote transit-oriented development, and direct more intensive mixed use development to transit hubs. General land uses include residential, commercial, institutional, and community use.
2. The Medium Density Mixed Use designation provides for a transition between higher density transit-oriented development around BRT stations, and existing lower density residential neighbourhoods, while supporting a vibrant, walkable, transit-served community. General land uses include a mix of residential, commercial, institutional, and community uses such as recreation, community, and cultural centres.

3. The High Density Employment designation pertains to lands located within 200 metres of future rapid transit stations, having a regional Employment Lands designation per Metro Vancouver's RGS. The mix of uses supports the economic vitality of the Township and region.
4. The Medium Density Employment designation applies to lands having a regional Employment Lands designation per Metro Vancouver's RGS, located within 201 - 400 metres of future rapid transit stations. The mix of employment uses in this designation is intended to support businesses that may require greater floorspace or less employees per square metre than in high density mixed employment areas.
5. Pending adoption of an Amenity Cost Contribution (ACC) Bylaw, and for applications which are not subject to the ACC Bylaw, the height and density bonus provisions within the Transit Oriented Area designation would be implemented through the use of inclusionary and density benefit zoning as provided under the Local Government Act. In the absence of an ACC Bylaw, the Interim Policy Regarding Community Amenity Contributions (Council Policy 07-170) would apply.

4.3 TOWN CENTRE

The Willoughby Town Centre is intended for a wide variety of land uses, accommodating a diverse range of functions, including a mix of residential uses, retail, and major community facilities. The Town Centre offers an opportunity to integrate the functions of living, working and playing in a compact, readily accessible area. It is intended that major commercial uses and high density housing have convenient access from 208 Street and 80 Avenue.

Policies:

1. Within the Town Centre area, favourable consideration will be given to mixed-use development, and innovative design that creates a functionally strong downtown for Willoughby.
2. To create an urban environment in the Town Centre, large parking lots and large building setbacks from major roads are discouraged.
3. Development of detached homes in the Town Centre, unless clustered to accommodate green space, is discouraged.
4. Every effort is to be made to orient new community facilities such as major municipal parks, libraries, museums, community centres, recreation facilities and entertainment complexes within or adjacent to the Town Centre area.
5. Pedestrian-friendly connections should be provided within the Town Centre and to adjacent neighbourhoods and community green spaces.

4.4 GATEWAY

The Gateway designation applies to lands near the 200 Street Interchange in the Carvolth Frequent Transit Development Area. It is intended for development of landmark buildings at a key entrance to the community. The Gateway designation is intended for a wide variety of regionally serving land uses, including hotels, offices, and retail commercial. Large format ("big box") retail commercial uses are not permitted. Maximum floor space for individual commercial units in the Gateway area will be more clearly defined in the Willoughby Transit Corridor Plan.

Due to the proximity to the 200 Street interchange, some lands in the Gateway designation have land use restrictions to limit vehicle trips. These areas are identified on Map 1 and can only accommodate development within the constraints outlined in respective restrictive covenants. High density mixed commercial-residential

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developments may be considered, subject to traffic impact analysis and approval by agencies such as the BC Ministry of Transportation and Metro Vancouver.

4.5 INSTITUTIONAL

In addition to lands specifically designated for Institution-only use, Institutional uses are permitted within any other land use designation in this plan, subject to applicable zoning regulations. Institutional uses include public education, library, hospital or healthcare uses, community or civic uses, government uses, and places of worship.

4.6 BUSINESS PARK

The Willoughby Community Plan is predicated on the notion that the community is self-sustaining to the maximum extent possible. This includes providing significant employment opportunities for community residents. Several business park areas are identified to permit a mix of light (low impact) industrial and service commercial uses, designed in such a way to be compatible with nearby residential uses.

The main Business Park areas are identified with proximity to 200 Street, one in Carvolth, west of 200 Street and another at the northwest corner of 200 Street and 80 Avenue. Detailed land uses are to be defined in the Willoughby Transit Corridor Plan. (At the December 15, 2025 Regular Meeting, Council directed staff to include these two Business Park areas as “Special Study Areas” as part of the Township’s submission of its Regional Context Statement of the Official Community Plan to Metro Vancouver Board. The Council direction indicates its intention to study and explore potential land use changes to these areas.)

The Williams Neighbourhood Plan provides specific policies for the Business Park area at the 216 Street Interchange of Highway 1.

4.7 SCHOOLS

Planned as the largest urban community in the Township, Willoughby has most schools in School District No. 35 (Langley). As of early 2026, Willoughby is home to 7 elementary schools, 2 middle schools and 1 secondary school, plus a joint campus of middle and secondary schools under construction.

Since the late 1990s, the Township and the Langley School District have collaborated to acquire and develop combined school-park sites in Willoughby to achieve time and cost savings while delivering modern classrooms adjacent to state-of-the-art sports facilities and community amenities. Most neighbourhoods in Willoughby were planned to have a combined elementary school and neighbourhood park, allowing students to live within walking distance of their school. There were requirements for developers to set aside land large enough to accommodate these combined facilities before development could start. These combined sites leverage cost sharing, maximize synergy and permit integration of educational and recreational activities.

Under construction in early 2026 and expected to open in September 2027, the middle and secondary schools in the Smith neighbourhood are located adjacent to the Smith Athletic Park, providing students easy access to three synthetic sports fields and other community amenities on 8 hectares (20 acres). Likewise, a Memorandum of Understanding (MOU) between the Township, the Langley School District and the Province of British Columbia has been signed. The MOU aims to accelerate the planning and delivery of a replacement Willoughby Elementary School at a new location, adjacent to Yorkson Community Park.

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The actual number, location, and grade configurations of new schools may change as the community develops.

In June 2024, the Langley School District approved its Long Range Facilities Plan (LRFP). The LRFP guides the School District capital development for the following 5 to 10 years (2029 - 2034), which includes 4 additional elementary schools (for a total of 11), 1 additional middle school (for a total of 4), and 2 additional secondary schools (for a total of 2) by 2034. With recent changes to the Local Government Act to require municipalities to allow Small-Scale, Multi-Unit Housing (SMMUH) and Transit-Oriented Areas, new schools will be required to support SSMUHs in Willoughby and high density mixed-use development along the Willoughby Transit Corridor. The Langley School District is prepared to undertake a process to update the LRFP and plan to accommodate the additional growth in students generated by these developments.

Also, the 2029 - 2034 LRFP suggests “the opportunity to investigate the possibility of introducing new elementary schools within the higher density building developments within this corridor.” Discussions between Township, School District and BC Ministry of Education and Childcare have begun to identify criteria for urban schools along the Willoughby Transit Corridor.

Policies:

1. Continue to build joint neighbourhood parks and elementary schools.
2. Collaborate with the Langley School District and the Province of British Columbia to identify and finalize criteria for the location(s), funding mechanism, and area standards for new urban schools within high density mixed-use developments along the Willoughby Transit Corridor.

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5. PARKS, OPEN SPACE AND GREENWAYS

Parks, open space and greenways play a vital role in shaping a complete community in terms of residents' physical, mental, environmental, social, and cultural well-being. Parks and open spaces also provide important habitat for urban wildlife and vegetation, including trees, which serve as a natural climate regulator, provide critical shade and cooling while supporting the mental health and well-being of residents through daily access to nature.

The WCP aims to protect, expand, and improve park land and open spaces to support the community's health, education, recreation, social connection, and cultural expression. The distribution of these spaces will be guided by current service levels, the location of both new and existing amenities, and the availability of services provided by other institutions that meet the community's social and cultural needs.

An extensive network of greenways was a cornerstone of the 1998 WCP. This greenway network includes Street Greenways, Enhanced Sidewalks, Creek/Trail Greenways, Green Links, Ecological Greenways, and the arbour Ribbon. The greenway network will continue to be built as development takes place.

5.1 PARKS HIERARCHY

Willoughby offers a range of parks and public places that serve different purposes. This hierarchy is important for ensuring that a mix of park and recreation spaces is provided. Parks and public spaces are categorized in three groups, as follows:

- **Community Park**: Community parks, for passive and active/athletic uses, are intended to serve an area equivalent to the catchment area of a secondary school and provide extensive activity areas and special recreational facilities. Community parks are typically 20 hectares (50 acres) or larger and have room for organized sports and recreation fields and facilities, as well as passive space and nature. Land acquisition and eligible portions of development of Community Parks are to be funded through Development Cost Charges.

- **Neighbourhood Park**: Neighbourhood parks are intended to serve an area equivalent to the catchment area of an elementary school and to provide for the athletic and recreational requirement of the neighbourhood. They often include sports and play areas for children and youth, sometimes include off-leash dog areas (when not adjacent to a school site), and passive areas. Neighbourhood parks are expected to be larger (over 3.2 hectares or 8 acres) when standalone but can be smaller (2 hectares or 5 acres) when adjacent to an elementary school (2 hectares or 5 acres) that also provides outdoor recreation space. Land acquisition of neighbourhood Parks is to be funded through a 5% parkland contribution. Eligible portions of development of Neighbourhood Parks are to be funded through Development Cost Charges.

- **Pocket Parks and Plazas**: Pocket parks and plazas are small-scale, local-serving outdoor spaces. Pocket parks are approximately 0.4 hectare (1 acre) in size and expected to be landscaped or open grass areas with children's play areas, and adaptable space to accommodate other programming. Plazas are typically hardscaped, often adjacent to new development, and create gathering and recreation areas in neighbourhood centres. Plazas are typically 0.1 to 0.4 hectare (0.25 to 1 acre) in size. Land acquisition of Pocket parks and plazas are to be provided through on-site dedication during land development, and/or the Willoughby Greenway Amenity Policy.

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In addition to the park hierarchy, new developments in urban areas is expected to provide private and semi-private amenity space. These include a variety of spaces, outlined in neighbourhood plans, including rooftop and podium decks, courtyards, community gardens, playgrounds, and urban nature spaces.

5.1.1 Park

The Park land use designation is critical to the preservation of park and recreation space in Willoughby as the community continues to grow. A network of different park sizes and types, connected by greenways, will improve the quality of life, health, and access to nature for Willoughby residents. In addition to the parks identified in Map 1, pocket parks and plazas are required on site-specific developments.

Policies:

1. A range of park sizes and types from passive, natural spaces to active recreation fields and associated amenities will be provided to serve local residents and provide destination parks for Township-wide users and visitors.
2. Integrate Park planning and design into broader community planning initiatives related to land use, residential development, transportation, and community amenity provision. Provide parks and plazas as part of new community facilities and ensure public use and access. These should connect to the proposed greenways or streamside setback areas.
3. Preserve significant tree stands and wildlife habitat, where possible.
4. Where possible, secure park space through acquisition or parkland dedication. Where Township acquisition of parkland is not possible, ensure park space is provided as privately owned public spaces.
5. Continue to apply the Willoughby Greenway Amenity Policy to fund the development of pocket parks and plazas.
6. Implement effective landscape design of parks and open spaces, such as use of native plants and climate appropriate species in park landscaping and apply Crime Prevention Through Environmental Design (CPTED) guidelines to enhance safety and comfort.
7. Continue to give due consideration to preserving land for open space in reviewing new development.
8. Improve existing neighbourhood parks for greater use through upgrades that consider active and passive park programming for all ages (e.g., paths and trails, seating and open space, playgrounds, off-leash dog areas, multi-use hard surfaces, spray parks).
9. Identify opportunities for tree plantings to provide shade and cooling through climate-adaptive planting to ensure future climate suitability and biological diversity and increase tree canopy to meet the Community Forest Management Strategy canopy cover target of 30% for urban areas.

5.1.2 Plazas and Public Squares

Plazas and public squares are designated areas for outdoor urban activities. They offer space and amenities for workers and residents in high density development such as those envisioned in the Willoughby Transit Corridor. They are designed to facilitate movement and interaction of people, especially at high volumes, including during peak commuting times or popular community events. Plazas and public squares often include amenities such as seating, landscaping, gathering spaces, wayfinding and other features. In addition to the following general policies, the Willoughby Transit Corridor Plan provides specific policies for the size and location of plazas and public squares.

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Policies:

1. Secure sites near future transit stations through parkland dedication or by requiring developers to provide Privately-Owned Public Open Spaces ("POPS") for plazas.
2. Require commercial retail or other active uses at grade for buildings framing plazas, greenways, and along the adjacent street edges.
3. Include natural elements such as trees to provide shade and cooling to reduce the urban heat island effect and enhance the green infrastructure network.

5.2 OPEN SPACE

Willoughby has over 350 acres of open space, including features such as wildlife habitats, streams and riparian areas, and detention ponds. These open spaces help define the character of Willoughby, offering residents a strong sense of place and connection to nature and contribute significantly to the ecological health of the community. The protection of these spaces is key to building Willoughby as a complete and sustainable community.

5.2.1 Open Space

The Open Space designation includes areas where no development is permitted, as they are intended for long-term natural conservation. These areas include wildlife habitats, streams and riparian areas, and detention ponds identified as having environmental sensitivity.

General Policies:

1. Maintain and increase total open space in Willoughby to provide ecological services.
2. Every effort should be made to preserve significant tree stands and wildlife corridors to accommodate wildlife and songbirds. Consideration will be given to development projects which include provision for significant preservation of forests and woodlots, and include, where appropriate, provision for storm water detention ponds.
3. Enhance safety and decrease disruption of wildlife during clearing and construction activity.
4. Maintain or increase the amount of green space that is in a natural or naturalized state. Natural areas provide greater ecological benefit than green spaces that are groomed.
5. Facilitate the connection and restoration of wildlife habitat, natural features, and environmentally sensitive areas to create a comprehensive network of wildlife corridors.
6. Encourage integration and connectivity, and provide low-impact, passive recreation opportunities within natural areas and adjacent to conservation areas, as shown on Map 4 where appropriate.
7. Explore opportunities to improve the retention and re-use of native soil, when appropriate, on development sites and particularly in new parkland or greenway amenity locations.

Wildlife Habitat Policies:

8. Integrate wildlife habitat protection efforts by collaborating with national, provincial, regional, and First Nation initiatives, and by incorporating them into other Township plans, policies, and programs.
9. Enhance wildlife habitat through appropriate choice of plant species, location and density of plantings, and minimization of hard landscape, where appropriate.
10. Maintain and enhance connectivity and reduce fragmentation of wildlife habitat by integrating areas such as wildlife tunnels, greenways, habitat patches and corridors.
11. Conceptual wildlife patches and corridors as shown on Map 4 may be further reviewed and refined as part of neighbourhood planning.

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12. Ensure design of existing and new habitat corridors, including greenways, to minimize disturbance of and danger to wildlife that may use the corridors. Corridor design shall consider:
    a. implementing contiguous pathways
    b. locating corridors away from roads and property lines, where possible
    c. reducing interaction between pedestrians and wildlife habitat, where feasible
    d. protecting wildlife habitat found on private lands
13. Ensure lighting designs for developments to minimize negative impacts on wildlife and nocturnal activities of local wildlife.

Streams and Riparian Area Policies:

14. Facilitate the protection and enhancement of streams and riparian areas, including the maintenance of fish passage in streams.
15. Require all developments to conform to the Streamside Protection and Enhancement Development Permit Area in the Official Community Plan.

Detention Pond Policies:

16. Require and maintain sufficient detention pond infrastructure as guided by Engineering Servicing Plans.
17. Landscape detention ponds with trees and plants, where possible.
18. Recognize detention ponds as critical utility infrastructure that require separate standards from publicly accessible open spaces.

5.3 GREENWAYS

A network of Greenways is planned in Willoughby to link parks, neighbourhoods, and destinations. Greenways form a critical pedestrian and cyclist network and may serve as linear parks in some areas. They range from hardscaped, tree-lined urban street greenways to forested trail network greenways providing opportunities to increase tree canopy and biodiversity. Greenways are critical elements that structure the urban form of Willoughby.

The Willoughby Community Plan Map 4 provides an overview of all greenways in the community, while the accompanying Neighbourhood Plans provide a more detailed breakdown of greenways by type and requirements. In general, greenways are to be funded through the Willoughby Greenway Amenity Policy (GAP), as amended.

The various greenway typologies in Willoughby include:

- **Street Greenways:** Broad, landscaped corridors along major roads that create a welcoming environment for walking and cycling. These greenways enhance connectivity by linking neighbourhoods with key community amenities, promoting active transportation, and supporting public health and safety. They offer tree canopy shade and cooling, act as traffic noise buffer, and provide a pedestrian safety barrier. Integrated into the public street network, street greenways form a continuous route through Willoughby, encouraging sustainable mobility and community interaction.

- **Enhanced Sidewalks:** Smaller greenways along non-major roads offer a pedestrian connection and boulevards for tree planting, and landscaping alongside shared space for a multitude of active transportation users.

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- **Creek/Trail Greenways:** Separate from the road network, these are recreational greenways that promote active transportation and access to nature from each neighbourhood. Creek or trail greenways are typically built into the parks and open space system. They also serve as wildlife corridors and enhance biodiversity.

- **Ecological Greenway**: The Ecological Greenway is a linear greenway having a minimum width of 30m. Between 202A Street and 210 Street and generally along the 77 Avenue alignment, the Ecological Greenway is built, providing a critical ecological linkage between the Nicomekl River watershed and the Latimer River watershed which drains into the larger Serpentine River watershed in Surrey.

- **Green Links:** Green links are pedestrian-priority or pedestrian-only mid-block connections with enhanced landscaping and street or sidewalk amenities. They are typically a combination of private and public space that interconnect trails, pathways, and parks, particularly smaller ones, with schools and larger greenways.

- **Arbour Ribbon**: The arbour ribbon is the linear treed corridor and trail system that runs along the eastern boundaries of the Williams and Gordon neighbourhoods abutting the Agricultural Land Reserve. This is an important buffer between urban and agricultural land uses, and it plays an important role in defining the edge of Willoughby. It is an active trail that provides a linear park function, where residents can maintain a connection to Langley's farmland heritage.

Map 4 illustrates specific areas with lands or buffers intended for future greenways, which are to be achieved using development permit guidelines, land purchase, or dedication.

<u>Greenways Policies:</u>

1. Develop a multi-use, contiguous greenway system as conceptually indicated on Map 4. Explore further greenway opportunities as part of neighbourhood planning processes. Require provision of greenways identified on Map 4 during development, by landowners, per the Willoughby Greenway Amenity Policy.
2. Connect centres, key destinations, and community facilities by greenways.
3. Integrate off-street greenways with on-street cycling routes (bike lanes, cycle tracks, multi-use paths).
4. Retain existing mature and significant trees within the greenway right-of-way, where possible.
5. Locate greenways adjacent to parks and plazas.
6. Promote the integration of pedestrian and cyclist amenities, including benches, bike racks, and waste bins along greenways.
7. Incorporate greenway designs with stormwater capture, detention, and release functions, where possible.
8. Limit driveway crossings over street greenways.
9. Design greenways to conform with Crime Prevention Through Environmental Design (CPTED) guidelines to enhance user safety and comfort.
10. Continue to establish an arbour ribbon along the urban-rural interface through the acquisition of properties or rights-of-way. The arbour ribbon would limit development along the urban-rural boundary, act as a buffer for agricultural uses, protect natural habitat, and offer passive recreational opportunities.
11. All new development should consider mid-block green link connections.
12. Required boulevard planting and provision of street trees along all roads as a component of all new development.

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6. COMMUNITY AMENITIES AND FACILITIES

Willoughby is rich in community amenities and facilities. While Willoughby is home to the Langley Events Centre (LEC) and major parks (outlined in Section 5, Parks, Open Space and Greenways), population growth is projected to generate additional demand for public amenities and programmable spaces. The Willoughby Transit Corridor, a major component of the new planning framework, will host high density, transit-supportive developments. High density often includes a variety of amenities to enhance the urban living experience and quality of life.

The proposed Amenity Cost Charges Bylaw No. 6115 includes a Convention Centre, Concert and Performance Hall, Ice and Dry Arenas (future phases), Smith Athletic Park (future phases), and Willoughby Community Centre (with planned aquatic facilities) as major amenities and facilities to be built as the community continues to grow. These proposed amenities and facilities will be built in addition to the following notable and existing ones:

- Fraser Valley Regional Library in the Willoughby Town Centre
- LEC - Willoughby Community Park, including key amenities such as:
  - sports fields, playgrounds, pickleball courts, bocce courts, tennis courts
  - indoor basketball courts, ice and dry arenas
  - outdoor Amphitheatre, picnic areas, spray park
  - indoor walking surface
- Smith Athletic Park and Soccer Campus
- Smith Reservoir Park
- Yorkson Community Park, including key amenities such as:
  - community garden, play area, pump track
  - concession
  - dog off-leash area, dog wash
  - grass fields, synthetic fields, ball diamonds
  - spray park

6.1 PUBLIC COMMUNITY FACILITIES

Policies:

1. Develop the planned Concert and Performance Hall at the LEC
2. Develop the Willoughby Community Centre (with planned aquatic facilities) in the Willoughby Town Centre
3. Build future phases of the Ice and Dry Arenas at the LEC and the soccer campus at Smith Athletic Park

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7. TRANSPORTATION AND MOBILITY

Transportation is a key component of a livable, connected, and sustainable community. The Willoughby Community Plan aims to facilitate a shift from suburban auto-orientation toward a more multimodal transportation system. The movement of goods and services must also be accommodated. This approach supports walking, cycling, public transit or other alternative forms of transportation, while aligning with the Township's broader sustainability objectives and mitigating traffic congestion.

The transportation network in Willoughby consists of several integrated systems, including roads, transit, greenways, and active transportation routes. Consideration should also be made for the 200 Street corridor which is part of the TransLink Major Road Network (MRN), a Major Arterial Road in the Transportation and Mobility Strategy, and a designated truck route that services both the Willoughby area as well as other areas of the Township. The following policies apply broadly across all modes of transportation and guide the development of a safe, inclusive, and sustainable mobility network in Willoughby:

General Transportation Policies:

1. Provide a fine-grained, multimodal road network that accommodates walking, cycling, vehicles, transit, and goods movement. Preferred block lengths may be considered in the neighbourhood plans.
2. Co-ordinate with the City of Langley, City of Maple Ridge, and City of Pitt Meadows to ensure an integrated and regionally consistent approach to the design and implementation of the 200 Street transit corridor, to ensure continuity across municipal boundaries.
3. Develop a comprehensive transition plan for the implementation of Bus Rapid Transit (BRT).
4. Co-ordinate a bus integration plan for Willoughby with TransLink to provide feeder transit routes into the future BRT stations and the Willowbrook SkyTrain Station.
5. Require robust Transportation Demand Management (TDM) strategies and measures as a part of all new developments to encourage transit ridership and support other modes of transportation such car-share programs and end-of-trip facilities.
6. Promote the implementation of curbside management strategies that prioritize transit, active transportation, loading, and micromobility needs.

7.1 ROADS AND CIRCULATION

A well-functioning street hierarchy of local, collector, and arterial roads is essential to support vehicle movement, local circulation, transit trips, and active transportation. The following policies aim to improve safety for all road users, enhance the functionality of the existing network, and minimize traffic impacts on local neighbourhoods.

Policies:

1. Provide mobility infrastructure for persons of all ages and abilities.
2. Enhance overall circulation and safety through identifying locations for traffic calming on local and collector roads in neighbourhoods, particularly around schools, parks, and areas with high pedestrian activity.
3. Prevent development of new cul-de-sacs that restrict the movement and circulation of pedestrians, cyclists, and vehicles. If site development necessitates the use of cul-de-sacs, then integrate pedestrian and cycling connections in place of a through street.
4. Ensure emergency vehicle access through the public road network.
5. Accommodate local deliveries within neighbourhoods.

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6. Ensure transit vehicles can navigate neighbourhoods in anticipation of future transit services.
7. Implement the recommendations and street classifications identified in the Transportation and Mobility Strategy.
8. Identify undeveloped or underdeveloped sites to prioritize grid formation and require new developments to dedicate roadways that complete this network and create urban block sizes.
9. Where applicable, require new developments in strategic locations to provide active transportation facilities, intersection upgrades, including full signalization, pedestrian crossing(s), roundabouts, or traffic calming measures as a condition of subdivision approval or building permit issuance in accordance with the Subdivision and Development Servicing Bylaw No. 5382, as amended.
10. Prioritize goods movement along 200 Street and maintain truck route standards. Develop a construction-phase plan to preserve truck access during BRT construction (led by Translink).
11. Ensure emergency vehicle access throughout the public road network
12. Develop pedestrian-oriented road sections along north-south local and collector roads east and west of 200 Street (particularly around 200A Street and 199 Street corridors) with wide sidewalks or multi-use paths and traffic calming measures.

7.2 PUBLIC TRANSIT

Willoughby is served by existing TransLink bus routes and contains the Carvolth Transit Exchange. Willoughby also contains a regionally-designated a Major Transit Growth Corridor on 200 Street, which sets an expectation for enhanced transit service, including Bus Rapid Transit (BRT) with reliable, fast, and frequent transit connecting south to the SkyTrain (Surrey-Langley extension of the Expo Line) and north to Maple Ridge. This network supports walkable, compact, transit-oriented development that allows transit riders to live and work close to the transit networks they rely on. The following policies aim to enhance transit service and infrastructure, support future rapid transit options, and ensure that new development is well integrated with the transit network.

Policies:

1. Continue to co-ordinate with TransLink regarding service expansion and improvement, especially the 200 Street corridor.
2. Integrate land use and transportation planning to ensure that future stations serve the highest concentrations of jobs, housing, and redevelopment potential.
3. Provide or require high-quality transit rider amenities at bus stops and stations including weather-protected, universally accessible transit shelters, seating, bike racks, waste receptacles, and wayfinding information.
4. Encourage public transit service expansion and more frequent service to areas in Willoughby beyond 200 Street as other neighbourhoods grow, and advocate for straightforward transit connectivity to BRT stations.
5. Work with TransLink on a bus integration plan for these anticipated transit services.

7.3 ACTIVE TRANSPORTATION NETWORKS

There is an opportunity in Willoughby to continue to build a high-quality active transportation network, including protected bike lanes, shared-use paths, sidewalks, and safe crossings. These networks are intended to connect residential neighbourhoods to key community amenities and destinations including schools, community and recreation centres, parks, and commercial centres, to enable local trips without the use of a personal vehicle. These facilities should be designed to serve people of all ages and abilities. The following policies aim to expand and improve bicycle, pedestrian, and micromobility infrastructure, enhance safety and comfort, and support integrated, multimodal travel throughout the community.

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Policies:

1. Implement safe and effective pedestrian and cyclist street crossings at frequent block intervals to promote walking and cycling. Provide mid-block crossings as necessary.
2. Integrate bicycle use in road designs (e.g. integrated, separated, multi-use paths, cycle tracks, or shared-use bike lanes and paved shoulders).
3. Require new commercial, multi-family, and institutional developments to include high-quality pedestrian and cycling infrastructure, including secure and weather-protected bike parking, end-of-trip facilities, and maintenance stations.
4. Encourage incentives for developments that provide cyclist-supportive features, such as bike repair hubs, showers, and lockers.

7.4 PARKING MANAGEMENT

Parking policies are intended to ensure a balanced supply of on- and off-street parking that supports sustainable transportation choices and aligns with transit-oriented development goals.

Policies:

1. Implement parking maximums and remove minimums for new developments within 400 metres of a BRT station, or in alignment with provincial Transit-Oriented Development Area guidelines if applicable.
2. Implement transportation demand management measures, such as shared parking or off-site parking provisions, to mitigate and manage parking supply efficiently.
3. Implement the recommendations of the Township Parking Study through neighbourhood plan policies and zoning.
4. Locate off-street parking underground for medium and high density residential, mixed use, and gateway uses. Where not feasible, parking should be concealed from view from arterial roads and public spaces.

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8. UTILITIES AND SERVICES

Willoughby has been built over the last 30 years. New municipal sewer, water, and stormwater infrastructure has been constructed in tandem with ongoing development. The intent of the Utilities and Services policies are to ensure long-term planning and provision of natural, enhanced and engineered infrastructure to support Willoughby as it matures as a major urban area in the Township.

8.1 STORMWATER

Rainwater runoff in Willoughby has the potential to impact groundwater levels, ponds and creek water levels, ditch water levels, and fish-bearing streams and riparian areas. Stormwater management systems are in place to mitigate the impacts of impervious surfaces that have changed the natural hydrologic cycle by infiltrating water when and where possible, and detaining water during larger storm events.

Stormwater Management Objectives

Risks associated with inadequate stormwater management involve increased flooding and stormwater runoff flows, deterioration of water quality, and impacts on fish habitat and natural ecosystems. The stormwater management objectives in Willoughby are to mitigate these risks.

Stormwater Runoff Control

Urbanization increases impervious surfaces, resulting in increasing stormwater runoff peak flows and volumes, unless measures are taken to reduce the impact. Mitigation strategies are implemented to better replicate the natural (pre-development) hydrologic cycle after development occurs. Stormwater detention ponds control increased flows by reducing post-development peak flows to pre-development levels, thereby reducing erosion and flooding potential. Detention ponds are supplemented by source controls such as infiltration galleries, rain gardens, swales, and permeable surfaces to reduce runoff volumes and improve water quality.

Green Infrastructure
Green infrastructure includes the natural, enhanced, and engineered assets that collectively provide ecosystem services. Natural assets (e.g. forests, wetlands, and soil), enhanced assets (e.g. urban tress, and bioswales), and engineered systems (e.g. green roofs and permeable pavement) improved resilience and mitigate negative environmental impacts from urban development, benefiting both people and ecosystems.

Water Quality

Contaminants and pollutants from the urban landscape including organics, metal, oils, sediment, and other materials should be managed and mitigated to improve runoff water quality. Some effective best management practices and measures include protective buffer strips along stream banks, and surface permeability that allows natural hydrologic cycle to filter stormwater into the ground.

Fish Habitat

Protection and maintenance of fish habitat areas and fish-bearing streams is a priority to be addressed through land conservation, sensitive ecosystem protection and development setbacks, and stormwater peak flow and quality management.

The Latimer Creek, Yorkson Creek, Salmon River, and Nicomekl River watersheds cover the Willoughby Area. The respective Integrated Stormwater Management Plans for these watersheds include stormwater

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management recommendations, which are implemented through Subdivision and Development Servicing Bylaw No. 5382, as amended.

Policies:

1. Provide constructed infrastructure that conveys a 100-year storm event or provide a safe overland drainage route as per the Subdivision and Development Servicing Bylaw No. 5382, as amended.
2. Provide community detention facilities at critical locations to control the release of post development flow rates to match pre-development flow rates. The need for any additional detention facilities will be considered as part of the neighbourhood planning process.
3. Integrate stormwater management, including green infrastructure as a component of parks and open space design. Source control and infiltration techniques may include:
    a. Absorbent landscapes
    b. Raingardens
    c. Underground storage and release infrastructure
    d. Bioswales, infiltration galleries, and enhanced tree canopy
    e. Disconnected roof downspouts
4. Incorporate low-impact development strategies in stormwater management designs.
5. Encourage the infiltration of clean stormwater, including run-off from roof areas.
6. Promote the use of permeable concrete and pavers for private on-lot driveways and laneways in residential areas.
7. Implement source control best management practices for stormwater management facilities in new developments with a focus on infiltration and water quality.
8. Require that Integrated Stormwater Management Plans be completed in advance of, or in conjunction with, future neighbourhood plans.

8.2 WATER AND SEWER

The municipal water and sanitary sewer system will be upgraded and expanded, as required, to support the growth in Willoughby and provide municipal water and wastewater service to all development.

Policies:

1. Provide municipal water and sanitary sewer services for all new developments.
2. Optimize the existing servicing systems through appropriate phasing of development.
3. Encourage water conservation measures in new and existing developments to curb demand and overuse of water through conservation measures, sustainable building design, and infrastructure design.

8.3 EMERGENCY AND PROTECTIVE SERVICES

As the community grows, there will be a greater need for emergency and protective services to meet increased demand. The following Emergency and Protective Services policies apply to police, health, and fire services, and they are intended to facilitate efficient responses to emergencies.

Policies:

1. Continue to co-ordinate with adjacent municipalities to ensure that any response to a disaster or emergency is both fluid in co-ordination and communication.
2. Maintain emergency infrastructure (e.g. hydrants and fire lanes) on all applicable roadways.

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3. Continue to review emergency and protective services needs in the community on an annual basis.
4. Work with regional and provincial health authorities to co-ordinate land use planning efforts that provide adequate space for sufficient hospital or primary care facilities needed to serve the population.

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9. IMPLEMENTATION

9.1 IN-STREAM APPLICATIONS

Rezoning applications submitted to and accepted by the Township of Langley prior to adoption of the _____ OCP Amendment Bylaw [Bylaw No. ####, adopted (date)] that were consistent with the Willoughby Community Plan prior to (adopted date), are deemed to be consistent with and are subject to the land use regulations of the WCP until the application is complete, withdrawn, or expires in accordance with the Development Application Procedures Bylaw, (Bylaw No.).

9.2 PHASING

Growth in Willoughby should be guided by the neighbourhood plans. As neighbourhoods complete construction and move into redevelopment, densification and infill of developed lands, reevaluation of services, amenities, and infrastructure will be required.

Policies:

1. Neighbourhood-specific policies will guide WCP implementation through the detailed land use plans, open space, community amenity, environment, mobility and transportation, and utilities and services policies, as well as Development Permit Areas to guide development form and character.

9.3 FINANCING

An underlying principle is that new development should pay for its proportionate share of costs. New development will be required to provide works and services (new streets, greenways, sidewalks, utilities, infrastructure) and help pay for the cost of providing community amenities.

Policies:

1. New developments shall provide works and services at the time of development, in accordance with Subdivision and Development Servicing Bylaw No. 5382, as amended.
2. New developments shall pay Amenity Cost Charges (ACCs), subject to adoption of proposed Bylaw No. 6115, as amended; Development Cost Charges (DCCs) Bylaw No. 6189, as amended; Neighbourhood Park Land Acquisition Charges, Policy No. 07-231, as amended; and School Site Acquisition Charges; as well as any other applicable charges and fees.
3. In the absence of an ACC Bylaw, the Interim Policy Regarding Community Amenity Contributions (Council Policy 07-170) would apply.
4. Each neighbourhood plan shall consider the need for amenities and facilities that contribute to the social, recreational, cultural, heritage, and environmental character of Willoughby. These amenities shall be funded by the Willoughby Greenway Amenity Policy No, 07-234, as amended and the ACC Bylaw No. 6115, as amended program.

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10. DEVELOPMENT PERMIT AREAS

Areas shown on Map 5 are designated as Development Permit Areas where special conditions apply. Objectives and guidelines for these Development Permit Areas is currently under review. The following table summarizes the Development Permit Areas established in Willoughby.

DEVELOPMENT PERMIT AREA	TYPE	NEIGHBOURHOOD PLAN	LOCAL GOV'T ACT SECTION
~~AREA A~~	~~Infill Residential~~	~~Routley~~	~~488 (1) (e)~~
AREA B	Residential	Yorkson, Gordon, Williams, Willoughby Transit Corridor	488 (1) (e) & (f)
AREA C	Local Commercial	Yorkson, Gordon, Williams, Willoughby Transit Corridor	488 (1) (f)
AREA D	Mixed Use	Smith, Willams, Gordon	488 (e) & (f)
AREA E	Conservation Area	Yorkson, Gordon, Willoughby Transit Corridor	488 (1) (a)
AREA F	ALR	Gordon, Willoughby Transit Corridor	488 (1) (c)
AREA G	Business/Office Park	Williams	488 (1) (f)
~~AREA H~~	~~Business/Technology Park~~	~~Willoughby Community Plan~~	~~488 (1) (f)~~
AREA I	Agricultural Edge and Escarpment Protection	Gordon, Williams	488 (1) (c) (e) & (f)
AREA J	Town Market Commercial	Yorkson	488 (1) (f)
AREA K	Town Market Mixed Use	Yorkson	488 (1) (f)
AREA L	Yorkson Mixed Use	Yorkson	488 (1) (f)
~~AREA M~~	~~Carvolth (various)~~	~~Carvolth~~	~~488 (1) (e) (f) (h) (i) & (j)~~
~~AREA N~~	~~High Density~~	~~Jericho, Yorkson~~	~~488 (1) (f)~~
~~AREA O~~	~~Energy and GHG Emission Reduction~~	~~Latimer, Williams~~	~~488(1)(h) & (j)~~
AREA P	Transit- Oriented Development (TOD)	Willoughby Transit Corridor Plan	488(1)(e) & (f)

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11. NEIGHBOURHOOD PLANS

Neighbourhood Plans provide more specific plans for smaller areas of the Willoughby community. These plans deal with land use, density of development, extension of utility services, development of road, pedestrian and cyclist networks, retention of green space, provision of schools, parks and other facilities and financial considerations in implementing the plans.

The following neighborhood plans are attached to this plan as schedules:

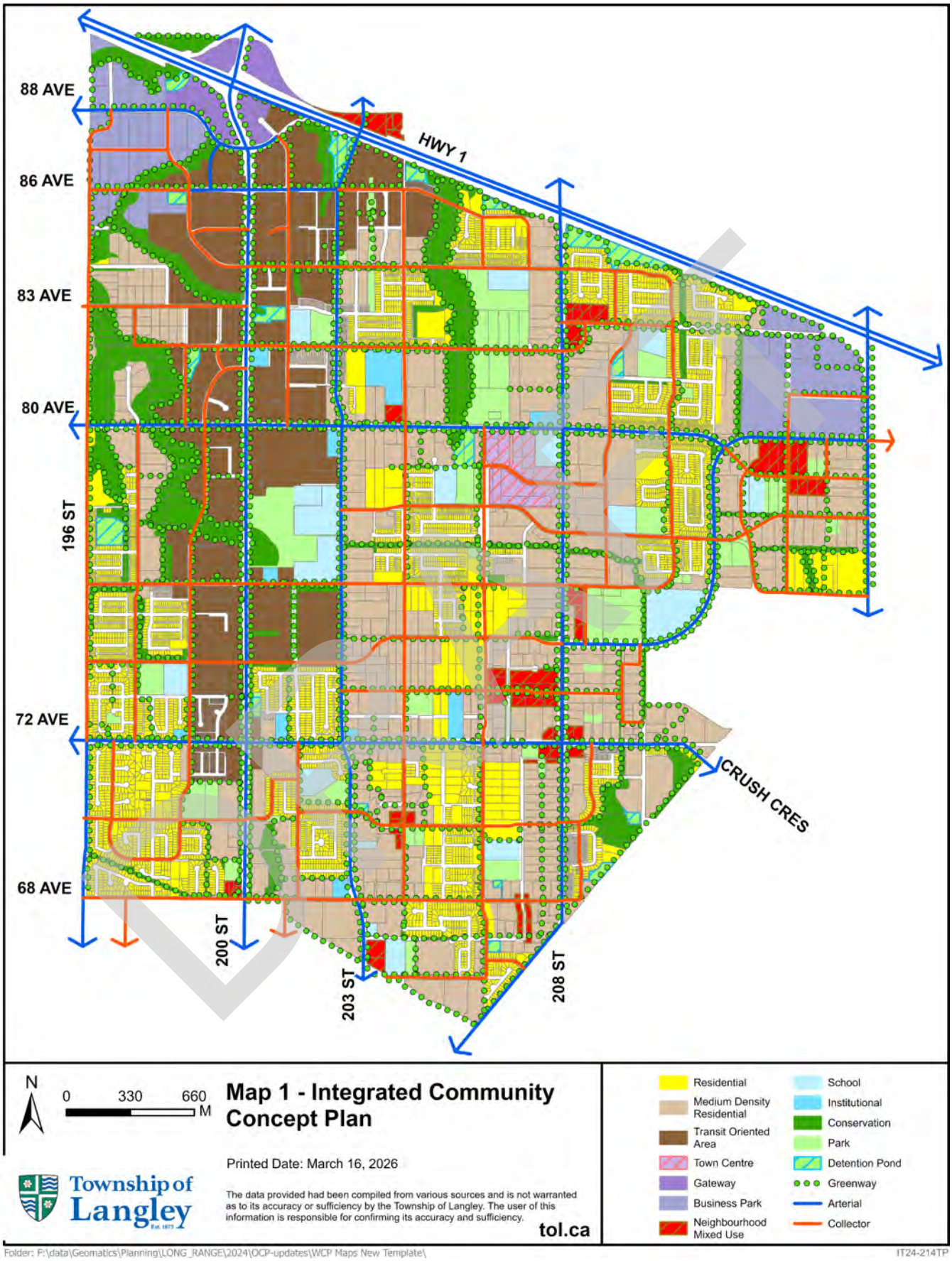
- Gordon Neighbourhood Plan, Schedule “A” (see Bylaw No. 6203)
- Smith Neighbourhood Plan, Schedule “B” (see Bylaw No. 5973)
- Williams Neighbourhood Plan, Schedule “C” (see Bylaw No. 5799)
- Willoughby Transit Corridor Plan, Schedule “D” (see Bylaw No. 6202)
- Yorkson Neighbourhood Plan, Schedule “E” (see Bylaw No. 4030)

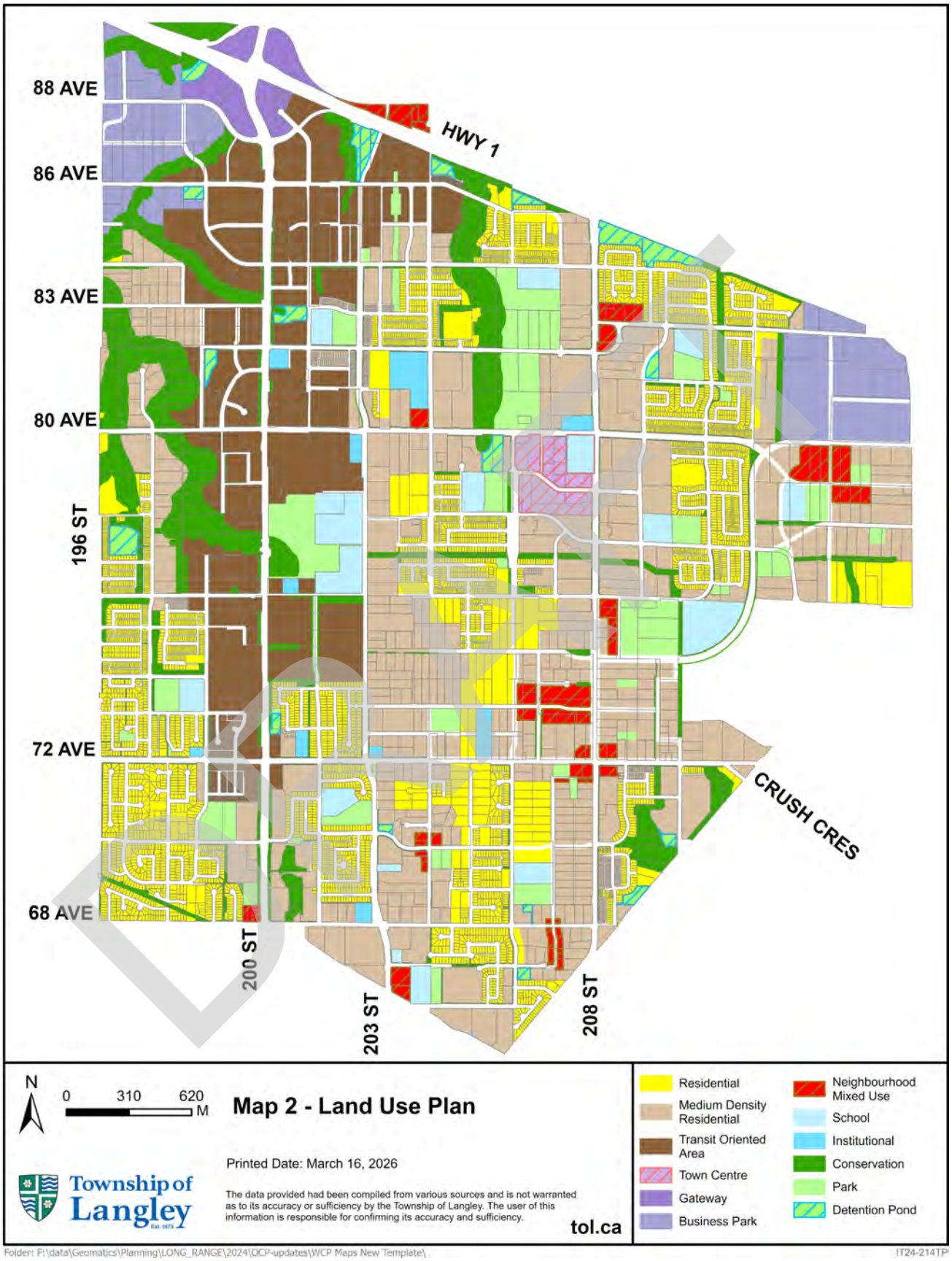
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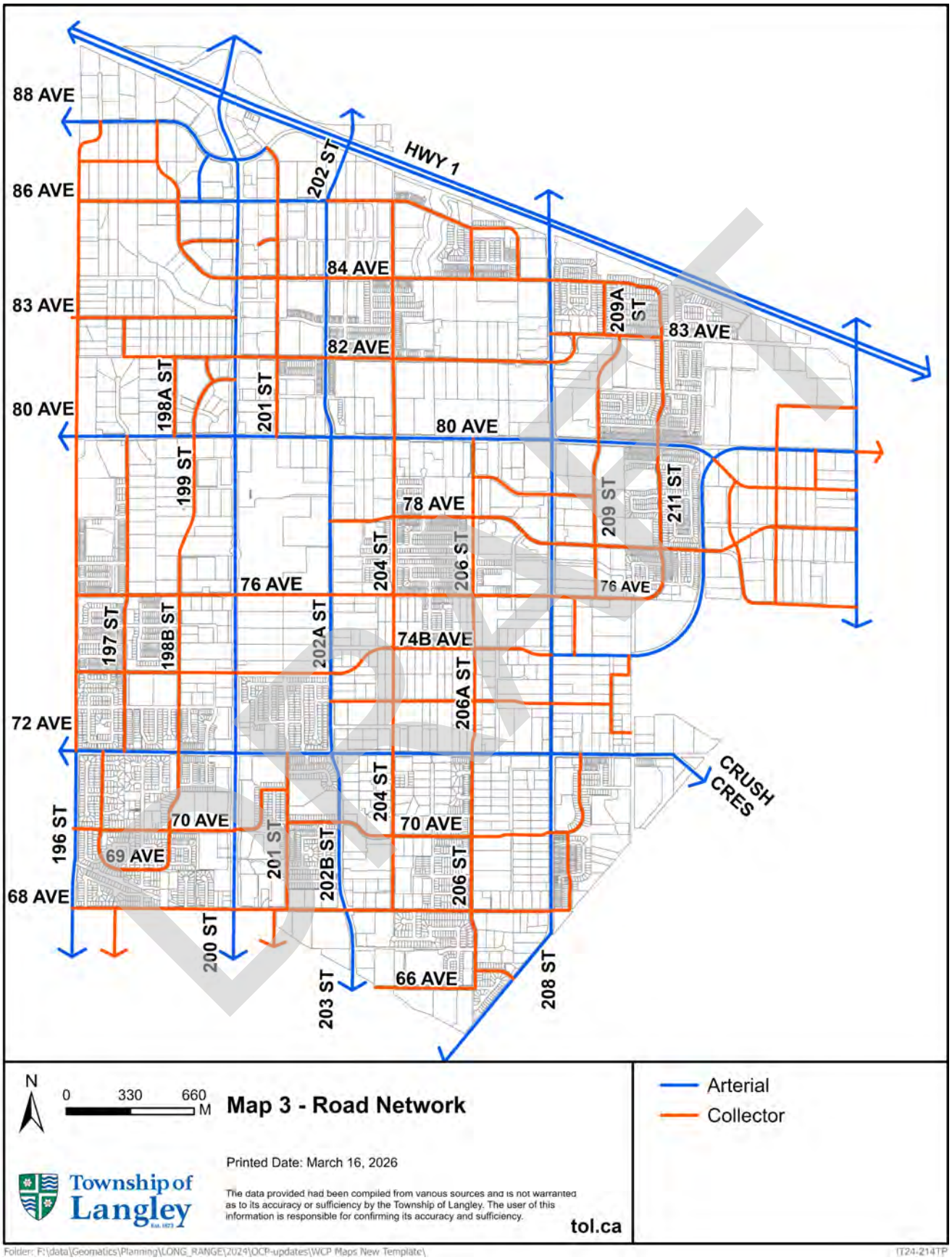
12. SEVERABILITY

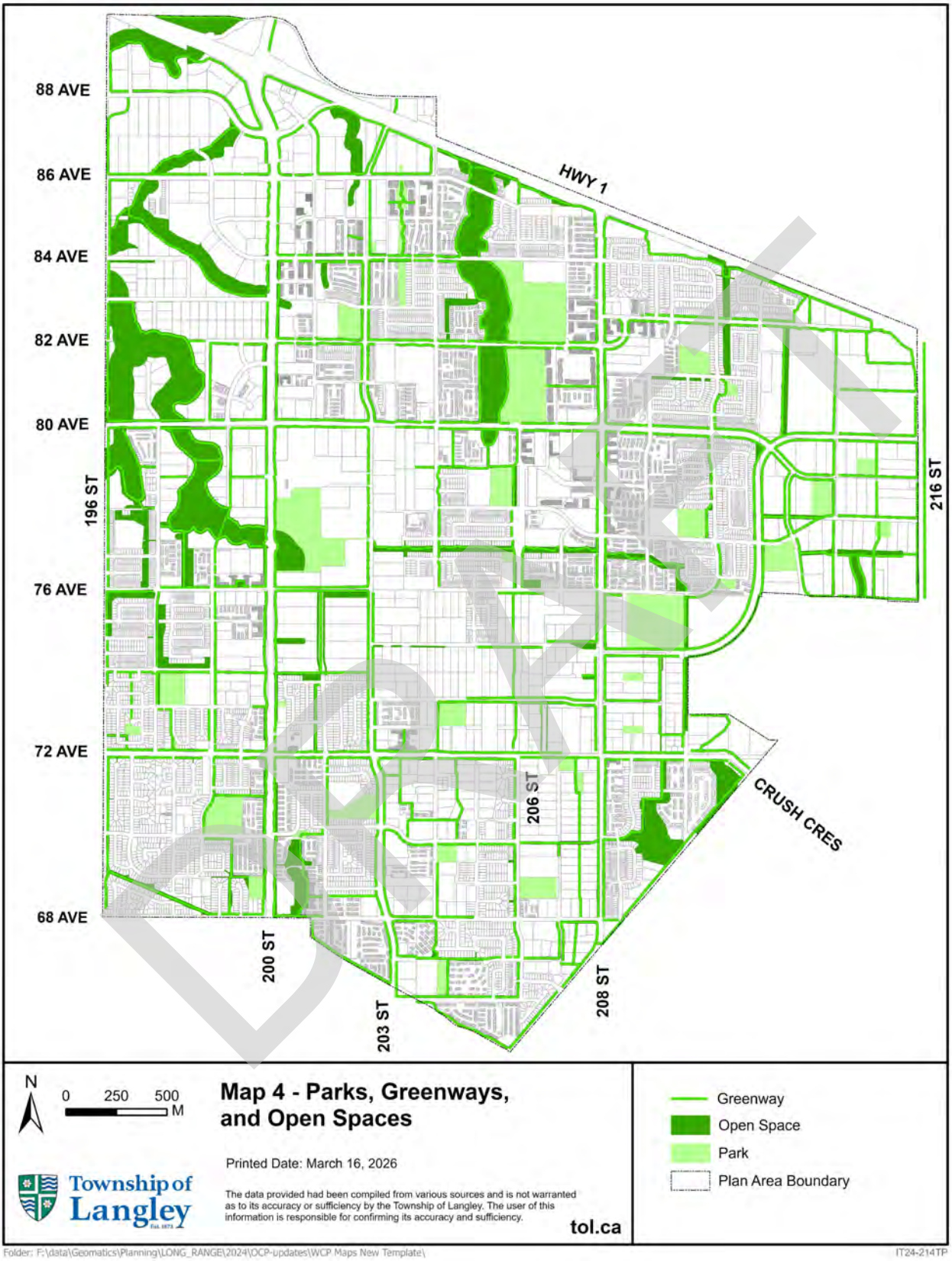
If any section, subsection, clause or phrase of this Bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, the invalid portion shall be severed and the decision that is invalid shall not affect the validity of the remaining parts of this Bylaw.

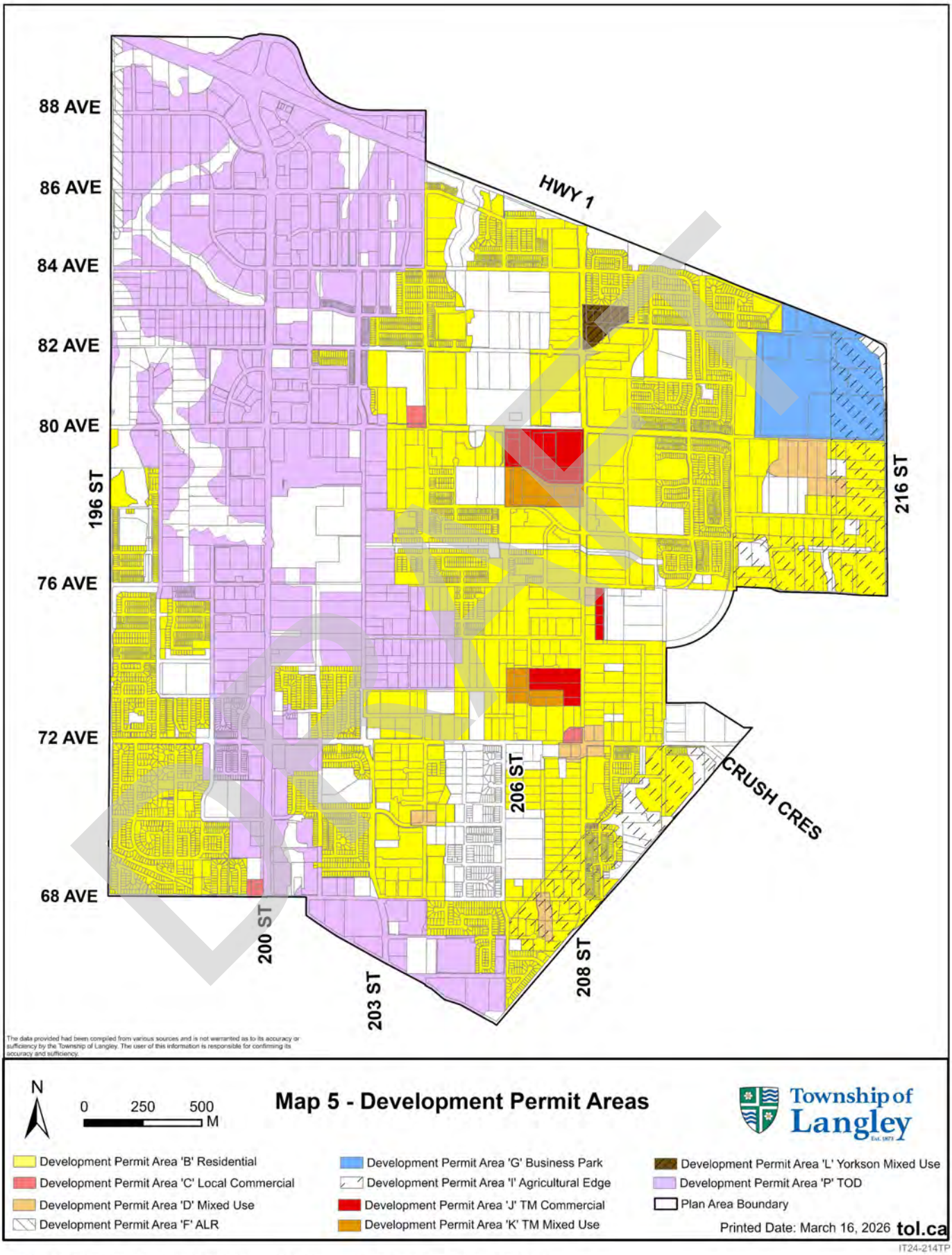
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88 AVE
86 AVE
83 AVE
80 AVE
72 AVE
68 AVE
196 ST
200 ST
203 ST
208 ST
HWY 1
CRUSH CRES
N
0
330
660
M
Map 1 - Integrated Community Concept Plan
Printed Date: March 16, 2026
Township of Langley
The data provided had been compiled from various sources and is not warranted as to its accuracy or sufficiency by the Township of Langley. The user of this information is responsible for confirming its accuracy and sufficiency.
tol.ca
Residential
Medium Density Residential
Transit Oriented Area
Town Centre
Gateway
Business Park
Neighbourhood Mixed Use
School
Institutional
Conservation
Park
Detention Pond
Greenway
Arterial
Collector
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IT24-214TP


88 AVE
86 AVE
83 AVE
80 AVE
72 AVE
68 AVE
196 ST
200 ST
203 ST
208 ST
HWY 1
CRUSH CRES
N
0
310
620
M
Map 2 - Land Use Plan
Printed Date: March 16, 2026
Township of Langley
The data provided had been compiled from various sources and is not warranted as to its accuracy or sufficiency by the Township of Langley. The user of this information is responsible for confirming its accuracy and sufficiency.
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Residential
Medium Density Residential
Transit Oriented Area
Town Centre
Gateway
Business Park
Neighbourhood Mixed Use
School
Institutional
Conservation
Park
Detention Pond
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IT24-214TP


88 AVE
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83 AVE
80 AVE
72 AVE
68 AVE
84 AVE
82 AVE
78 AVE
76 AVE
74B AVE
70 AVE
69 AVE
66 AVE
HWY 1
202 ST
198A ST
201 ST
199 ST
197 ST
198B ST
202A ST
204 ST
206 ST
206A ST
202B ST
200 ST
203 ST
208 ST
209A ST
209 ST
211 ST
CRUSH CRES
N
0
330
660
M
Map 3 - Road Network
Printed Date: March 16, 2026
Township of Langley
The data provided had been compiled from various sources and is not warranted as to its accuracy or sufficiency by the Township of Langley. The user of this information is responsible for confirming its accuracy and sufficiency.
tol.ca
Arterial
Collector
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88 AVE
86 AVE
84 AVE
82 AVE
80 AVE
76 AVE
72 AVE
68 AVE
196 ST
200 ST
203 ST
206 ST
208 ST
216 ST
HWY 1
CRUSH CRES
N
0 250 500 M
Map 4 - Parks, Greenways, and Open Spaces
Printed Date: March 16, 2026
Township of Langley
The data provided had been compiled from various sources and is not warranted as to its accuracy or sufficiency by the Township of Langley. The user of this information is responsible for confirming its accuracy and sufficiency.
tol.ca
Greenway
Open Space
Park
Plan Area Boundary
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IT24-214TP


88 AVE
86 AVE
84 AVE
82 AVE
80 AVE
76 AVE
72 AVE
68 AVE
196 ST
200 ST
203 ST
206 ST
208 ST
216 ST
HWY 1
CRUSH CRES
The data provided had been compiled from various sources and is not warranted as to its accuracy or sufficiency by the Township of Langley. The user of this information is responsible for confirming its accuracy and sufficiency.
N
0 250 500 M
Map 5 - Development Permit Areas
Township of Langley
Development Permit Area 'B' Residential
Development Permit Area 'C' Local Commercial
Development Permit Area 'D' Mixed Use
Development Permit Area 'F' ALR
Development Permit Area 'G' Business Park
Development Permit Area 'I' Agricultural Edge
Development Permit Area 'J' TM Commercial
Development Permit Area 'K' TM Mixed Use
Development Permit Area 'L' Yorkson Mixed Use
Development Permit Area 'P' TOD
Plan Area Boundary
Printed Date: March 16, 2026
tol.ca
IT24-214TP
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ATTACHMENT B



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Willoughby Transit Corridor Plan

Bylaw No. ####

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1. Introduction, Background and Purpose

1.1 Overview

Over the past 25 years, Willoughby has been planned and developed under a comprehensive policy framework which includes the Official Community Plan (OCP), Willoughby Community Plan (1998), and a series of 10 neighbourhood plans adopted and updated between 2000 and 2025. Traditional planning in Willoughby included the delineation of neighbourhood areas in consideration of watersheds and stormwater catchment areas, with a centrally-located school/park site and neighbourhood serving commercial uses. The predominant development pattern in Willoughby over this period has been primarily suburban in character, with compact single-family lots and ground oriented multi-family townhouses and midrise apartment development.

As part of the Willoughby Community Plan (WCP) update in 2025, consideration was given to streamlining the Township's land use and development policies by consolidating a number of neighbourhood plans. This work included a comprehensive review of each neighbourhood plan, with recommendations for reducing the number of individual land use designations, ensuring consistency between plans with respect to terminology, definitions, density calculations, plan objectives and key land use policies, deletion of now outdated policies, and updating these plans to align with recent amendments to the Local Government Act (LGA).

In tandem with the WCP update, two new neighbourhood plans have resulted through the consolidation of seven existing plans:

- Gordon Neighbourhood Plan (consolidation of Central Gordon Estate and Northeast Gordon Estate Neighbourhood Plans); and
- Willoughby Transit Corridor Plan (consolidation of Carvolth, Latimer, Jericho, Routley, and Southwest Gordon Estate Neighbourhood Plans).

The Willoughby Transit Corridor Plan (WTCP) is a neighbourhood-level plan, comprising a considerably larger land area created through the consolidation of five neighbourhood plans. It establishes a new "corridor" planning approach focused on a linear rapid transit route, with a series of transit hubs as the focus for more intensive transit-oriented development.

1.2 Plan Purpose

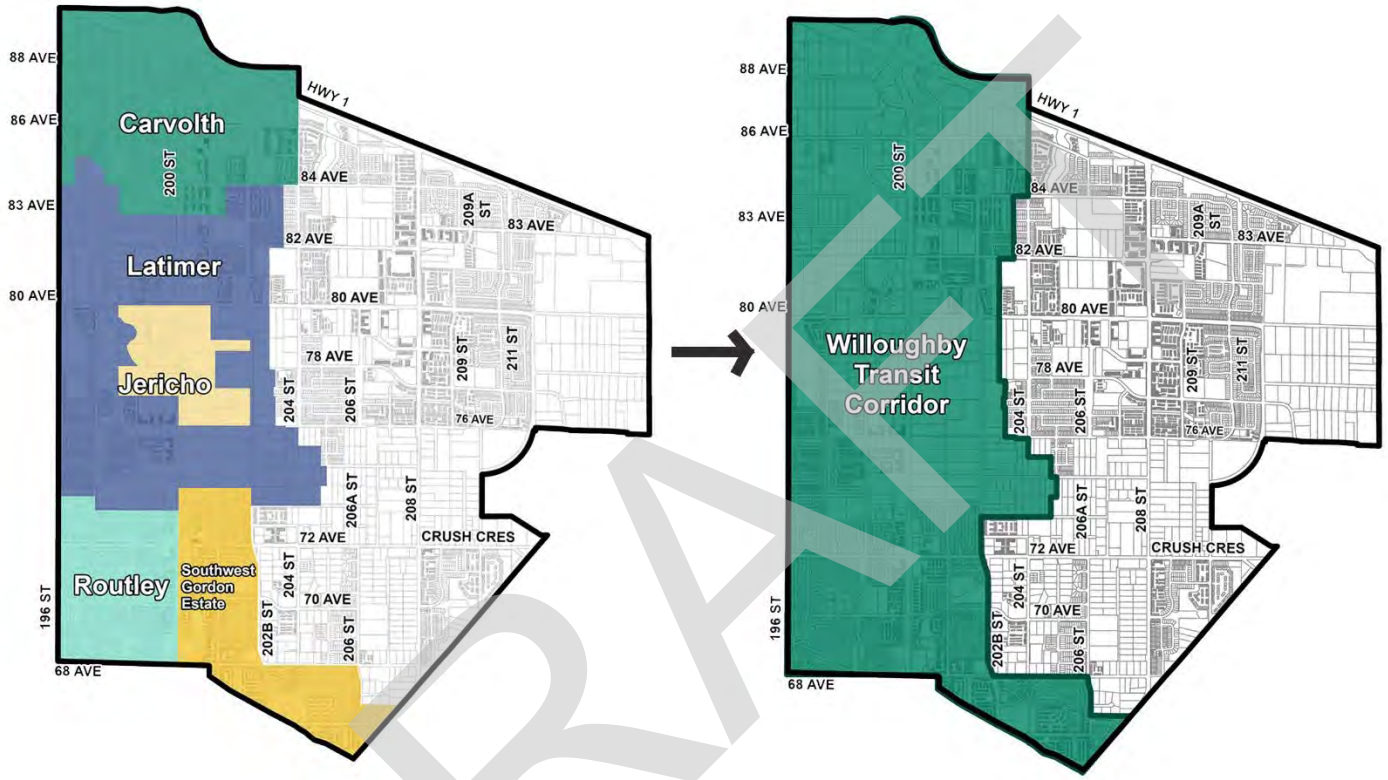
The purpose of the Willoughby Transit Corridor Plan is to provide a detailed policy framework for leveraging senior government investment in rapid transit – specifically, the Langley – Haney Place Bus Rapid Transit (BRT) line, and realizing a future transit-oriented community. This plan builds upon the policy foundation established for the consolidated planning area under five previous neighbourhood plans: Carvolth, Jericho, Latimer, Routley, and Southwest Gordon, and more fine-grained planning for transit-oriented development.

The Willoughby Transit Corridor Plan has been prepared in accordance with the provisions of the Local Government Act.

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1.3 Plan Area

The Willoughby Transit Corridor Plan area encompasses approximately 702 hectares (1,734 acres), or approximately 50% of the Willoughby Community. centered along 200 Street, the plan area is bounded by 68 Avenue and the Willoughby Trail to the south, 88 Avenue and Highway 1 to the north, 196 Street to the west, and generally 203 Street to the east.



1.4 Policy Context

The Willoughby Transit Corridor Plan aligns with broader regional and municipal land use policies established by the Metro Vancouver Regional Growth Strategy (RGS), the Township's Sustainability Charter, the Official Community Plan (OCP), the Willoughby Community Plan, and various functional plans and strategies. Preparation of the Willoughby Transit Corridor Plan has also been guided by recent Local Government Act (LGA) amendments pertaining to housing, transit oriented areas, and funding of public amenities.

Local Government Act

In 2023 and 2024, the Province of British Columbia introduced new housing legislation to amend the LGA and restructure the planning framework for B.C. municipalities. These changes include the requirement for local governments to permit Small-Scale Multi-Unit Housing (SSMUH) and establish Transit Oriented Areas, and the introduction of new development finance tools to help fund amenities and infrastructure needed to support growth.

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Further amendments to the Local Government Act provide an expanded range of works and services to support sustainable design features and transportation demand management (TDM) measures. Included is the authority to require up to five (5) metres of additional road dedication for transportation infrastructure that supports walking, cycling, public transit or other alternative forms of transportation, and traffic calming measures.

Regional Growth Strategy

In 2022, Metro Vancouver adopted *Metro 2050*, the Regional Growth Strategy (RGS). The RGS outlines a shared vision for managing expected population growth over the next 25 years, and is focused on livability and sustainability within the Region. The Township of Langley is situated within the South of Fraser – East sub-region, which is anticipated to grow by over 500,000 people by 2050.

The RGS establishes an Urban Containment Boundary (UCB) that provides a stable, long-term area for residential, commercial, and industrial development, and reinforces the protection of agricultural, environmental, and rural areas. The Willoughby Transit Corridor is located within the UCB and is primarily designated as “General Urban,” with strategically located “Employment” lands on 200 Street and near the Trans-Canada Highway.

Additionally, the Willoughby Transit Corridor contains the following regionally-designated special land uses and growth focus areas:

Frequent Transit Development Area (FTDA) – The Carvolth FTDA is intended to foster a walkable, vibrant, mixed-use community that supports a range of services and amenities near housing and transit. Higher-density forms of development and a high standard of urban design are expected here to create a transit-supportive community near the Carvolth transit exchange.

Major Transit Growth Corridor (MTGC) – The MTGC in Willoughby comprises the area between 198 Street and 202A/B Streets running north-south from 68 Avenue to Highway 1. MTGCs are key areas designated for higher-density residential, commercial, and mixed-use development. They represent areas within the region that are prioritized for transit investment and correspond with TransLink’s Major Transit Network. These development areas are intended to drive transit demand, maximize the effectiveness of regional transit investments, and contribute to building a connected network of complete communities across the region.

Official Community Plan

Updated in 2025, the Official Community Plan (OCP) provides a 30-year vision for growth and development in the Township. It provides policy direction on land use, community structure, and neighbourhood design. The Willoughby Transit Corridor includes lands that are designated “Urban” and “Employment”. Urban lands are intended for residential neighbourhoods and centres, supported by commercial, institutional, recreational and park uses. Employment lands are intended primarily for industrial uses.

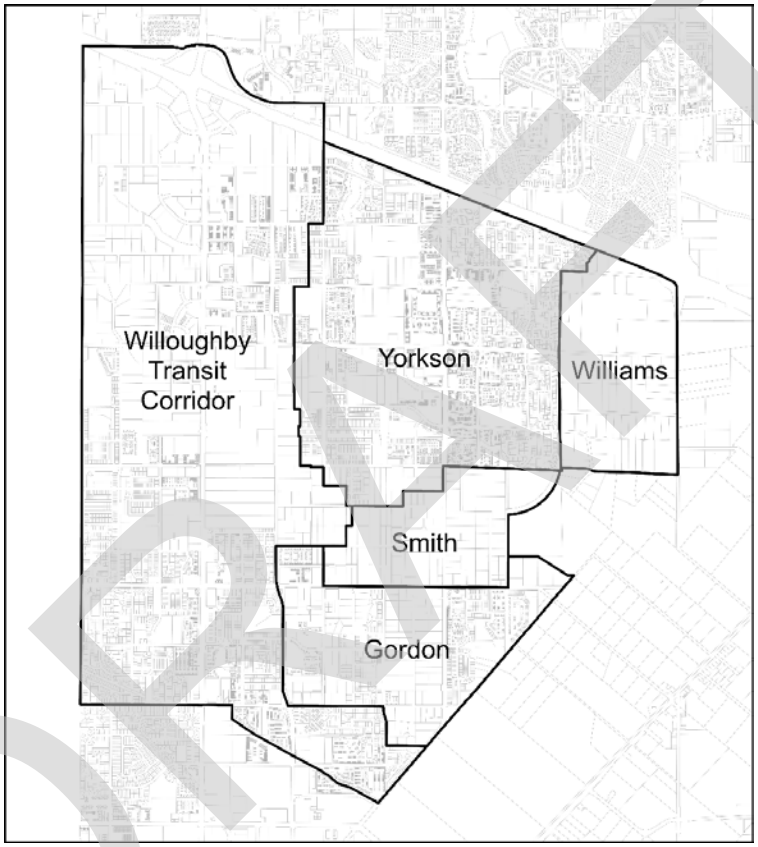
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Willoughby Community Plan

The 2026 WCP establishes a new planning framework for the Willoughby community, providing for:

- Continued greenfield development of livable, compact, suburban communities in the eastern portion of Willoughby in the neighbourhoods of Yorkson, Williams, Smith, and Gordon; and

- Future transit-oriented development in the western portion of the community (formerly, the Carvolth, Jericho, Latimer, Routley, and Southwest Gordon Estate neighbourhood plan areas) focused in a series of transit hubs around station areas along the 200 Street BRT corridor.



1.5 Planning Process

Preparation of the Willoughby Transit Corridor Plan was undertaken in tandem with a major update of the Willoughby Community Plan. This process has included a number of neighbourhood plan consolidations, and the establishment of a new corridor planning area in the western part of Willoughby where future transit-oriented development is anticipated.

Key inputs into this planning process included:

- 200 Street 2040 – a comprehensive study of the 200 Street corridor (200 Street 2040) completed in spring 2024. This study provided preliminary policy directions for future transit-oriented development in

the Willoughby Transit Corridor, including a draft community vision, and land use and design considerations.

- LEC 2040 – a concept plan and feasibility study for Township-owned lands at the Langley Events Centre (LEC). Completed in fall 2024, LEC 2040 was an opportunity to advance community discussions about potential transit-oriented development adjacent to the proposed 80 Avenue BRT station, and opportunities to transform these lands into a mixed-use Arts, Sports, and Entertainment District, anchored by the existing LEC and Willoughby Community Park.

Preparation of the Willoughby Transit Corridor Plan during 2025-2026 was undertaken in four phases:

- Phase 1 – Context Review and Policy Analysis (Summer/Fall 2025)
- Phase 2 – Community Engagement in tandem with OCP update (Fall 2025)
- Phase 3 – Draft Plan Preparation (Fall 2025 – Winter 2026)
- Phase 4 – Community Engagement and Final Plan (Spring 2026)

Each component of this broader planning process has provided opportunities for early and ongoing community engagement, including online information and feedback forms, public information displays, and both in-person and virtual meetings, as described below:

- 200 Street 2040 (fall 2023 – spring 2024) – 3 Open Houses (Topics: vision and strategy, planning and policy, design and development)
- LEC 2040 (fall 2024) – 2 Open Houses (Topics: vision and planning, community feedback and preliminary design concepts)
- OCP Update (spring and fall 2025) – 8 Open Houses in various Langley communities, 2 Virtual Open Houses
- Willoughby Community Plan Update (spring 2026) – 2 Open Houses (Topics: Draft Willoughby Community Plan, Willoughby Transit Corridor Plan, and Gordon Neighbourhood Plan, form and character guidelines for transit-oriented development, and related policy updates)

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2. Corridor Vision and Guiding Principles

The introduction of BRT service along 200 Street provides the opportunity to re-imagine neighbourhoods from a traditional automobile-oriented suburban model to more intensive urban development supported by public transit, and a broader range of community amenities and services. The Willoughby community plan update in 2026 provides for the consolidation of five neighbourhood plans (former Carvolth, Jericho, Latimer, Routley, and Southwest Gordon Estate) into one “corridor” plan focused on the BRT line, five anticipated station areas located at key intersections, and the designation of “transit hubs “as the focus for higher density transit-oriented development and taller buildings.

2.1 Vision

In 2024, Township Council endorsed a future vision for the 200 Street BRT corridor as:

> *“A people-oriented community connector anchored by three distinct and vibrant urban villages with many live and work alternatives, surrounded by gathering spaces, nature, and quality amenities, and served by multiple mobility options*.”

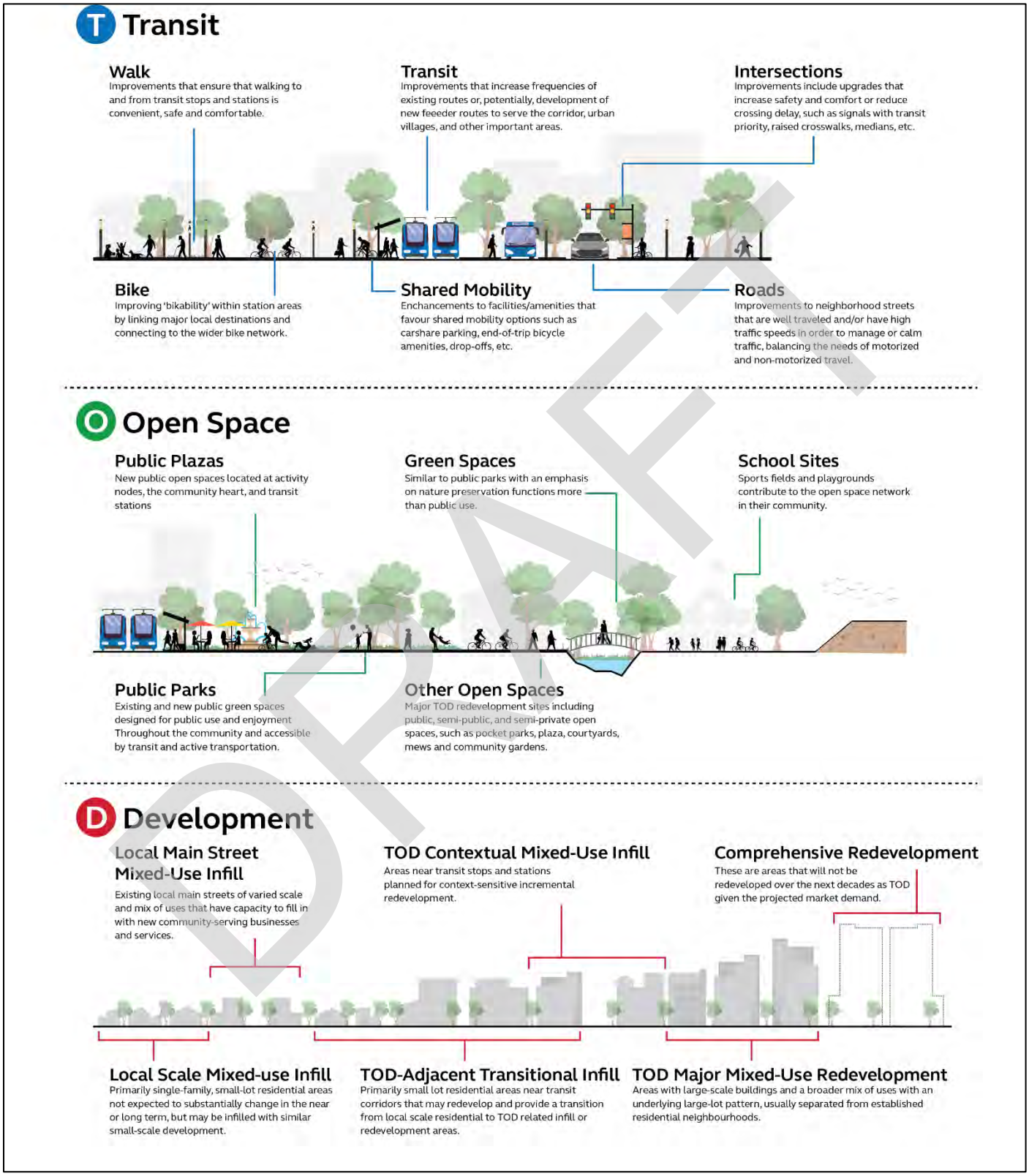
Initially, the BRT line through Willoughby was proposed to include three “opening day” stations, but five stations are now anticipated, at the Carvolth Transit Exchange, and 72, 76, 80 and 84 Avenue, respectively. The new neighbourhood planning framework is based on a linear transit corridor, with more intensive mixed-use development concentrated at five transit hubs.

The Willoughby Transit Corridor will accommodate a diverse range of housing options. Plan implementation will include the use of inclusionary zoning and density benefits zoning – to provide more affordable housing and public amenities. The BRT service with regional transit connections at the Carvolth and Willoughby (SkyTrain) Transit Exchanges will support a shift away from automobile-dependence, and development of new transit hubs anchored by vibrant public spaces, parks and other amenities, and the development of unique destinations along the transit network.

2.2 Transit-Oriented Development

The Willoughby Transit Corridor Plan uses a Transit-Oriented Development (TOD) methodology to achieve the vision for a sustainable transit-oriented community. TOD is the combined, intentional planning of relatively dense, mixed-use development that is served by a network of frequent transit and walkable services with a high standard of design in a compact area. It promotes a community design that offers housing and transportation choices to residents that are convenient and affordable, within a high-quality urban environment.

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Transit
Walk
Improvements that ensure that walking to and from transit stops and stations is convenient, safe and comfortable.
Transit
Improvements that increase frequencies of existing routes or, potentially, development of new feeeder routes to serve the corridor, urban villages, and other important areas.
Intersections
Improvements include upgrades that increase safety and comfort or reduce crossing delay, such as signals with transit priority, raised crosswalks, medians, etc.
Bike
Improving 'bikability' within station areas by linking major local destinations and connecting to the wider bike network.
Shared Mobility
Enchancements to facilities/amenities that favour shared mobility options such as carshare parking, end-of-trip bicycle amenities, drop-offs, etc.
Roads
Improvements to neighborhood streets that are well traveled and/or have high traffic speeds in order to manage or calm traffic, balancing the needs of motorized and non-motorized travel.
Open Space
Public Plazas
New public open spaces located at activity nodes, the community heart, and transit stations
Green Spaces
Similar to public parks with an emphasis on nature preservation functions more than public use.
School Sites
Sports fields and playgrounds contribute to the open space network in their community.
Public Parks
Existing and new public green spaces designed for public use and enjoyment Throughout the community and accessible by transit and active transportation.
Other Open Spaces
Major TOD redevelopment sites including public, semi-public, and semi-private open spaces, such as pocket parks, plaza, courtyards, mews and community gardens.
Development
Local Main Street Mixed-Use Infill
Existing local main streets of varied scale and mix of uses that have capacity to fill in with new community-serving businesses and services.
TOD Contextual Mixed-Use Infill
Areas near transit stops and stations planned for context-sensitive incremental redevelopment.
Comprehensive Redevelopment
These are areas that will not be redeveloped over the next decades as TOD given the projected market demand.
Local Scale Mixed-use Infill
Primarily single-family, small-lot residential areas not expected to substantially change in the near or long term, but may be infilled with similar small-scale development.
TOD-Adjacent Transitional Infill
Primarily small lot residential areas near transit corridors that may redevelop and provide a transition from local scale residential to TOD related infill or redevelopment areas.
TOD Major Mixed-Use Redevelopment
Areas with large-scale buildings and a broader mix of uses with an underlying large-lot pattern, usually separated from established residential neighbourhoods.

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2.3 Guiding Principles

The *200 Street 2040* study identified specific TOD strategies for development (buildings), transportation, and open spaces. Taken together, these serve as a set of guiding principles for the Willoughby Transit Corridor:

Development should…

- Provide for a diversity of housing types, sizes, and tenures to respond to different household needs and affordability levels.
- Be context-sensitive by responding to the existing built environment, and ensuring that density is placed in the right location and in the right way.
- Ensure that neighbourhoods have access to a variety of amenities that enhance the quality of life for people of all ages, needs, and income levels.
- Be vibrant at street level with active uses, and with visual and functional connections between building interiors and exterior surroundings.
- Be layered with a mix of different uses within buildings and neighbourhoods to provide for the daily needs of residents within walking distance.
- Be energy-efficient and responsive to the local climate, with compact building forms, and responsible use of materials to minimize carbon footprint.
- Incorporate flexible design, especially at street level, to enable adaptation for different uses and functions over time.
- Address transitional areas between different land uses, individual buildings, and different scales of development with a clear separation of spaces, and sensitive transitions between grade levels, landscape buffers, and site edge treatments.
- Accommodate retention of existing trees, expansion of the tree canopy through additional tree planting, and softening of the built from with landscape designs that incorporate shading, pollinator habitat, and softening of the built form.

Transportation should…

- Focus on moving people, not cars.
- Accommodate all types of trips from local errands and commuting, to the delivery of goods and services.
- Allow for efficient and convenient mobility for all user types.

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- Provide for different modes of transportation – walking, cycling, rolling, riding, and driving, in a safe and comfortable manner.
- Provide for a fine-grained and interconnected network of roads, cycling routes, pedestrian facilities, and transit services.
- Favour infrastructure investments that are climate-positive, energy-efficient, and make efficient use of space.

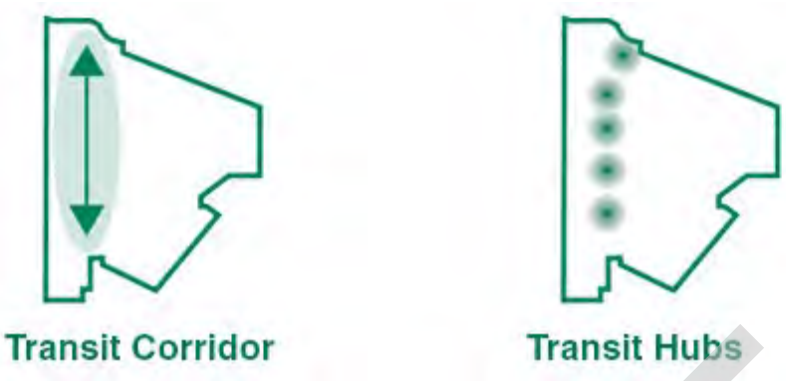
Open Spaces should…

- Be designed for quality multi-sensory experiences rooted in human dimensions, senses, and behaviour.
- Be diverse and varied with a full range of types, sizes, and characters – from public, to semi-public, to private.
- Strive to have at least one public space within 300 metres of each building or activity node.
- Form a network that provides safe and convenient access to the area's full offering of places and amenities.
- Be able to contain and adapt to a broad number of activities, and should be situated close to major attractions and destinations.
- Include natural elements and be climate responsive to enable different uses and ensure comfort.
- Provide for a distinct and identifiable character within the transit corridor that is rooted in local context and history.

2.4 Transit Hubs

Each of five proposed BRT stations and surrounding land area provide an opportunity to establish a distinct transit hub where more intensive mixed-use development may be expected. Transit hubs will be situated within 400-metre radii from each BRT station, but the actual size and scale of each hub will vary depending on location, land availability, established land uses, and feasibility of development. Each transit hub will incorporate public realm elements and amenities to support vibrant, livable, urban communities.

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It is anticipated that the BRT line will be centre-running along 200 Street with stations located in the middle of the road right-of-way at the 72, 76, 80, and 84 84, 80, 76 and 72 Avenue, with a fifth BRT station located at the Carvolth Transit Exchange. The following is a brief description of proposed transit hubs:

72 Avenue

The transit hub at 72 Avenue and 200 Street will have a smaller footprint, compared to other station areas, given more limited redevelopment opportunities at the four corners of this intersection. It will include a diverse mix of housing, local shops, plazas, parks, and community services, with greenway and other pedestrian connections to established, ground-oriented and low-rise residential neighbourhoods.

As the area north of 73A Avenue develops and area population increases, this neighbourhood hub may see further mixed-use development, including neighbourhood serving commercial uses and greater housing diversity. Significant redevelopment within surrounding neighbourhoods is not anticipated over the time horizon of this plan.

76 Avenue

76 Avenue will be upgraded to a collector road, with a “high street” mixed-use character between 198 Street and 202A Street. A new fine-grained block structure within this transit hub will support a connected, walkable centre.

The vicinity of 76 Avenue and 200 Street is the headwaters of Latimer Creek, which plays an important ecological role within the greater watershed. As this transit hub develops around the future BRT station, its connection to nature will be reinforced through expanded Streamside Protection and Enhancement Area setbacks to buffer watercourses and conserve natural habitat. Trails, foot bridges and other pedestrian connections, interpretive signage, and public art will reinforce its connection to nature. Development of public plazas and other amenity spaces should consider views of nature and more distant mountain vistas.

80 Avenue

The Langley Events Centre (LEC) at 80 Avenue is a prominent destination within the Willoughby Transit Corridor, and is envisioned as the Township’s future Arts, Sports, and Entertainment District (The “Hub”). Concept planning for the LEC site suggests that a broad mix of land uses, and more intensive tower development would be appropriate at this location, including landmark buildings with signature design elements and a punctuated skyline.

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The 80 Avenue transit hub would include a mix of high-density residential and commercial uses, along with a range of sports facilities, health services, cultural spaces, educational institutions, and public gathering spaces. This hub will accommodate spaces for large-scale events and public gathering, along with smaller, more intimate spaces, and local-serving amenities, with enhanced pedestrian and cycling connections to nearby residential neighbourhoods.

A more fine-grained road network around the 80 Avenue and 200 Street intersection will include parallel and bisecting collector roads and local streets. 199A Street will serve as an important neighbourhood High Street, with a retail-activated pedestrian connection, and landscaped plaza that will connect to the 78B Avenue greenway and the 80 Avenue BRT station. A series of smaller public open spaces along 199A will be integrated with the overall public realm concept and balance the more active uses on the LEC site east of 200 Street with a more local community focus on the west side.

84 Avenue

The proposed BRT station at 84 Avenue will be situated at a prominent “gateway” location along the 200 Street corridor. It is envisioned that this transit hub will be anchored by a significant area of employment lands with a focus on office and light industrial development.

Latimer Village, with a mix of residential and commercial uses is situated within walking distance of the 84 Street BRT station, at the heart of the transit hub. 84 Avenue is an intersecting collector road envisioned as a future high street with a strong pedestrian character.

Carvolth Transit Exchange and 86 Avenue

One of five BRT stations within the Plan area will be located at the Carvolth Transit Exchange, at the northeast corner of 86 Avenue and 202 Street. This regional transit hub opened in 2012, and the surrounding area has seen mixed-use development with commercial uses fronting along 86 Avenue, and office and light-industrial uses on lands with a regional Employment Lands designation.

There is a relatively fine-grained mix of housing, local shops and services, and green spaces around the Carvolth Transit Exchange. A key characteristic is the interconnection between integrated stormwater management and open spaces, and greenway and trail connections. A mix of hard and soft landscape elements, and both natural and cultivated landscapes provide for a variety of open spaces that are scaled for a more urban, transit-oriented neighbourhood.

Beyond the Willoughby Transit Corridor, south of the 72 Avenue station, the BRT line will continue southward into the Willowbrook community, with a proposed station at 64 Avenue, and terminus at the Willowbrook Transit Exchange and connection to the Surrey-Langley SkyTrain extension of the Expo Line.

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3. Land Use

The land use concept for the Willoughby Transit Corridor is established in the Willoughby Community Plan. It provides for future transit-oriented development along the 200 Street BRT line, with the most intensive mixed-use development directed to designated transit hubs around individual BRT stations. Land use designations within the Willoughby Transit Corridor are shown on Map 2. Development of these lands is further guided by the requirements of the Township of Langley Zoning Bylaw and other applicable plans, policies, and regulations.

3.1 General Land Use Objectives and Policies

1. In residential areas, provide for a variety of housing forms, unit sizes (floor area and number of bedrooms), floor plans, and tenures as guided by the Township's Housing Action Plan and Housing Needs Reports.
2. Include adaptable housing requirements in accordance with Schedule 2 of the Official Community Plan and the Housing Action Plan.
3. Rear lane or internal strata road access is required for all residential development parcels fronting on arterial roads, collector roads, and greenways.
4. For all designations where industrial uses interface with residential, community, or institutional uses, measures shall be provided to mitigate noise, light trespass, other disturbances or emissions.

3.2 Gateway

The Gateway designation applies to lands located at the north end of the Willoughby Transit Corridor, at the Highway 1 interchange at 200 Street. The intent is to create a sense of arrival to the community. Tactics include landmark buildings at high-profile locations, a safe and flowing road network, and amenities for visitors and locals. Tall, distinctive buildings are encouraged to mark the 200 Street Gateway area. High-quality building design and landscaping are required to assist in creating the Gateway character.

Land Uses:

1. Hotel and related amenities including conference centres
2. Retail commercial
3. Service commercial
4. Office

Height and Density of Development:

- Minimum Building Height: 3 storeys

Other Policies:

1. Development may not exceed the traffic generation limits specified on any restrictive covenant registered on the property.
2. Higher distinctive buildings are encouraged to mark the gateway to the Township; high-quality building design and landscaping will be required to assist in creating the gateway character.
3. Each phase of development shall provide up to one-third of the total parking requirement underground, enclosed in a building or in a parking structure.

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4. The maximum size of retail commercial uses shall be 1,000 m^2 (10,764 ft^2) with one store up to 3,000 m^3 (32,293 ft^2) in each quadrant of the interchange designated Gateway.
5. Gross office floor space cannot be less than 1.5 times the gross commercial retail floorspace and must be constructed at the same time as retail commercial floor space.
6. For the purpose of calculating gross floor area, uses permitted under "hotel" and built within the hotel building shall not be considered as retail commercial floorspace.

3.3 High-Density Mixed-Use

Lands designated High-Density Mixed-Use are situated within 200 metres of planned rapid transit stations, to promote transit-oriented development and direct a more intensive mix of residential, commercial and supportive land uses at the transit hubs.

Land Uses:

1. Multi-Unit Residential
2. Commercial (Retail and Service)
3. Office
4. Hotel and related amenities including conference centres
5. Group Children's Day Care
6. Cultural and Arts
7. Community
8. Institutional

Height and Density of Development:

- Base Building Height: 12 storeys
- Base Density: 4.0 FSR
- Bonus Density: up to 4.0 FSR
- Maximum Permitted Density: up to 8.0 FSR

Notwithstanding the above, the following properties may be developed at a density of 4.5 FSR and a height of 12 storeys:

- PID # 009-720-197
- PID # 005-436-443
- PID # 006-555-926
- PID # 025-827-332
- PID # 000-620-530

Other Policies:

1. Active uses are required at grade, including street fronting retail commercial
2. Inclusionary zoning may be considered for pre-zoning of properties in the High Density Mixed Use designation.
3. 15% of units or equivalent cash-in-lieu is required to be provided as affordable housing.
    a) Affordable housing is to be provided with rents or ownership costs at a maximum of 30% below CHMC-determined median housing costs

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b) Affordable housing units are to be provided for a timeframe of 50 years or the lifespan of the building, whichever is greatest
c) A density bonus entitlement of 2.0 FSR will be granted as a condition of affordable housing unit provision, and additional density entitlement may be permitted with the agreement of provision of amenities including daycares, community facilities, and special needs housing provided on-site or as cash-in-lieu.
d) A Housing Agreement with the Township to ensure conveyance of affordable housing units will be required prior to Building Permit issuance.

3.4 High-Density Employment

High-Density Employment uses are designated for lands located within 200 metres of future rapid transit stations along 200 Street, and lands with a regional Employment Lands designation per Metro Vancouver's RGS. The mix of uses in these areas supports the economic vitality of the Township and Region.

Land Uses:

1. Office
2. Light industrial and manufacturing uses, if wholly enclosed within buildings
3. Multi-storey employment uses with retail and service commercial uses at grade
4. Research and development laboratories
5. Warehousing and distribution
6. Educational uses
7. Institutional uses
8. Within Frequent Transit Development Areas, affordable rental housing, up to 49% of total *gross floor area,* on upper floors with employment uses below, per Metro Vancouver RGS.

Height and Density of Development:

- Base Building Height: 12 storeys
- Base Density: 4.0 FSR
- Bonus Density: up to 4.0 FSR
- Maximum Permitted Density: up to 8.0 FSR

Notwithstanding the above, the following properties may be developed at a density of 4.5 FSR and a height of 12 storeys:

- PID # 026-056-895
- PID # 031-403-174
- PID # 025-827-341

Other Policies:

1. Active uses are required at grade, including retail commercial
2. In buildings that incorporate affordable rental housing, ensure compatibility between employment and residential uses and mitigation of noise issues or other conflicts
3. See policies under section 3.3 above.

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3.5 Medium-Density Mixed-Use

Lands designated Medium-Density Mixed-Use are located 201-400 metres from rapid transit stations along the 200 Street corridor. Medium-Density Mixed-Use provides for a transition between higher density transit-oriented development around BRT stations, and existing lower density residential neighbourhoods. Ground floor areas are to accommodate retail and service uses, with residential or office uses located in storeys above. A mix of retail uses, community amenities, and a variety of multi-unit housing forms is required for vibrant, walkable, transit-accessible neighbourhoods.

Land Uses:

1. Multi-Unit Residential
2. Commercial (Retail and Service)
3. Office
4. Group Children's Day Care
5. Light industrial
6. Cultural and Arts
7. Community
8. Live/work
9. Institutional

Height and Density of Development:

- Base Building Height: 8 storeys
- Base Density: 3.0 FSR
- Bonus Density: up to 3.0 FSR
- Maximum Permitted Density: up to 6.0 FSR

Notwithstanding the above, the following properties may be developed at a density of 4.5 FSR and a height of 12 storeys:

- PID # 012-661-680
- PID # 027-306-496
- PID # 025-827-324
- PID # 026-163-721

Other Policies:

1. Active uses are encouraged at grade, including retail commercial.

3.6 Medium-Density Employment

Lands designated Medium-Density Employment are located within 201-400 metres of future rapid transit stations along 200 Street, and also within the regional Mixed Employment lands designated in the Metro Vancouver's RGS. The mix of uses is intended to support employment uses that may require greater floorspace or less employees per square metre than high-density mixed employment. Commercial amenities and services, proximity to nature and open space, and attractive design are intended to draw in businesses and workers, keeping jobs in Langley and contributing to local gross domestic productivity.

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Active ground-floor frontages are required and are encouraged to be achieved through at-grade retail and services to fulfill a range of daily needs for residents and workers in the station area and adjacent neighbourhoods.

Land Uses:

1. Offices
2. Light industrial and manufacturing uses, if wholly enclosed within buildings
3. Retail and service commercial at grade with employment uses above
4. Research and development laboratories
5. Warehousing and distribution
6. Breweries, distilleries, restaurants
7. Education campuses
8. Institutional

Height and Density of Development:

- Base Building Height: 8 storeys
- Base Density: 3.0 FSR
- Bonus Density: up to 3.0 FSR
- Maximum Permitted Density: up to 6.0 FSR

Notwithstanding the above, the following properties may be developed at a density of 4.5 FSR and a height of 12 storeys:

- PID # 025-827-308
- PID # 025-827-316
- PID # 026-163-748
- PID # 026-163-730
- PID # 026-080-591
- PID # 026-432-552

Other Policies:

1. Active uses are required at grade, including retail commercial
2. Inclusionary zoning may be applied to pre-zoned sites in the Medium Density Mixed Use designation area, per Zoning Bylaw 2500.
   a) 15% of FSR or equivalent cash-in-lieu is required to be provided as affordable housing.
   b) Affordable housing is to be provided with rents or ownership costs at a maximum of 30% below CHMC-determined median housing costs
   c) Affordable housing units are to be provided for a timeframe of 50 years or the lifespan of the building, whichever is greatest
   d) A density bonus entitlement of 1.50 FSR will be granted as a condition of affordable housing unit provision, and additional density entitlement up to 1.5 FSR may be permitted with the agreement of provision of amenities including daycares, community facilities, and special needs housing provided on-site or as cash-in-lieu.

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e) A Housing Agreement with the Township to ensure conveyance of affordable housing units will be required prior to Building Permit issuance.

3.7 Low-Density Mixed-Use

The Low-Rise Mixed-Use designation provides for a mix of apartment housing types that are suitable and affordable to a range of households and are located in mixed-use buildings above retail and service commercial uses. Active frontages are required at grade, and may include small-scale, local-serving retail, services, cafes and restaurants, or community uses.

Land Uses:

1. Multi-unit residential
2. Retail Commercial
3. Service Commercial
4. Group Children's Day Care
5. Community
6. Culture and Arts
7. Institutional

Height and Density of Development:

- Base Building Height: 4 storeys
- Maximum Building Height: 6 storeys
- Base Density: 1.5 FSR
- Maximum Density: 3.0 FSR

Other Policies:

1. Commercial or community uses are required on the ground floor with residential uses above.
2. Buildings must be sited adjacent to and oriented towards a public road or greenway. Commercial units must be street-fronting.
3. Short-term parking for commercial uses must be provided on-street, underground, or in surface parking lots located to the rear or side of the building, provided that the majority of surface parking is at the rear. If side parking is permitted, design elements must ensure it is screened from view from the street.
4. Residential units must be accessed through lobbies, with resident parking provided underground.
5. Residential units must be located directly above commercial units for street-facing elevations.
6. Continuous weather protection is required for pedestrians on all commercial frontages.
7. For commercial uses, small-scale operations will be considered, including but not limited to: financial institutions, medical and professional offices, retail stores, convenience stores, bakeries, barber shops, beauty salons, dry cleaners, laundromats, restaurants and cafes, travel agencies, fitness centres, and veterinary clinics.
8. A neighbourhood grocery store up to 465 m^2 may be considered if it is included in a mixed-use building and:
   a) A minimum of one street-front pedestrian public access is provided
   b) Parking is provided via underground and/or concealed surface parking – surface parking may be provided to the rear of the building and away from arterial and collector roads, and
   c) The grocery component is the primary use, with ancillary uses considered

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9. Gas station(s) and drive-through services are not permitted in this designation.

3.8 Low-Density Residential

Low-Rise Multi-Unit Residential designations are intended to offer a mix of residential apartments suitable for and affordable to a range of households. This designation typically provides a transition between Low-Density Residential uses and higher density residential or mixed-use development. A mix of unit sizes and building typologies including courtyard, terraced, and ground-oriented apartment buildings, as well as hybrid or stacked townhouses and apartment buildings are encouraged. A variety of tenures is also encouraged including strata, rental, co-operative, and non-market housing.

Land Uses:

1. Multi-unit residential
2. Live-work
3. Group Children's Day Care

Height and Density of Development:

- Base Building Height: 4 storeys
- Maximum Building Height: 6 storeys
- Base Density: 1.5 FSR
- Maximum Density: 3.0 FSR

Other Policies:

1. Buildings must be oriented to the public realm with ground-floor units having access to the street or adjacent greenway.
2. Resident parking must be provided underground. Guest parking may be accommodated in off-street surface parking lots.
3. Patios and other outdoor private ground-floor spaces must be appropriately separated from public spaces through the use of screening, landscaping, or change in elevation.
4. Favourable consideration will be given to the inclusion of co-housing, co-operative housing, and similar non-traditional housing forms and projects.

3.9 Rowhouse/Townhouse

The Rowhouse/Townhouse designation provides for ground-oriented multi-unit housing with family-sized units. Rowhouses and townhouses are an important transitional scale of residential development in areas within walking distance of local transit and neighbourhood-serving retail commercial. Live-work uses are permitted within the Rowhouse/Townhouse designation to accommodate home-based businesses and provide neighbourhood services.

Land Uses:

1. Residential
2. Live-work

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Height and Density of Development

- 22-30 Units Per Acre Units per Hectare?
- Maximum Building Height: 3 storeys

Other Policies:

1. All rowhouses and townhouses are required to face the street with rear garage access, except in the case of (internal) private road access.
2. Units fronting arterial roads must provide a minimum of 4 off-street parking spaces.
3. Only limited low-impact commercial uses (e.g. retail, service, or office) will be permitted as “live work” uses, including but not limited to home professional offices, hair salons, coffee shops, art galleries, pet grooming, etc.
4. Live-work uses must have street-fronting commercial entrances. Rear access is required for residential use only.
5. Continuous or near-continuous street fronting buildings are required.

3.10 Single Family Mixed Residential

Single Family Mixed Residential encompasses semi-detached, rowhouses, multiplex, and small-scale multi-unit housing (SSMUH). These ground-oriented housing forms are generally located at the edges of the Willoughby Transit Corridor, farthest from 200 Street, but within walking distance of schools and parks. The only permitted uses within this designation are residential and home-based businesses.

Land Uses:

1. Residential
2. Live-work

Height and Density of Development:

- Up to 4 units per lot, subject to servicing requirements outlined in the Zoning Bylaw. .
- Maximum Building Height: 3 storeys or 9 metres

Other Policies:

1. Favourable consideration will be given to the inclusion of co-housing, co-operative housing, and similar non-traditional housing forms and projects, as well as to clustered housing and other layouts which preserve existing vegetation and other natural features.
2. Rear-loaded lots are preferred with units oriented towards public roads, and rear parking with vehicle access provided via lanes. Exceptions may be made if topographic or other site constraints make rear lane access difficult to achieve.
3. When located at a corner, residential units shall have their entrance face the intersection.
4. Provide sufficient on-street parking, and at least one space in front of each unit.
5. Encourage front porches, particularly for units fronting onto local roads and greenways.
6. Minimize front yard setbacks to create street presence and maximize usable backyard space.
7. Where units back onto greenways provide direct pedestrian access from rear yards onto the greenway (may be combined).

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3.11 Institutional

Though Institutional uses are permitted in other mixed-use areas, sites designated for only Institutional uses preserve space within the neighbourhood for public gathering and organized community services that complement adjacent residential uses. Institutional sites contribute to complete communities, while reinforcing the prevailing pattern of height and density.

Land Uses:

1. Places of Worship
2. Community Hall
3. Neighbourhood House
4. Public School
5. Private School
6. University/college campus or satellite campus
7. Library
8. Government Offices
9. Group Children's Day Care

3.12 Business Park

Business parks are intended to provide areas for large-format employment-generating uses. A mix of commercial, institutional, and low-impact, sensitive light industrial uses are permitted.

Land Uses:

1. Professional and government offices
2. Research and development laboratories
3. Post-secondary and technology school campuses
4. Conference Centres
5. Warehousing/wholesale distribution facilities
6. Public Works Yard
7. Group Children's Day Care

Height and Density of Development:

Maximum height and densities within the Business Park designation are set forth for rezoning and informed by the Township's Comprehensive Development Zone CD-57.

Other Policies:

1. Light industrial and service commercial uses would be considered in the area bounded by 196 Street (west), Highway 1 (north), 199 Street/Latimer Creek (east) and 86 Avenue (south).
2. A mixed-use development incorporating retail commercial space in combination with affordable housing will be considered on lands developed within 200 metres of a transit station.

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4. Mobility and Transportation

Multi-modal travel options within the Willoughby Transit Corridor will accommodate rapid and local transit services, cycling, walking, and rolling, and private and commercial vehicles. The overall mobility objective is to provide safe, convenient, comfortable, and sustainable transportation choices to people of all ages and abilities, while accommodating the movement of goods and services. The policies in this section relate to the form and function of the mobility network in the Willoughby Transit Corridor. Detailed standards for road infrastructure are outlined in the Transportation and Mobility Strategy and the Subdivision and Servicing Bylaw No. 5382, as amended.

The policies in this section support the vision for a fine-grained street and block network in Willoughby that promotes walkability and human-scaled urban design. Strategies include:

- creating more route and mobility options
- layering transportation networks of different modes
- planning more dense and efficient land uses
- requiring a high standard of urban design and amenities along travel routes
- prioritizing the pedestrian experience, while accommodating vehicles and parking in ways that do not detract from the public realm
- provision of on-street parking where appropriate

General Policies:

1. Increase the capacity of the street network beyond vehicle travel to accommodate multi-modal mobility.
2. Plan for a safe and integrated multi-modal transportation system and ensure implementation through all future private and public developments.

4.1 Roads

The Township's transportation network is classified according to a hierarchy based on function, traffic service, land access, and traffic volumes. The following road types are included within the Willoughby Transit Corridor:

- **Major Road Network (MRN)** consists of arterial roads of regional significance for which maintenance is funded by TransLink and is eligible for capital cost-shared funding by TransLink. These roads typically support the highest traffic, goods movement, and transit demands, but also accommodate pedestrians and cyclists. 200 Street is the only road within the Willoughby Transit Corridor that is part of the MRN.

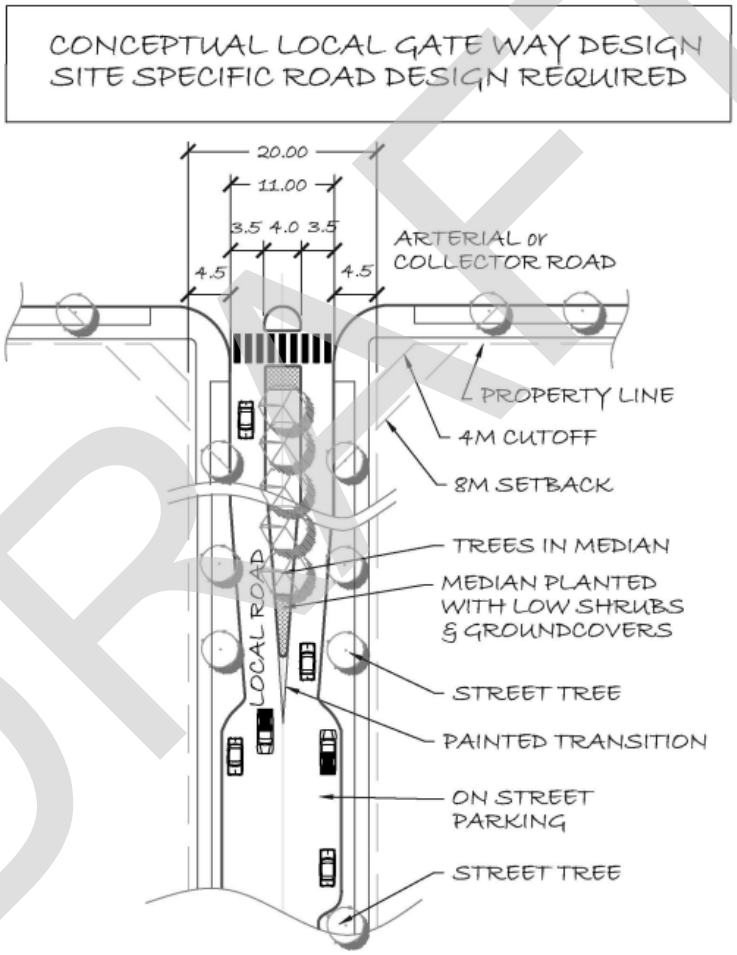
- **Arterial Roads** have the primary function of accommodating longer-distance, regional travel, with limited access to individual sites. They are principal mobility corridors with the highest vehicle capacity and level of transit service, carrying 20,000 to 60,000 vehicles per day, depending on the number of vehicle travel lanes. They also serve as key active transportation routes and should receive significant amenities including continuous sidewalks and greenways, cycling facilities, street trees, and enhanced pedestrian crossings. On-street parking is generally prohibited to accommodate higher peak traffic volumes and transit service and ensure traffic safety. Arterial roads within the Willoughby Transit Corridor include 200 Street and 202 Street (north-south routes); and 72 Avenue, 80 Avenue, 88 Avenue, and parts of 86 Avenue (east-west).

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- **Collector Roads** are intended to connect traffic from local roads to arterial roads and provide movement and connectivity to development. Collectors play an important role in distributing traffic from residential, commercial, and industrial areas with 2,000-10,000 vehicles per day. Collector roads in the WTCP include 68 Avenue, 74 Avenue, 76 Avenue, 82 Avenue, 84 Avenue, 196 Street, 199 Street, 201 Street and 204 Street.

- **Local Roads** are intended to provide access to individual properties in neighbourhoods and are not intended for vehicle through-travel. Typical volumes on a local road can be less than 1,000 vehicles per day but can be up to 3,000 vehicles per day depending on the road network and local land uses.

- Where local roads meet collector roads, a transitional gateway design consistent with Figure 1 below is expected.



- **Lanes** are intended to provide safe and convenient vehicle access to individual properties from the rear, allowing for a stronger pedestrian orientation along the principal roadway. Lanes are to be dedicated at the rezoning or subdivision stage and require a minimum width of 6 metres to allow for servicing and access, including emergency vehicles.

- Rear lane or internal strata road access is required for all residential development parcels fronting on arterial roads, collector roads, and greenways. The “H”-shaped configuration for rear lanes is intended to provide an opportunity for short end blocks to feature fronting units.

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200 Street

200 Street is a multi-modal north-south corridor at the heart of the Willoughby Transit Corridor, which is designated a Major Transit Growth Corridor in Metro 2050. 200 Street will accommodate all modes of transportation, including a future BRT route between the Willowbrook Transit Exchange and Skytrain Station in the south, and Haney Place (Maple Ridge) in the north, via the Golden Ears Bridge. It serves as the anchor of the Major Transit Growth Corridor established by Metro2050 to support future transit-oriented development.

As a Major Road Network arterial, 200 Street is intended to accommodate four to six general-purpose lanes, bicycle lanes or cycle tracks, and a parallel greenway with Multi-Use Paths are intended, as illustrated in the potential cross-section figure below. This cross-section is taken from the Jericho Sub-Area Plan, and generally applies from 86 Avenue south to Willowbrook Drive. It is included here for explanatory purposes only, to illustrate the general concept for the 200 Street Corridor. TransLink is currently undertaking design work on the BRT corridor, including 200 Street, in consultation with the Township. It is anticipated that the ultimate design for the 200 Street BRT corridor will include the elements needed for all modes of travel, including bus lanes, general travel lanes, walking and cycling facilities.

Specifications

Road Right-of-Way Width:	Typical 41.2 metre width
Driving Lane Width:	33.2 metres, including 4 to 6 general traffic lanes, 2 bus lanes, medians and bike
Greenway:	20 metres (including double row of trees, walkway, plazas, pedestrian amenity areas, and parkettes)
On-Street Parking:	Not permitted
Traffic Calming:	None but medians
Lighting:	Compliant with Transportation Association of Canada

202 Street

202 Street is to be widened to an arterial road standard to provide an alternate parallel route to 200 Street, between 62 Avenue and Highway 1.

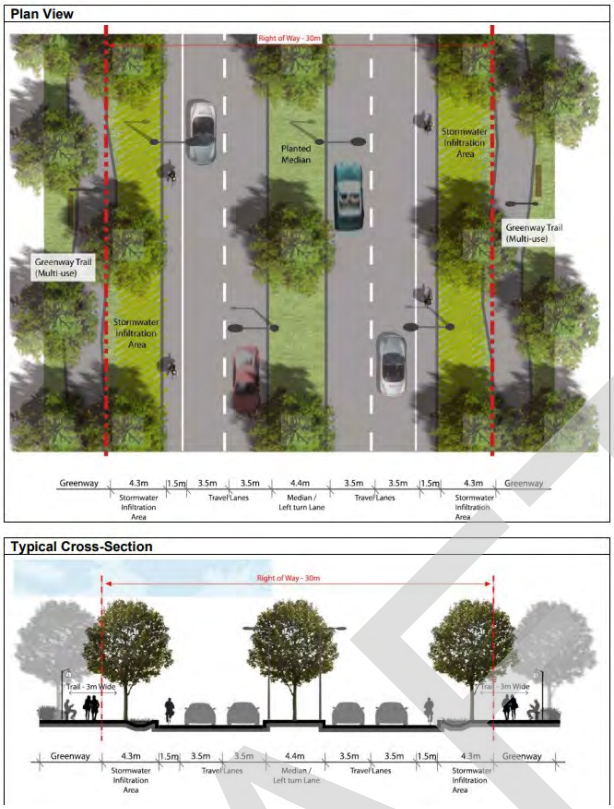
80 Avenue

80 Avenue is an arterial road that provides a strong east-west linkage connecting the employment lands, LEC, 80 Avenue BRT station, high-density mixed-use development, and surrounding residential neighbourhoods. It is anticipated that a four-lane cross-section will be needed along 80 Avenue.

Specifications

Road Right-of-Way Width:	30 metres
Driving Lane(s):	21.4 metres (including 4 travel lanes, protected cycling lanes, a median, and widening at intersection approaches)
Sidewalk:	3 metre shared trail within greenway and boulevard
On-Street Parking:	Not permitted
Traffic Calming:	None but median

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199 Street Connection

199 Street will be a collector road that connects the Willoughby Transit Corridor north-south on the west side of 200 Street.

Specifications

Road Right-of-Way Width:	20 metres
Driving Lanes:	7 metres to accommodate two travel lanes
Sidewalk:	Minimum 2 metres on west side if no greenway
	Minimum 3 metres on east side within greenway
On Street Parking:	Parallel parking lanes provided on west side of street
Traffic Calming:	Raised coloured patterned stamped concrete or better intersection, limited use of medians
Lighting:	Light levels to comply with Transport Association of Canada
	Pedestrian lighting required on greenway trail

196 Street Connection

196 Street borders the City of Surrey to the west side. It provides a disjointed road connection due to significant creeks and other limiting factors, and local north-south access in certain sections. South of 72 Avenue, 196 Street is an collector road with a more significant traffic circulation capacity and is planned to be widened to four general traffic lanes in the future.

Parallel roads located east of 200 Street will serve as primary north-south travel routes in Willoughby.

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General Road Policies

- The Road Network Concept Plan outlines the planned road network. Substantial compliance with the transportation network and Transportation and Mobility Strategy are required, however, there is some flexibility.

The Road Network Concept Plan illustrates a local road network based on a modified grid with an east-west orientation and some north-south roads. Development applications should attempt to be in substantial compliance with the road network concept. Flexibility will be considered without amendment to this plan where local roads cannot conform to the concept due to site constraints.

Rights-of-way must be secured for all roads illustrated in the Road Network Concept Plan. Rights-of-way include sidewalks, travel and parking lanes, boulevards and utility allowances. Updated road network and road classifications are outlined in the Transportation and Mobility Strategy (TMS). The TMS also includes a road infrastructure map that identifies the ultimate cross sections.

4.2 Pedestrian and Cyclist Network

A network of greenways, trails, multi-use paths, sidewalks, and cycling facilities provides for pedestrian and cycling connectivity through the Willoughby Transit Corridor, particularly between destinations such as parks, community centres, and schools. Together, pedestrian and cyclist routes form the active transportation network that enables residents to make local trips within the neighbourhood, or to transit stops and stations, without the use of private vehicles. The goal is a walking distance of five minutes (approximately 400 metres) to transit, schools, or neighbourhood nodes.

The Township of Langley's Ultimate Cycling Network was included in the 2015 Cycling Plan and was intended to meet the needs of as many different cyclists as possible. The Township cycling network is being updated as part of the TMS. The current cycling network (2015) is defined as follows:

- **Commuter routes** provide direct links between residential communities and workplaces and are typically located on arterial roads with higher volumes of traffic.

- **Recreational routes** provide alternative links between residential areas and other destinations using lower volume roads, often in suburban areas.

- **Community routes** provide circulation routes within neighbourhoods; are designed to link parks, schools, community facilities and local commercial areas; and are located on quiet residential streets or off-street pathways.

The following routes are part of the cycling network in the Willoughby Transit Corridor:

- Commuter Routes (On-Street)
    - 200 Street – bike lane
    - 202A Street – bike lane
    - 72 Avenue (connection to Surrey) – bike lane
    - 80 Avenue (connection to Surrey) – bike lane/off-street cycle network
    - 84 Avenue – bike lane/off-street cycle network

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    - 88 Avenue

- Recreational Routes
    - 196 Street
    - 76 Avenue west of 200 Street

- Community Routes
    - On-Street
        - 200A Street
        - 201 Street north of 71 Ave
        - 73A Avenue between 196 Street and 198 Street
        - 76 Avenue
        - 74B Avenue between 201 Street and 202A Street
    - Off-Street Trails:
        - Willoughby Trail
        - 199 Street south of 80 Avenue
        - 82 Avenue east of 198 Street

A number of cycling facilities that were listed as on-street or shared within the Township cycling plan can be accommodated as off-street trails due to the extensive use of Street Greenways within the WTCP. The TMS proposes to upgrade existing on-street bike lanes to be protected bike lanes where possible and proposes the implementation of cycle tracks on future arterial roads. These cycle tracks and on-street bike lanes are intended for commuter cyclists, while parallel Multi-Use-Paths (MUP's) are intended for recreational cyclists, or for cyclists who are not comfortable with the on-street bike lanes. The TMS also proposes the construction of MUP's on future collector roads.

A pedestrian network will be provided through the use of sidewalks, greenways, or trails along all levels of the road hierarchy except lanes. Enhanced pedestrian amenities and standards for pedestrian infrastructure are a key component of this plan.

<u>Pedestrian and Cyclist Policies</u>

1. Functional pedestrian linkages will be established between all community facilities, parks, schools, commercial centres, business centres, plazas, and transit hubs.
2. Neighbourhood pedestrian and cycling paths will link to the broader trail network in Langley and the region.
3. All local roads are required to feature sidewalks of at least 1.8 metres on both sides.
4. Enhanced pedestrian facilities are required at parklets, plazas, transit station areas, near intersections on greenways
5. Signalized crosswalks should include the use of additional audio and visual elements as well as modified timing of traffic signals to provide increased crossing time at intersections to assist pedestrians, particularly seniors.
6. Public sidewalks near high pedestrian activity areas such as schools or other public facilities should have a minimum width of 2 metres Street greenways identified in Map 4 are required to provide a 3 metre wide shared use path, which is part of a 20 metre road allowance and an additional 4.5 metre greenway dedication. Right-of-way width is 24 metres on collector roads.

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7. Equip designated bicycle routes with either shared or dedicated and protected on-street lanes, MUPs or cycle lane in the boulevard, along with adequate signage, road markings, and cyclist-activated signals at key intersections.
8. Provide signalized pedestrian crossings when warranted based upon Transportation Association of Canada (TAC) guidelines.
9. Provide mid-block pedestrian connections where blocks are larger than 200 metres, and where a school, park, community facility, or transit stop or station access does not align with an intersection crossing
10. Where mid-block crossings are provided on non-arterial roads, introduce traffic calming measures around the crosswalk including curb extensions, stop lines, striped pattern or differentiated material, a raised crossing, or pedestrian activated Rectangular Rapid Flashing Beacons (RRFB's), street lighting, signage, and a median where feasible.

4.3 Transit Service

A South of Fraser Area East Transit Plan is underway to update is the previous transit plan adopted by TransLink in 2007. This will update the vision for the transit network, including the regional role of 200 Street. The share of trips taken by transit is expected to grow significantly as the Willoughby Transit Corridor becomes a rapid transit route anchored by transit hubs at each station area.

Transit Service Policies

1. Advocate for community-wide transit routes that facilitate access to BRT stations and the Carvolth Transit Exchange from all areas within the Willoughby.
2. Provide safe, comfortable, and weather-sheltered facilities at bus stops and stations with ramps, tactile strips, and other accessibility features, to accommodate people of all ages and abilities.
3. Plan adequate local and internal street widths to accommodate small community shuttle buses to provide services to users with special mobility needs.
4. Provide multi-modal hubs at transit stations where users may shift from one mode to another, including pick-up and drop-off facilities for rideshare, bike and micromobility storage, and pedestrian amenities.

4.4 Traffic Control

Traffic control and context-sensitive street design ensure that vehicles move at a speed that is appropriate and safe for the environment and protect neighbourhoods from traffic congestion. This is achieved through road widths, road surfaces, street crossings, and intersection controls.

In general, the following traffic control should be pursued:

Intersection Type	Traffic Control Type
Arterial/Arterial	Traffic Signals
Arterial/Collector	Traffic Signals
Collector/Collector	Roundabout

Traffic Control Policies

1. Local streets, sidewalks, and crosswalks shall be designed to ensure traffic speeds are kept low and trips that cut through neighbourhoods are discouraged.

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2. Encourage the use of traffic calming measures on internal neighbourhood roads and appropriate collectors, including 78 and 79 Avenues.
3. Support active transportation and transit use by requiring cyclist and pedestrian amenities such as bicycle racks, end-of-trip facilities, and transit shelters.
4. Consider a reduction in parking requirements for residential and mixed-use developments where TDM measures are established.
5. Intersection types above are a starting point and detailed transportation assessments should be carried out on individual sites and intersections as part of the development approval process, and at notable intersections.

4.5 Parking and Transportation Demand Management (TDM)

The provision of adequate parking opportunities within the WTC is an important consideration for balancing the use and storage of vehicles and convenient vehicular access to stores and services while at the same time encouraging a compact unban environment that is designed for people. The incorporation of bus rapid transit and transit station areas introduces areas of the corridor that will limit vehicle access, offer short-term pick-up and drop-off for transit-users, and rely on transportation demand management (TDM) measures to accommodate higher density development and the volume of trips at peak times.

Parking Policies

1. Encourage shared parking between developments and land uses where it does not generate significant negative impacts. A traffic study by a qualified engineer is generally required.
2. Provide on-street parking where possible on local and collector roads.
3. Front-loaded, ground-oriented residential development must have double width garage and double width driveways and enough space for one vehicle to park on-street in front of each unit.
4. Rear-loaded, ground-oriented residential development must have space for on-street parking in front of each unit and three parking spaces accessed from the lane (two in a garage and one outside space), providing the opportunity for continuous sidewalks/MUPs along the front of the development.
5. Accommodate off-street parking with underground parking, or where not possible, assign it to the rear of buildings.
6. Promote alternatives to surface parking, such as central, shared structures or car co-ops.
7. Where on-street parking is not possible or permitted on busy collectors, consider on-street parking during off-peak hours, particularly in commercial areas fronting businesses.
8. Provide adequate landscaping and integrate landscaping features to support stormwater infiltration measures for all off-street parking areas provided at grade
9. Screen or otherwise render unobtrusive off-street parking from public view.
10. A Traffic Impact Analysis may be required for major development applications at the discretion of the Township. In order to promote a vibrant, transit-oriented community, opportunities to reduce parking requirements should be pursued, particularly in transit station areas and along 200 Street.

Transportation Demand Management (TDM) Policies

11. Consider car-share services, provide adequate parking spaces and consider electric vehicle charging facilities for car-share vehicles.
12. Consider provision of charging facilities for electric bicycles, scooters and other mobility devices.

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13. Provide secure bicycle, scooter and other mobility device parking facilities for residential, institutional and other workplace uses.
14. Consider parking facilities for bicycles sized to accommodate a range of bicycle types including oversized bicycles (e.g. electric cargo bike, tricycles, etc.) along with scooters and other mobility devices.
15. Provide end-of-trip facilities such as showers, changing rooms and lockers in residential, institutional and workplace uses to further support active transportation.

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5. Public Realm and Neighbourhood Amenities

An integrated network of public spaces and facilities is an integral part of a green and amenity-rich neighbourhood. Rights-of-way acquired through development have the potential to accommodate various green elements and public realm enhancements including greenways, linear parks, tree corridors, pedestrian amenities, and stormwater management systems, particularly along the 20m wide 200 Street greenway.

General Policies:

1. Centre each transit hub on a public space such as a park or plaza.
2. Locate an indoor community amenity with a minimum 10,000 sq. ft. in each transit hub to anchor the open spaces.
3. Complete the 200 Street greenways on either side to make a comfortable environment for biking and walking and accommodate other amenities.
4. Locate a series of public spaces including pocket parks, plazas, and public art along high streets.
5. Activate streets and public spaces in transit hubs with retail frontages and lively ground-floor uses.
6. Create mid-block connections via semi-public courtyards through buildings and statutory rights-of-way near transit stations to increase pedestrian connections and permeability.
7. Integrate natural conservation areas into the overall open space network
8. Complement parks and conservation areas with strategically placed pocket parks.
9. Create a network of neighbourhood parks and varied outdoor amenities so that the park space is within 300 metres from every lot.
10. Connect all elements of the community amenities and facilities network with ample treed greenways and trails.

5.1 Public Realm

The public realm encompasses all of the areas outside of private property and is the important shared area where public life occurs: streets, plazas, parks, courtyards, and greenways. A successful, high-quality, vibrant public realm contributes to the identity and sense of place for a community. In a highly active and compact corridor like the Willoughby Transit Corridor, the public realm must be equally efficient and functional as it is pleasant and attractive, so that it is able to keep up with the high intensity of uses and users.

General Public Realm Policies:

1. Prioritize universal access to streets, plazas, parks, and greenways for people of all ages and abilities.
2. Promote CPTED principles in public realm design to promote safety, cleanliness, and comfort for users.
3. Establish a dense network of public spaces, including pocket parks, plazas, public squares, activated frontages, and greenways, especially in transit station areas.
4. Promote opportunities to express the culture, identity, and heritage of the Township of Langley through the use of public art, design elements, materials, and other opportunities within the public realm, and reinforce the sense of place and character of Willoughby.
5. Promote activation of high street frontages and adjacent public realm through restaurant and café patios, spill-out displays, pedestrian amenities, and awnings to encourage vibrant, interactive, engaging streets in areas with a mix of uses.

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5.2 High Streets

Within high-density mixed-use areas, “high streets” are to be developed along arterials and collector roads. These high street environments are intended to facilitate walkability between the neighbourhood and the transit station. They are pedestrian-oriented environments with active building frontages, a high-quality public realm, unique character, and generous provision of pedestrian and cyclist amenities. Additionally, on-street parking may be available on collector streets, and roundabouts will be located at the intersection of collector streets.

5.3 Plazas

Plazas are important amenities and focal points in station areas and transit-oriented communities. The Willoughby Transit Corridor will require a range of plaza sizes and types. Plazas are flexible, hardscaped spaces that function as hubs where people move between places and activities and have enough space to be programmed for events such as markets or community gatherings. Plazas often front public buildings such as community centres or transit stations but can also be integrated into private developments. Different design considerations are needed for plazas that serve transit stations, civic buildings, high streets, or other functions and spaces. Well-designed plazas are oriented to maximize sunlight exposure, provide weather protection, incorporate trees and plantings, offer places to sit, and may feature a focal point, such as a fountain. They may double as a pedestrian passage between buildings, and as a multi-modal hub where commuters transfer between transit and other modes of travel. Importantly, plazas see a high volume of people passing through and therefore are natural spaces to showcase the sense of place and identity of the neighbourhood.

Plaza Policies:

1. Incorporate at least one large plaza adjacent to, or at the closest pedestrian access to each BRT station, as shown in Map 1.
2. Provide a public plaza outside of civic and community buildings.
3. Position plazas so that they are intuitively, directly, and easily accessed from surrounding buildings, transit stations or stops, sidewalks, and greenways without barriers by people of all ages and abilities.
4. Large plazas as designated on the Public Realm Map should be at least 3200m^2 or ¾ of an acre.
5. Plazas within private developments are to be provided, constructed, and maintained by the adjacent private development and ensure public access and use.
6. Provide seating within plazas such as benches, terrace stairs that double as seating, and/or street furniture.
7. Incorporate weather protection, lighting, and landscaping into plazas.
8. Provide garbage and recycling receptacles in plazas.
9. Ensure a large open space that can accommodate a crowd in the plaza for event programming.
10. Incorporate public art and placemaking that reflects the Willoughby culture and community.
11. Require active frontages for buildings facing onto a plaza, and orient entrances towards the plaza.
12. Use high-quality materials on plaza surfaces and amenities that are durable, low-maintenance, and visually appealing.
13. Permit businesses fronting onto plazas to use spill-out space for newsstands, merchandise displays, entrance features, or outdoor patio seating within the plaza space.
14. Where possible, integrate on-site stormwater management features such as rain gardens into plazas.

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5.4 Public Art

Per the Willoughby Greenway Amenity Policy No.07-234 (WGAP policy) and Public Art Policy No 06-024, public art is a required amenity in certain types of developments and public spaces.

Public Art Policies:

1. New public and private developments that include mixed-use or residential uses in high and medium density areas should provide public art on-site or contribute cash-in-lieu in accordance with the WGAP policy.
2. Public art should add to the aesthetic quality or activate and animate public spaces.
3. Public art should be oriented towards the public realm, including greenways, plazas, and streets.

5.5 Privately-Owned Public Open Spaces (POPS)

POPS are a key part of the corridor's public realm network, providing open space in much-needed urban development sites to complement existing and planned parks, open spaces, and natural areas. POPS are public spaces that are owned and maintained privately, and often double as pedestrian linkages between blocks and buildings. POPS may include landscaped setbacks in front of buildings (particularly along south-facing exposures), mid-block pedestrian linkages between buildings, building courtyards, extended outdoor entrance foyers, and small plazas less than half an acre. These spaces supplement the public realm and contribute to creating a cohesive interface between private and public spaces.

POPS Policies:

1. In all high-density areas, new developments are required to provide POPS.
2. In all medium-density areas, new developments are encouraged to provide POPS.
3. POPS may be smaller than plazas and are meant to fill gaps and complete the network of public spaces in areas where new park and plaza space may be limited.
4. POPS may not count towards parkland dedication contributions.
5. POPS must be publicly accessible and barrier-free to users of all ages and abilities.
6. POPS must be oriented towards sidewalks, greenways, or parks along at least one side to allow public access.
7. Provide pedestrian amenities, including seating, weather protection, and landscaping in POPS where possible.
8. Buildings fronting onto POPs must have active frontages.

5.6 Living Wall

Living walls (also known as "green walls") on the sides of buildings are amenity features that reduce noise, urban heat island effect, and glare. Living walls introduce plants on a vertical plane and contribute to the urban fabric by adding texture, colour, and a unique natural feel. Living walls are generally designed with irrigated, planted cells that are not connected to the ground.

Living Wall Policies:

1. Living walls shall be provided at the locations identified in the GAP.
2. The Township shall provide capital funding for living walls, funded through the WGAP, as amended.
3. All living walls shall be managed, maintained and insured by the owner. Living walls are to be kept in perpetuity and irrigation and maintenance of the living wall shall be the responsibility of the owner.

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4. Living walls must include irrigated, planted cells that are not connected to the ground.
5. Non-toxic plants must be used on the living walls.
6. Living walls must be fully visible from the building frontage and adjacent right-of-way.

5.7 Heritage Amenity Structures

Heritage amenity structures are intended to provide residents with an opportunity to reflect on the Township's rural past. The design concept, illustrated in Figure 10, is based on the Tara Farms barn and is reminiscent of the farming history of the area, which continues nearby. There are various opportunities to provide these structures in the Willoughby Transit Corridor's open spaces, including parks and greenways.

Design specifications for heritage amenity structure are as follows:

1. Structural support material and design are standard.
2. Multiple segments may be combined to create a longer structure.
3. Steel cables for structural support are to represent barn siding.
4. Weather protection is intended to be minimal to discourage loitering.
5. Plantings are to be provided to either side for shade and aesthetic effect.
6. Greenways or trails may pass through the structure.
7. Additional required design elements (wire, cedar shakes, timber, safety glass, colour, distressed treatments, etc.) are chosen by the developer but require approval from the Township.
8. Additional optional design elements may be required. Examples include:
   - Box light fixture to represent upper window of a barn.
   - Signage to indicate open space name.
   - Opening on the side to include a bench(es).
   - Flowering vines on structure.

5.8 Utility Boxes

1. Utility boxes are to be incorporated wherever possible into landscapes to reduce visual impact.
2. Utility boxes may be wrapped in appropriate material with heritage (built or natural), cultural, or artistic themes, in order to reduce graffiti and foster distinctive, attractive, and visually aesthetic neighbourhoods.

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6. Parks and Open Space

Parks and Open Spaces are central to the vision for the Willoughby Transit Corridor as a complete, connected, and livable urban community. They promote community well-being, support social and cultural life, strengthen ecological health, and help define the Corridor's character and identity.

The Parks and Open Space framework weaves green infrastructure, recreation areas, and active transportation routes into a cohesive, accessible network. Emphasizing compact, multifunctional spaces suited to a transit-oriented setting, the Corridor ensures that nature and public amenities remain within easy reach for all residents.

With more than 180 acres of open space, including wildlife habitat, riparian zones, detention ponds, and significant tree areas, these natural assets provide a strong sense of place and contribute to the Township's environmental resilience. Protecting and enhancing these spaces is essential to achieving a sustainable, complete community in the Willoughby Transit Corridor.

Parks and Open Spaces Objectives

1. Provide a balanced distribution of public parks and open spaces to serve all areas within the Corridor.
2. Integrate parks with pedestrian, cycling, and transit infrastructure to encourage active transportation and reduce car dependency.
3. Ensure that open spaces contribute to community identity, social cohesion, and cultural expression.
4. Protect and enhance natural features, stormwater systems, and habitat areas through integrated green infrastructure.
5. Support high-quality design that promotes safety, accessibility, and year-round use.

General Parks and Open Spaces Policies:

1. Parks and open spaces contribution will be required in accordance with Township policies.
2. A one-time 5% parkland dedication or equivalent cash-in-lieu contribution shall be required under the Township's Neighbourhood Park Land Policy No. 07-231, as amended.
3. The 5% parkland requirement can take the form of land dedication in locations deemed suitable by the Township as an amenity in accordance with municipal policies and the Willoughby Greenway Amenity Policy, No. 07-234, as amended.
4. Commercial development is exempt from the requirements of the Neighbourhood Park Land Policy No. 07-231, as amended.

6.1 Parks Hierarchy

The Willoughby Transit Corridor includes a range of parks that serve varying functions and user groups. This hierarchy ensures a mix of active and passive, large and small, and local and community-serving spaces.

- **Community Parks** – Community Parks provide large, multi-use spaces that serve several neighbourhoods. They accommodate organized sports, recreation facilities, passive open spaces, and environmental areas.
    - Standard: 0.8 hectares (2 acres) per 1,000 residents
    - Size: 20 hectares (50 acres) or larger
    - Funding Source: Development Cost Charges (acquisition and improvements)

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- **Neighbourhood Parks** – Neighbourhood Parks serve local residential areas and are focal points for recreation and community gathering. They are often coupled with elementary or middle schools.
    - Standard: 0.8 hectares (2 acres) per 1,000 residents
    - Size: 2—5 hectares (5–13 acres), depending on adjacency to schools
    - Funding: 5% parkland dedication contribution

- **Pocket Parks** – Pocket Parks provide small-scale, local-serving open spaces that animate urban areas and support social interaction.
    - Standard: 0.2 hectares per 1,000 residents
    - Size: .2 hectares (1 acre)
    - Funding: On-site dedication through development and funded by the WGAP.

- **Urban Pocket Parks** – Urban Pocket Parks provide open space for sitting, resting or playing.
    - Standard: Not tied to population, dependent on development site
    - Size: 0.2 hectares (0.5 acre)
    - Funding: Urban Pocket Parks are to be provided, constructed and maintained by the adjacent private development, ensure public access and use via statutory right-of-way, funded by WGAP.

- **Urban Greens** – Urban Greens provide nearby workers, visitors, and local residents an opportunity to recreate near the neighbourhood core.
    - Standard: Not tied to population, dependent on development site
    - Size: 0.1 hectares (0.25 acre)
    - Provision: On-site dedication through development, and/or the WGAP.

6.2 Community Park

Community Parks are large parks intended to serve an area equivalent to the catchment area of a secondary school (0.8 hectares or 2 acres per 1,000 people) and provide extensive activity areas and special recreational facilities. They often provide both active areas, such as athletic facilities and playgrounds, as well as passive spaces such as trails, lawns, and pavilions. Community Parks are typically 50 acres or larger and are funded through Development Cost Charges.

The Willoughby Transit Corridor is home to Willoughby Community Park, a destination for the community, Township, and region.

6.3 Neighbourhood Park

Neighbourhood Parks are intended to serve local residential areas and are focal points for recreation and community gathering. They can include sports fields, dog off-leash areas, playgrounds, and natural areas.

The Willoughby Transit Corridor requires a minimum of eight (8) Neighbourhood Parks, incorporated into shared park-elementary school sites, where possible. In the case of a shared park-school site, the area of each park site may vary in size from approximately 2.0 to 2.8 ha (5 to 7 acres). A stand-alone park site may range from 3.2 to 5.2 ha (8 to 13 acres). A dog off-leash area may be considered in a stand-alone neighbourhood park. Neighbourhood Park sites are acquired during the Development Proposal process at the Development Cost Charge phase.

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There are several Neighbourhood Parks that have been constructed, or are under construction, or the land has been secured.

Existing Neighbourhood Parks

- Routley Park
- R.C. Garnett Park
- James Anderson Park
- R.E. Mountain/Peter Ewart Middle School area* (joined with Willoughby Community Park)
- North East Latimer Park* (under construction)

Secured Neighbourhood Parks

- 197 St and 74 Ave

Remaining Neighbourhood Parks To Be Provided and Built

- 197 St & 78A Ave
- 202A St & 74B Ave

6.4 Pocket Parks

Pocket Parks are small, central, publicly accessible urban open spaces intended to integrate into the urban fabric and provide local places for play, rest, and gathering. They complement neighbourhood and community parks by offering scaled-down public spaces in places where large areas of land are less available or don't fit within the urban environment. They provide softscaped and/or hardscaped areas such as picnic lawns, pavilions, gardens, mini play structures, and nature patches. Pocket Parks may also be flexible spaces to accommodate a variety of small-scale programming opportunities.

There are 13 Pocket Parks planned to serve the Willoughby Transit Corridor. Some Pocket Parks have already been built. There are 11 remaining Pocket Parks required as development progresses in the Corridor, these are noted on Map 4.

<u>Pocket Park Policies:</u>

1. Pocket Parks must be approximately 1 acre in size.
2. Pocket Parks must be designed in accordance with the applicable conceptual design figures (e.g., Figures 11 and 12) and accompanying illustrative materials.
3. Pocket Parks must be intended primarily for passive recreation, while allowing pedestrian or cyclist rights-of-way where appropriate.
4. Pocket Parks must be located in general accordance with Map 4.
5. Pocket Parks must be sited along vehicular roads with sidewalks, or along pedestrian greenways or pathways, where appropriate and feasible.
6. The specific location of each Pocket Park must be confirmed before detailed design of each associated development parcel or phase.
7. Pocket Parks may be integrated with greenway dedications and/or adjacent building uses (such as café or restaurant patios) where compatible with public access and park function.
8. The land for Pocket Parks is provided by development and is constructed and maintained by the Township.

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9. All Pocket Parks must be fully publicly accessible and designed to support everyday use, including amenities such as seating, picnic tables, shade and shelter structures such as umbrellas, formal or informal play equipment, and small social gathering perches.
10. Pocket Parks may be funded through the Willoughby Greenway Amenity Policy.

6.5 Urban Pocket Parks

Urban Pocket Parks are strategically positioned to offer open space for sitting, enjoying lunch, relaxing, or playing. They typically measure about 0.2 hectares (0.5 acres). Urban Pocket Parks should be designed as shown in Figure 13. There are 7 Urban Pocket Parks required as part of the development of the Willoughby Transit Corridor.

Urban Pocket Park Policies:

1. These spaces are to be provided, built, and maintained by the adjoining private development, while ensuring public access and use, consistent with the concept illustrated in Figure 13 and the accompanying images.
2. Urban Pocket Parks shall be funded through the Willoughby Greenway Amenity Policy.

6.6 Urban Greens

Urban Greens are about 1,012 sq, m. (0.25 acres) in size and provide a predominantly hard landscaped urban public open space, dedicated and maintained by the Township. The spaces will provide nearby workers, patrons, and residents an opportunity to recreate.

Urban Green Policies:

1. Urban Greens are to be located adjacent to high-density mixed-use areas, along significant road corridors in core areas of the Corridor.
2. The location for Urban Greens is identified in Map 4.
3. Urban Greens shall be designed in accordance with the general specifications shown in Figure 14.
4. Urban Greens shall be funded through the Willoughby Greenway Amenity Policy.

7. Greenways

Greenways are an essential component of the neighbourhood's mobility and open space network, providing continuous pedestrian and cycling connections between parks, schools, natural areas, and key community destinations. They include a variety of routes such as street, creek, ecological, and recreational greenways, as well as enhanced sidewalks that follow stream corridors, wooded areas, and other environmentally sensitive lands.

Greenways and trails promote walkability, encourage active transportation, and strengthen community connections by creating safe and accessible pathways throughout the neighbourhood. Greenways also serve as green buffers along major corridors, integrating landscape and stormwater management features such as rain gardens into the public realm.

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General Greenway Policies:

1. Every effort shall be made to preserve a linear greenway along 200 Street except for identified nodal areas at major intersections. The width of the greenbelt shall be a minimum of 30 metres on both sides of 200 Street. The greenway on each side of 200 Street may be divided into two separate greenways, one along 200 Street and one within the neighbourhood. The greenways would total 30 m in width.
2. It is proposed that a gateway entry, combining landscaping and gateway signage, be created at the respective entrances to the 200 Street greenway. The north entrance is proposed at 83 Avenue and Latimer Creek at the northernmost BRT Station Area on 200 Street. The south gateway is proposed at 68 Avenue to mark the boundary between the Willowbrook and Willoughby communities.
3. Require sufficient dedication for a multi-use path and planted greenway for new developments along both sides of 200 Street. This greenway dedication should be reduced when adjacent to ground-floor commercial uses, with sufficient space for a multi-use pathway.
4. Require a sufficient dedication to allow for a greenway on one side of key north-south aligned streets through the 200 Street Corridor to provide for shared pedestrian and bicycle greenways, allowing for comfortable, convenient alternative active transportation routes off 200 Street.
5. Secure rights-of-way for mid-block pedestrian-only connections as a requirement for development approvals to allow for easy access to 200 Street and the BRT stations.
6. Street Greenways, Creek Greenways, Ecological Greenways, Enhanced Sidewalks, Recreational Greenways, and Green Links will be funded through the Willoughby Greenway Amenity Policy (WGAP).
7. All greenway/trails signage and wayfinding shall be consistent with the Township of Langley standards.
8. Public access to municipal greenways must be provided every 100 metres. Where no road is available, a pedestrian link must be provided.
9. Public access on private land greenways must be secured through public right-of-way agreements registered on title prior to subdivision approval or at the time of a development permit.
10. Where greenways follow road alignments, both rights-of-way, sidewalks, and landscaping requirements shall be combined. Views of the valley shall be preserved wherever practical.
11. Where greenways cannot be provided through the WGAP the Township may seek additional parkland at subdivision to secure land for these purposes.
12. Greenways should form a continuous and interconnected network linking major destinations and natural assets throughout the plan area.

7.1 Street Greenways

Street Greenways are 4.5 metre wide, landscaped corridors along major roads that provide attractive and safe pedestrian and cyclist routes connecting key community destinations such as parks, natural areas, commercial centres, and neighbourhood amenities. The 200 Street Greenway is expected to be wider and more robust than other street greenways to reflect the magnitude and hierarchy of 200 Street as the spine of the West Willoughby Transit Corridor.

Street Greenway Policies:

1. Contiguous Street Greenways must be provided in the locations identified on Map 4.
2. Street Greenways must be constructed in accordance with the standards provided in Section 7.7.
3. Street Greenway should have a double row of street trees to provide definition and separation from traffic.
4. In a commercial (or office) context, the street greenway is predominantly hardscaped with tree grates to prevent damage from trampling.

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5. In a residential context, trees are planted in grass boulevards that allow their roots to expand along the length of the planted area.
6. Driveway crossings of greenways are discouraged; however, where there is no alternative, driveways should be consolidated and intersections with greenways shall be designed for the safety of greenway users.
7. Safe street crossings must be provided for pedestrians and cyclists at key intersections.
8. Along 200 Street, provide a 2 m landscaped boulevard adjacent to commercial uses, plus a straight 3.5m multi-use path.
9. Dedication widths for 200 Street vary depending on density bonus use but should be a minimum of 15m wide.

7.2 Creek Greenways

Creek Greenways are multi-use off-road trails located adjacent to watercourses, designed to support both recreational and commuting uses while maintaining ecological integrity.

Creek Greenway Policies:

1. Creek Greenways shall be provided in the locations identified on Map 4.
2. Creek Greenways shall be constructed in accordance with the standards provided in Section 7.7.
3. Creek Greenways are to be generally located within the outer portion of the Streamside Protection Areas, provided that they do not negatively impact the habitat value or biological integrity of the Streamside Protection Area.
4. For Latimer Creek and its tributaries, SPEA establishment shall comply with Streamside Protection Bylaw 2006 No. 4485, as amended.

7.3 Ecological Greenways

Ecological Greenways protect wildlife habitat and facilitate wildlife movement between key ecological areas while also providing limited recreational opportunities

Ecological Greenway Policies:

1. Ecological Greenways must be provided in the locations identified on Map 4.
2. Ecological Greenways must be constructed in accordance with the standards provided in Section 7.7.
3. Ecological Greenways must be an average of 30 metres wide. The greenway may be divided evenly between two properties or varied with wider and narrower sections, provided an average width of 30 metres is maintained with a minimum width of 15 metres (the length of the 15 metre portions should be minimized). In all cases, continuous connectivity for ecological and recreational purposes shall be provided as development proceeds.
4. Ecological Greenways must be contiguous.
5. Ecological Greenways must not be located adjacent to and parallel to a road.
6. Any change from the alignment shown on Map 4 must show how the greenway can be realigned through the neighbourhood connecting the eastern and western boundaries without any net loss of habitat.
7. Variation of the width of the greenway shall be based on the habitat value exhibited through the five key habitat land cover types in order of priority (wetland, coniferous, mixed forest, broadleaf and shrubs).
8. A wildlife tunnel must be provided where an Ecological Greenway crosses an arterial or collector road.

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9. Trails adjacent to conservation areas shall provide a buffer between the conservation area and surrounding land uses while providing amenities for the community.

7.4 Recreational Greenways

Recreational Greenways provide informal off-street pathways primarily within subdivisions to enhance neighbourhood connectivity.

Recreational Greenway Policies:

1. Recreational Greenways must be provided in the locations identified in Map 4.
2. Recreational Greenways must be constructed in accordance with the standards provided in Section 7.7 and illustrated in Figure 21.

7.5 Green Links

Green Links are short pedestrian connections through urban developments, combining public and private space to create a network of interconnected trails and open spaces.

Green Links Policies:

1. Green Links shall be constructed in accordance with the standards provided in section 7.7.
2. Green Links require a public statutory right-of-way through development sites.
3. All ground-floor units abutting the Green Link must have direct access to it.
4. Where possible, integrated with adjacent trails, greenways, or open space corridors to maximize connectivity.

7.6 Enhanced Sidewalks

Enhanced Sidewalks provide short pedestrian and cyclist links adjacent to riparian areas or between greenways, functioning as 3.0 m multi-use paths within road rights-of-way.

Enhanced Sidewalks Policies:

1. Enhanced Sidewalks must be provided in the locations identified on Map 4.
2. Enhanced Sidewalks must be constructed in accordance with the standards provided in section 7.7.

7.7 Greenway Widths and Design Standards

Greenway Type	Location	Greenway Standard
Street Greenway	On 200 street (South of 79 Ave) Does not apply to Institutional/Park land uses	• 15.0m wide minimum dedication adjacent to residential and mixed uses for screening and noise reduction. • 4.5m wide minimum dedication adjacent to ground-floor commercial uses. • 3.0m wide multi-use pathway (MUP)

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		• A dedicated 4.0m boulevard within the road right-of-way must be provided adjacent to the greenway or may be reduced at the discretion of the Township of Langley.
	On streets other than 200 Street (south of 80 Ave - applies to lands within High Density Mixed Use areas only)	• 4.5m wide dedication • >3.0m wide MUP, concrete path • Greenway bulges are counted as part of the greenway area required • A dedicated 4.0m boulevard within the road right-of-way must be provided adjacent to the greenway or may be reduced at the discretion of the Township of Langley.
	80 Avenue (south side only) and 76 Avenue (north side only)	• A dedicated 4.0m boulevard within the road right-of-way must be provided adjacent to the greenway or may be reduced at the discretion of the Township of Langley. • 3.0m MUP in width within the combined 4.5m greenway and 4.0m boulevard (total 8.5m)
	On/near 199 Street	• 15.0m active greenway (6.0m minimum)
	199 Street (North of Latimer Creek) Applicable to lands on the east side of 199 Street only	• 6.0m minimum. • A dedicated 4.0m boulevard within the road right-of-way must be provided adjacent to the greenway • Overall greenway area between 80 and 79 Avenue must equal 10.5m times the north-south property dimension.
	199 Street (South of Latimer Creek) Applicable to lands on the east side of 199 Street only.	• 4.5m minimum. • Greenway bulges are counted as part of the greenway area required. • 3.0m MUP • A dedicated 4.0m boulevard within the road right-of-way must be provided adjacent to the greenway
	78B Avenue	• Centreline of greenway should be taken from centreline of the Langley Events Centre Entrance
	Mid Blocks Connections	• 15.0m (6.0m minimum) • 4.0m MUP
	BC Gas right-of-way	• Width of right-of-way with 4.5m MUP – Figure 14
Creek Greenway	Generally	• 4.5m minimum dedication • 3.0m MUP, asphalt path
	West of 200 Street only	• Trails may be located within the outer 6 metres of the Streamside Protection and Enhancement Development Permit Area (SPEDPA). • The establishment of SPEDPA for Latimer Creek and its tributaries shall be in accordance with the

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		Township's Streamside Protection Bylaw 2006 No. 4485, as amended from time to time.
	On 200 street (lands crossing creeks)	• 4.5m Minimum dedication. • A dedicated 4.0m boulevard within the road right-of-way must be provided adjacent to the greenway or may be reduced at the discretion of the Township of Langley.
Recreational Greenway	Generally	• 6.0m wide (typical width of right-of-way) • 3.0m MUP, asphalt path
Green Link	Generally	• 6.0m wide (typical width of right-of-way) • 1.8m wide, concrete pedestrian pathway
Ecological Greenway	Generally	• 30.0m wide (see section 6.2.5) • 3.0m wide MUP, asphalt path close to one side
Enhanced Sidewalks	Generally	• Within the road dedication • 2.0m wide buffer between the curb and sidewalk • 3.0m wide concrete sidewalk • 1.0m wide buffer between the property line and the sidewalk

8. Schools

The timely provision of schools is essential to support a growing population and ensure access to quality education within walking distance of residential areas. Based on anticipated development across the plan area, additional elementary and middle school sites, as well as capacity increases at secondary schools, will be required over time.

Elementary schools typically serve between 350 and 450 students from kindergarten to Grade 7, while middle schools accommodate Grades 6 to 8, and secondary schools serve Grades 9 to 12. Future student enrolment across the plan area is projected to increase significantly as residential neighbourhoods build-out, requiring coordination with School District No. 35 (Langley) to identify and secure appropriate sites.

In general, traditional school sites should be:

- Located adjacent to neighbourhood parks and greenways to support shared use and active transportation;
- Sited on relatively flat terrain (less than 10% slope) and accessible from all directions;
- Centrally located within the residential catchment area to promote walkability and safe routes to school.

Consideration for new, non-traditional school sites such as urban schools integrated into mixed-use development and vertical schools may be given due consideration with best practices, Provincial standards, and coordination with School District No. 35.

Where feasible, joint school/park sites will be encouraged to maximize land use efficiency and community benefit. Due to varying residential densities, some neighbourhoods may generate limited school-aged populations and will rely on schools located in adjacent areas to accommodate enrolment.

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The number, location, and grade configuration of schools will be refined through ongoing collaboration between the Township and the School District. School site acquisition and development are contingent upon population growth, rezoning approvals, and available funding through the Ministry of Education's capital program.

All new residential developments will be required to contribute their proportionate share of school site acquisition costs as per the School Site Acquisition Charge (SSAC) bylaw.

9. Watercourses and Riparian Areas

The WTCP is a unique urban corridor in the region as it contains significant protected watercourses and riparian areas that have important ecological roles and contribute to the identity of the Willoughby community. Within the Corridor, fish and wildlife habitats are protected via the Township's Wildlife Habitat Conservation Strategy and Streamside Protection Bylaw. To strengthen this protection, the Corridor integrates a system of Watercourse Conservation, Streamside Protection and Enhancement Areas (SPEAs), and stormwater management policies.

9.1 Watercourse Conservation Areas

Conservation Areas encompass the neighbourhood's most sensitive environmental features, including significant watercourses, riparian corridors, upland habitats, and mature woodlots. These areas play a vital role in supporting fish and wildlife habitat, maintaining biodiversity, providing natural stormwater functions, and contributing to overall neighbourhood character and livability. Key watercourses - including Latimer Creek, Jeffries Brook, Matheson Creek, and their tributaries - along with forested slopes and well-established woodlots dominated by Big Leaf Maple, Western Red Cedar, and Douglas Fir, are central components of this network. All Watercourse Conservation Areas must be protected, enhanced, and integrated into the broader ecological and greenway system in accordance with the Streamside Protection Bylaw and applicable Provincial and Federal policies for the protection of fish and fish habitat.

Watercourse Conservation Area Objectives:

1. Protect watercourses and riparian corridors in accordance with the Streamside Protection and Enhancement provisions of the Official Community Plan, federal Fisheries Act, and provincial regulations.
2. Maintain and enhance habitat value for fish, wildlife, and pollinators.
3. Preserve significant vegetation, forest patches, and upland ecological features, including escarpments and woodlots.
4. Support sustainable stormwater management through natural systems and low-impact development.
5. Provide limited, low-impact public access consistent with ecological function.
6. Integrate ecological corridors with the neighbourhood's greenway network.
7. Ensure development respects natural features and avoids long-term environmental impacts.

Watercourse Conservation Area Policies:

1. All plans must be designed to achieve no net loss of existing productive watercourse capacity.
2. Development planning and design shall respect the neighbourhood's defined environmental features, wildlife habitats and riparian areas, consistent with the objective of creating a community in harmony with nature.
3. The layout of new developments should preserve established vegetation, where feasible, especially when adjacent to dedicated greenways or conservation areas.

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4. The headwaters of Latimer Creek and Yorkson Creek, which incorporate high-quality riparian habitat for salmonid production, shall be protected through maintenance of a leave strip (to provide shade to moderate water temperatures, and leaf litter and insects for food, and to contribute organic debris for fish cover). The Ministry of Environment, Lands and Parks requests at least 15 metres in width from the top of banks. Larger setbacks are desired where feasible. Special guidelines to provide drainage, watercourse and aquifer protection must be enacted at the NCP stage in the Latimer Creek headwaters area.
5. All Class A, A(OD), A(OW), and Class B watercourses must be protected as per the requirements of the Township's Streamside Protection provisions of the Official Community Plan (OCP) and Provincial and Federal policies for the protection of fish and fish habitat.
6. Map 11 Watercourse Classification in the OCP shows a plan for retaining and relocating watercourses and indicates areas to be protected. Per the requirements of the OCP's Streamside Protection and Enhancement provisions, the exact location and extent of the Streamside Protection and Enhancement Development Permit Area shall be confirmed through a survey undertaken by a BC Land Survey professional.
7. Watercourse relocations are subject to provincial and federal government regulatory approval processes. The depiction of watercourse locations in the OCP should not be interpreted as final approval/endorsement by senior government environmental regulatory agencies.
8. Trails will be explored in the outer 6 metres of the riparian area based on connectivity to street greenways and public park spaces. Trail design must conform to the requirements of the Streamside Protection and Enhancement Development Permit Area. Access from new development to greenways or environmental areas may be restricted if the access is deemed detrimental to the overall biological integrity and viability of the greenway. Tree removal shall be avoided, and additional native plants may be needed to enhance greenways. The locations of future greenways and trails are shown in Map 4.
9. Any proposed modification or relaxation of the SPEDPA will be evaluated as part of the development planning process using the policies set out in the Official Community Plan.
10. A vehicular bridge over Latimer Creek shall be permitted, subject to approvals from Fisheries and Oceans Canada (DFO) and the provincial Ministry of Water, Land and Resource Stewardship.
11. Some existing features within the Streamside Protection Area shall be retained, including pedestrian access from 200 Street and a trail/footbridge over Latimer Creek at the south end of 199 Street.
12. Proposals to extend underground structures (e.g. portion of underground parkades) beneath street greenways will be evaluated subject to no negative impact to greenways and subject to Township approval.
13. It is proposed to re-establish Jeffries Brook as fish spawning habitat. This may involve watercourse relocations in the southern area of the plan, and coordination with the Willowbrook Community Plan.
14. Areas to be protected shall include land from the centreline of the watercourse to the top-of-bank, and additional lands to be determined between an applicant and the relevant agency, or in accordance with a memorandum of understanding between the Township of Langley and environmental agencies.
15. The Ministry of Water, Land and Resource Stewardship has provided correspondence concerning alignment and setback options along Jeffries Brook that is available for information. It is proposed that a watershed management plan be prepared that, when approved, would replace the letter.
16. Development on land parcels between 72nd Avenue and 68th Avenue will be required to maintain a low surface imperviousness through compact buildings and site layout, alternative stormwater and road, and the preservation of existing vegetation.
17. Existing access roads crossing Jeffries Brook should be removed and existing culverts improved to improve fish accessibility (under applicable senior government regulatory agency approvals).
18. Matheson Creek and its riparian area must be protected in accordance with SPEDPA, the Watercourse Classification Map (OCP Map 11), and applicable environmental agency requirements.

19. Existing vegetation shall be maintained along 200 Street, Latimer Creek, Matheson Creek, Jeffries Brook and their tributaries, and on the steeper slopes of the escarpment in the southwest portion of the Corridor, in accordance with requirements of environmental agencies.
20. Where established vegetation is used to apply for a bonus density, preference shall be given to forested areas that correspond to the alignment of the dedicated greenways or to those whose size or location can help create continuous ecological corridors.

9.2 Stormwater Facilities as Amenities

Stormwater facilities are designed to serve a primary functional purpose while also providing secondary recreational and aesthetic benefits and should be planned with these dual goals in mind. This plan builds on this principle by promoting an integrated approach that emphasizes infiltration, detention, and conveyance as complements to existing Master Drainage Plans, with a particular focus on increasing infiltration opportunities across both public and private lands. Rather than relying solely on large downstream detention systems, the strategy integrates stormwater controls directly into developments and landscapes to reduce the effective impermeable area to near pre-development levels and lessen impacts on downstream receiving waters. Overall, the approach aligns with the core layers of integrated stormwater management:

- infiltrating small events,
- Detaining and conveying large events.

General Stormwater Facilities as Amenities Policies:

1. Innovative stormwater management, sediment and erosion control techniques and other best management practices that protect the quality and manage the quantity of surface and ground water shall be employed in accordance with Section 3.4.3 Stormwater Drainage.
2. Absorbent landscapes, rain gardens, underground storage and release, green roofs, bioswales, infiltration galleries, and other Low Impact Development (LID) features shall be integrated into stormwater management design as a means to provide volume control into major watercourses and their tributaries and to improve water quality.
3. Construction of wetted habitat ponds and stormwater treatment features, such as swales and wetlands, within streamside protection and enhancement development permit areas will be considered during the development planning process and will be subject to the policies set out in the Streamside Protection Bylaw.
4. Stormwater runoff flow rates and volumes from the development area are to be controlled as outlined in Section 3.4.3.

9.3 Absorbent Landscapes

Growing medium depths ranging from 300 mm to 1,000 mm for various planting applications will significantly contribute to capturing the majority of rain events throughout the year. Water stored in soils becomes available to plant material and is cycled back into the atmosphere through evapotranspiration.

General Absorbent Landscapes Policies:

1. Maximize the area of absorbent landscape on site and conserve as much existing vegetation and undisturbed soil as possible.
2. Disconnect impervious areas (such as roofs and parking lots) from the storm sewer system and have them drain into an absorbent landscape.
3. Maximize the vegetation canopy cover over the site and provide multi-layered canopies where possible.

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4. Ensure adequate growing medium depth for horticulture and stormwater needs: a minimum of 150 mm for lawn areas, and 450 mm for shrub/tree areas.

9.4 Rain Gardens

Rain gardens are planted depressions in the landscape designed to capture and hold runoff for a specified period. Water is held and slowly released into the receiving water body to mimic pre-development conditions. In addition, runoff has time to drop sediment and filter through vegetation and soil , improving water quality prior to release into downstream water bodies. Plants that can tolerate periodic inundation should be selected to stabilize soils, provide habitat and plant diversity, and provide a positive visual amenity to the area.

General Rain Garden Policies:

1. At point source inlets, install non-erodible material, sediment cleanout basins, and weir flow spreaders; install a non-erodible outlet or spillway to discharge overflow.
2. Soil depths of 450 mm to 1200 mm are desirable; use soil with a minimum infiltration rate of 13 mm/hour.
3. Surface planting should be primarily trees, shrubs, and groundcovers, with planning designs respecting the various soil moisture conditions in the garden.
4. Drain rock reservoir and perforated drain pipe may be avoided where infiltration tests by a design professional show subsoil infiltration rate that exceeds the inflow rate.

9.5 Underground Storage and Release

A concrete tank or vault may be constructed as part of development as a method to capture design target rainfall. The tank is constructed with observation/maintenance hatches and has a control mechanism to allow release of collected water at a prescribed flow rate into either surrounding subsoils or piped to a receiving water body. Overflow pipes convey water during storm events where the capacity of the vault is exceeded.

9.6 Bioswales and Infiltration Galleries

The principle of bioswales and infiltration galleries is similar to a rain garden, except that water is not visible during retention. Bioswales are designed to have minimal gradients to allow collected water to percolate through soils into the subsoils below. Plant roots provide a soil-stabilizing function and promote infiltration. Infiltration galleries can be located below or remote from a bioswale. They are essentially voids below the surface-level substrate that allow incoming water to collect and infiltrate into subsoils. The finish over an infiltration gallery can be landscape, hard surfaces or permeable paving.

General Bioswales and Infiltration Galleries Policies:

1. Flow to the swale should be distributed sheet flow (i.e., travelling through a grassy filter area). Provide pre-treatment and erosion control to avoid sedimentation in the swale.
2. Provide a 25 mm drop at the edge of paving to swale soil surface.
3. Provide a longitudinal slope of 1-2% and ensure side slopes are not more than 3 (horizontal): 1 (vertical).
4. Provide weirs or check dams to slow water flow with a maximum ponding level of 150 mm.

9.7 Detention Ponds

Detention ponds help manage stormwater by temporarily storing runoff during heavy rain and releasing it at a controlled rate. This reduces flooding, prevents erosion and surges in streams and drainage systems, and can improve water quality when designed with sedimentation areas or vegetation.

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General Detention Ponds Policy:

1. Include aesthetic considerations in the design of stormwater detention ponds, including but not limited to exposed walls and slopes visible to the public. Incorporate evergreen, coniferous tree plantings around the perimeter to complement the treed character of the Willoughby Transit Corridor.

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10. Servicing and Infrastructure

10.1 Water

The Willoughby Transit Corridor's potable water is supplied by Metro Vancouver through a number of connections to the Barnston Island Main and Jericho Reservoir. Pressure will be maintained through the Willoughby and Jericho Booster Stations along with multiple Pressure Reducing Valve (PRV) stations.

The Willoughby Transit Corridor spans three separate pressure zones: 131m Pressure zone, 111.5m Pressure Zone, and the 80.8m Pressure Zone. To accommodate growth, reduce leakage, and improve system efficiency, two additional PRV stations will be required, and the pressure zone boundaries will be adjusted. The pressure zone boundaries are outlined in the separate Latimer Carvolth Engineering Service Plan.

Additional water distribution mains will be required along proposed new road alignments to service new developments and redevelopment. Upgrades to existing water mains will also be required at various locations. A Township-wide update to the water master plan is underway and will inform the servicing required to meet future domestic water demands and fire flows.

10.2 Sewer

The anticipated growth and development within the Willoughby Transit Corridor will require both connection to, and expansion of the sanitary sewer system. Sewage will be directed to two Metro Vancouver connections: the Northwest Langley Wastewater Treatment Plant (NLWTP) at 201 Street and 102B Avenue, and Connector #1 at 203 Street and 62 Avenue. Properties north of approximately 73A Avenue will be discharged to the NLWTP, while those south of 73A Avenue will flow to the lift station at 203 Street and 62 Avenue before being conveyed to Metro Vancouver's Connector #1.

Sewage from areas north of 73A Avenue and west of 200 Street is conveyed to the Carvolth lift station at 196 Street and 85 Avenue. From there, a force main runs along 196 Street, then east along 86 Avenue to the intersection at 200 Street. East of 200 Street, a gravity sewer continues along 86 Avenue to 201 Street and ultimately crosses Highway 1 toward the NLWTP. The area east of 200 Street and north of 80 Avenue also flows via gravity to the Highway 1 crossing.

To support increased density throughout the corridor, upgrades to the Carvolth lift station will be necessary. Redevelopment of areas south of 73A Avenue may trigger upgrades to the existing gravity system. Capacity of the Metro Vancouver sewer system through the City of Langley to accommodate both the Willoughby Transit Corridor and the area around the Willowbrook Skytrain station will also require improvements.

A Township-wide update to the sewer master plan to consolidate existing ESPs is underway and will inform servicing upgrades to meet future demands.

10.3 Stormwater

Development within the Willoughby Transit Corridor could have a significant impact on Latimer Creek, the Upper Nicomekl River and its tributaries including potential increases in peak flow and runoff volume, loss of groundwater recharge, and degraded water quality.

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Integrated Stormwater Management Plans were developed for Latimer Creek and the Upper Nicomekl River in 2015 and 2017, respectively. These plans determined the drainage were based on the land use plans adopted through Neighbourhood planning process for the development to-date in the central Willoughby Transit Corridor. These plans will need to be updated to include the proposed land use changes. Additional management facilities in many forms will be required to support the densities envisioned in the Plan. The application of on-site best management practices (BMP's) to maintain contact of rainwater with permeable ground, in combination with centralized detention ponds and piped conveyance systems will be employed to protect the Latimer Creek and the Upper Nicomekl system and manage flood risk within the planned community.

In general, integrated stormwater management in this area includes three components:

- Infiltration for small events
- Detention and Conveyance of large events

Stormwater management in Willoughby should integrate controls into developments and landscapes at or near the source, to supplement large detention facilities downstream. The intent is to reduce the effective impermeable area to pre-development conditions so to minimize the impact on existing municipal drainage systems and downstream water receiving bodies. An enhanced infiltration system promotes infiltration of rainfall in order to mimic the natural hydrologic cycle during recurrent events, by improving groundwater recharge and baseflow supply.

On-site or near-on-site strategies should be used in the public realm, such as Integrated Open Spaces and greenways, to increase infiltration and increase public awareness of stormwater management strategies. Strategies that apply to private development can be found in the Development permit area "P" of the Willoughby Community Plan, where developers can find direction for increasing onsite infiltration and connecting to the larger integrated stormwater management system.

Both the public and private realm strategies introduce performance-based approaches that recommend a combination of source controls. This allows for flexibility in meeting targets in a manner that satisfies site-specific requirements.

Source controls may include:

- Absorbent Landscapes
- Raingardens
- Underground Storage and Release
- Green Roofs
- Bioswales and Infiltration Galleries

Per this plan, detention ponds are recommended for peak flow attenuation, on-site drainage control for base flow and water quality management. Detention ponds continue to be the primary watercourse drainage strategy.

10.4 Engineering Servicing Plan

A Willoughby Transit Corridor Engineering Servicing Plan will be required to update and consolidate the existing ESPs and establish requirements for future conceptual water, sanitary sewer, road, and drainage

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servicing strategies. These will inform future development sites, and promote efficient, cost-effective, and equitable implementation of engineering infrastructure.

Alternative engineering approaches and servicing strategies from those established in the existing or anticipated ESPs may be considered if they meet the intent of the ESPs and do not adversely impact servicing requirements for other property owners.

10.5 Other Utilities

As per the Township's Subdivision and Development Servicing Bylaw No. 5382, as amended, new hydro and telecommunications lines are to be provided underground. Street lighting shall be provided on all streets in accordance with the Subdivision and Development Servicing Bylaw No. 5382, as amended.

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11. Heritage

As noted in the Willoughby Community Plan, initial settlement of the Willoughby area is traced back to the First Nations people now known as the Sto:lo. The Coast Salish, including the Sto:lo used the Nicomekl and Salmon Rivers, to reach the salmon fishery. It is known that at the mouth of Yorkson Creek a Sto:lo village existed. In British Columbia, all archaeological sites (known and unknown) are protected under the Heritage Conservation Act, which is administered by the province in consultation with First Nations.

Historic place names within Willoughby are largely associated with 19th and early 20th century settlers and land owners in the area including Willoughby Singer, Jason Latimer, and John and William Routley. This history is also referenced in the naming of individual neighbourhoods – e.g., Latimer and Routley. While underlying neighbourhood plans for Carvolth, Jericho, Jericho, Routley and Southwest Gordon Estate have been consolidated within the WTCP, Langley residents will still identify with established place names throughout the community.

Celebrating Langley's heritage is one of several social/cultural goals in the Township's Sustainability Charter, and the conservation of historic buildings and landscapes is supported by policies in the OCP, and community and neighbourhood plans. There are few remaining historic buildings within the Willoughby Transit Corridor, but one example is the Rizun Residence at 197 Street and 80 Avenue, which has been conserved and protected as part of a multi-family residential development.

As per established Township policies and best practices, all buildings of heritage interest will continue to be evaluated to determine their historic value and significance; and available tools under the Local Government Act (LGA) will be considered for the recognition, conservation, and protection of historic places. These include use of the Heritage Inventory for documenting sites, formal recognition of heritage value via listing on the Community Heritage Register, and incentive-based tools for conservation and legal protection such as Heritage Revitalization Agreements and Heritage Designation.

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12. Implementation

12.1 Inclusionary and Density Benefits Zoning Bylaws

Density benefits zoning bylaw (ref. LGA sec. 482 (2) (a)) may establish a conditional density rule for the conservation or provision of amenities, including the number, kind and extent of amenities. The conservation or provision of amenities provides a social, cultural, heritage, recreational or environmental benefit to the Township. A density benefits zone provides an increase to the permitted density and corresponding increase in building height/size conditional upon the conservation or provision of amenities by the owner of land subject to development.

A density benefits zoning bylaw may also include a conditional density rule for the provision of affordable and special needs housing units (aka Inclusionary), which upon the meeting of conditions specified in the zone, permit additional density and corresponding increases to building height/size.

An Inclusionary (aka affordable and special needs housing) zoning bylaw (ref. LGA sec. 482.7) prescribes requirements for the provision of inclusionary housing units in terms of a percentage of the number of units in the development, form of tenure for inclusionary units, the degree of affordability, ownership and management and duration of requirements, secured via housing agreement per LGA sec. 483. An Inclusionary zoning bylaw provides a higher density and corresponding increase to building height/size to development, subject to provision of the requirements noted above.

The use of Inclusionary (aka affordable and special needs housing) and Density Benefits zoning bylaws is well suited to sites designated for High Density and is also suitable for lands designated for Medium Density. Both zoning types permit the owner of land being developed, the option of payment of money to the Township instead of meeting conditions, with money received paid to specified Township Reserve Funds.

Density benefits zoning provides community amenities such as Group Children's Day Cares, youth or senior centres, public plazas or land and sensitive ecosystem conservancy. Inclusionary and density benefits zones can provide housing diversity and amenities that are increasingly important to promote community health, wellbeing and social inclusion needed for a growing population.

12.2 Financing Structure

The financial structure in the WTCP is reflective of the rest of the Township of Langley, with the addition of Inclusionary and Density Benefits Zoning as outlined above. In the event that a Density Benefits zoning bylaw is not adopted, the Interim Policy Regarding Community Amenity Contributions (Council Policy Number: 07-170) would apply. The Township's financing principles are to assist in the orderly, cost-effective, and equitable development of neighbourhoods without using public funds to support private development. Funding mechanisms in the WTCP, as well as Township-wide, include:

- Development Cost Charges (DCCs)
  DCC rates are set by the Township's DCC Bylaw, collected to offset a portion of infrastructure costs required to service new development. These charges go towards roads, drainage, sewage, water, and park facilities.

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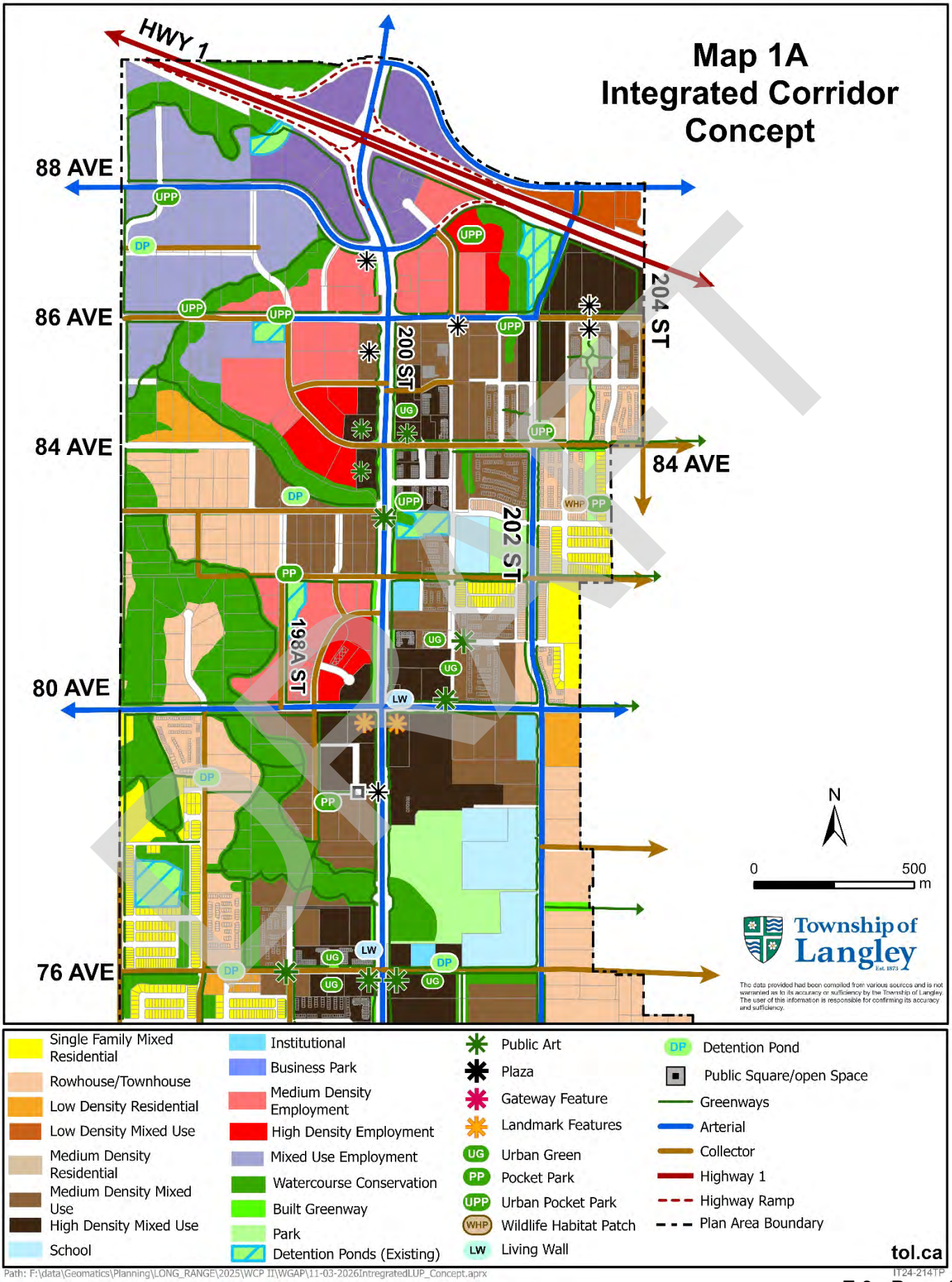
- Willoughby Greenway Amenity Policy (WGAP)
  WGAP rates are set by Policy No. 07-234, as amended. The charges collected are used to fund community amenities such as street greenways, pocket parks, ecological greenways and public art installations provided by development or the Township.

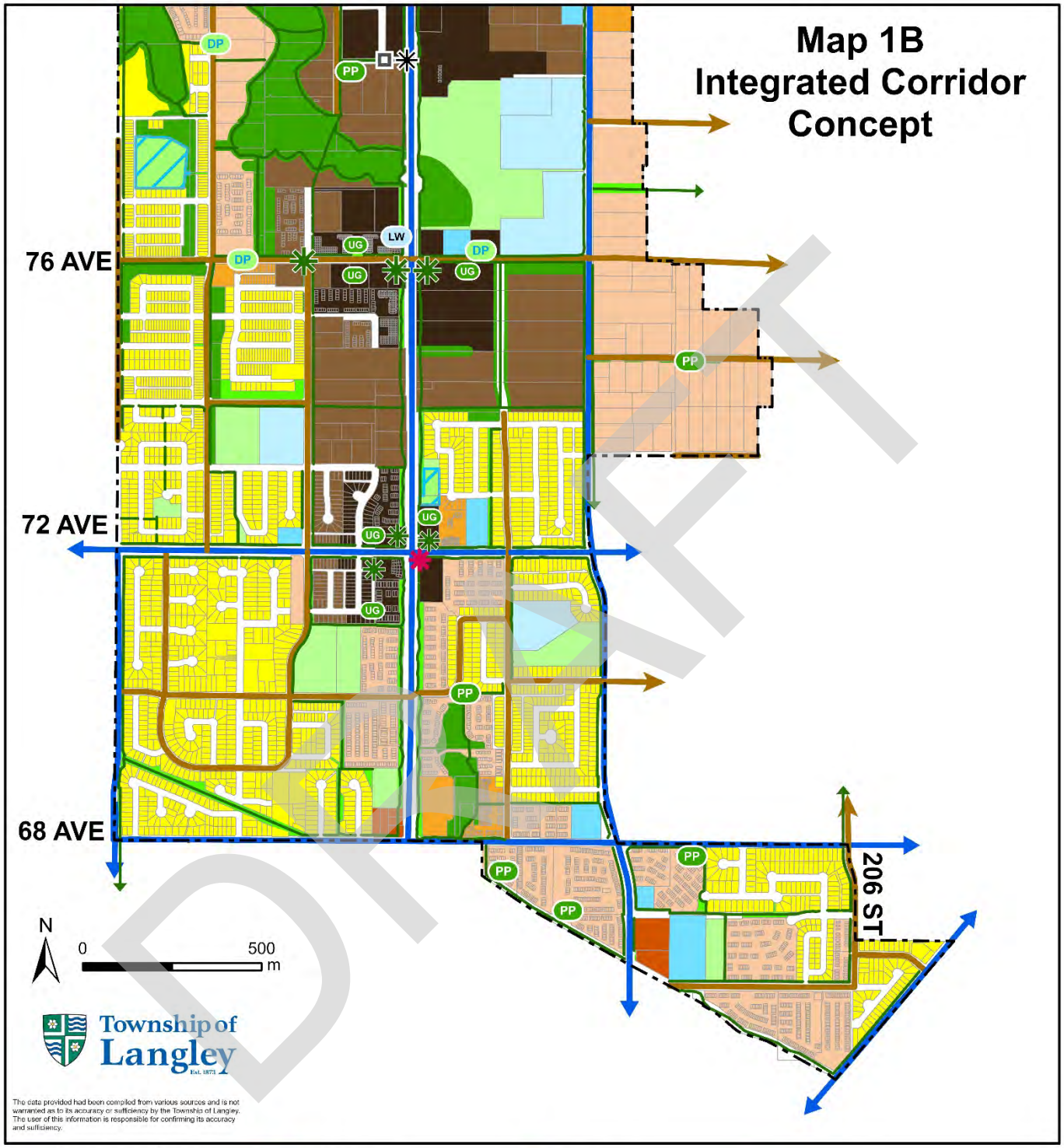
- Amenity Cost Charges (ACCs)
  ACC rates are set by the Township's ACC Bylaw No. 6115, as amended, collected to provide amenities including community and recreation facilities. Amenities in the WTCP that these charges will help build include the Ice and Dry Arenas Facility, Convention Centre, and Concert and Performance Hall at the LEC.

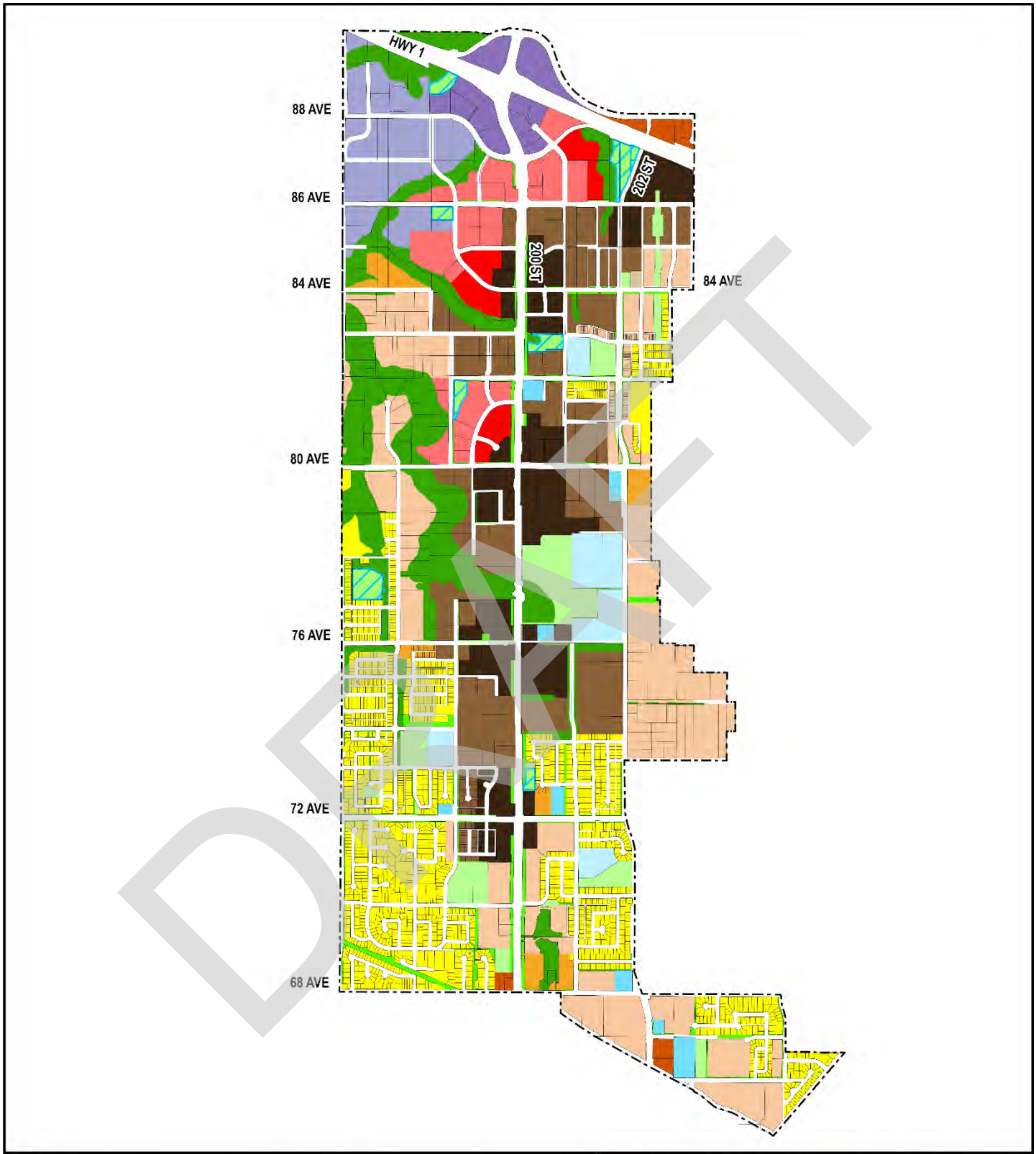
- Community Amenity Contributions (CACs)
  For in-stream applications received before the adoption of Amenity Cost Charge Bylaw, No. 6115, as amended, payment of money for the purpose of providing community amenities by the owner in respect of such in-stream applications shall be considered in accordance with Council Policy No. 07-170 "Interim Policy Regarding Community Amenity Contributions.

In addition to these funding mechanisms, other development prerequisites and conditions such as Park Land Dedication and the Township of Langley Public Art Policy also apply. Servicing Agreements will determine road and utility upgrades, extensions, or dedications as appropriate. Required public realm provision including greenways, pocket parks, plazas, and trails are designated in this plan. Payment of all rezoning, development permit, and neighbourhood planning fees apply.

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Map 1A
Integrated Corridor Concept
HWY 1
88 AVE
86 AVE
84 AVE
80 AVE
76 AVE
200 ST
202 ST
204 ST
198A ST
84 AVE
N
0
500
m
Township of Langley
Est. 1873
The data provided had been compiled from various sources and is not warranted as to its accuracy or sufficiency by the Township of Langley. The user of this information is responsible for confirming its accuracy and sufficiency.
Single Family Mixed Residential
Rowhouse/Townhouse
Low Density Residential
Low Density Mixed Use
Medium Density Residential
Medium Density Mixed Use
High Density Mixed Use
School
Institutional
Business Park
Medium Density Employment
High Density Employment
Mixed Use Employment
Watercourse Conservation
Built Greenway
Park
Detention Ponds (Existing)
Public Art
Plaza
Gateway Feature
Landmark Features
Urban Green
Pocket Park
Urban Pocket Park
Wildlife Habitat Patch
Living Wall
Detention Pond
Public Square/open Space
Greenways
Arterial
Collector
Highway 1
Highway Ramp
Plan Area Boundary
tol.ca
Path: F:\data\Geomatics\Planning\LONG_RANGE\2025\WCP II\WGAP\11-03-2026IntregratedLUP_Concept.aprx
IT24-214TP

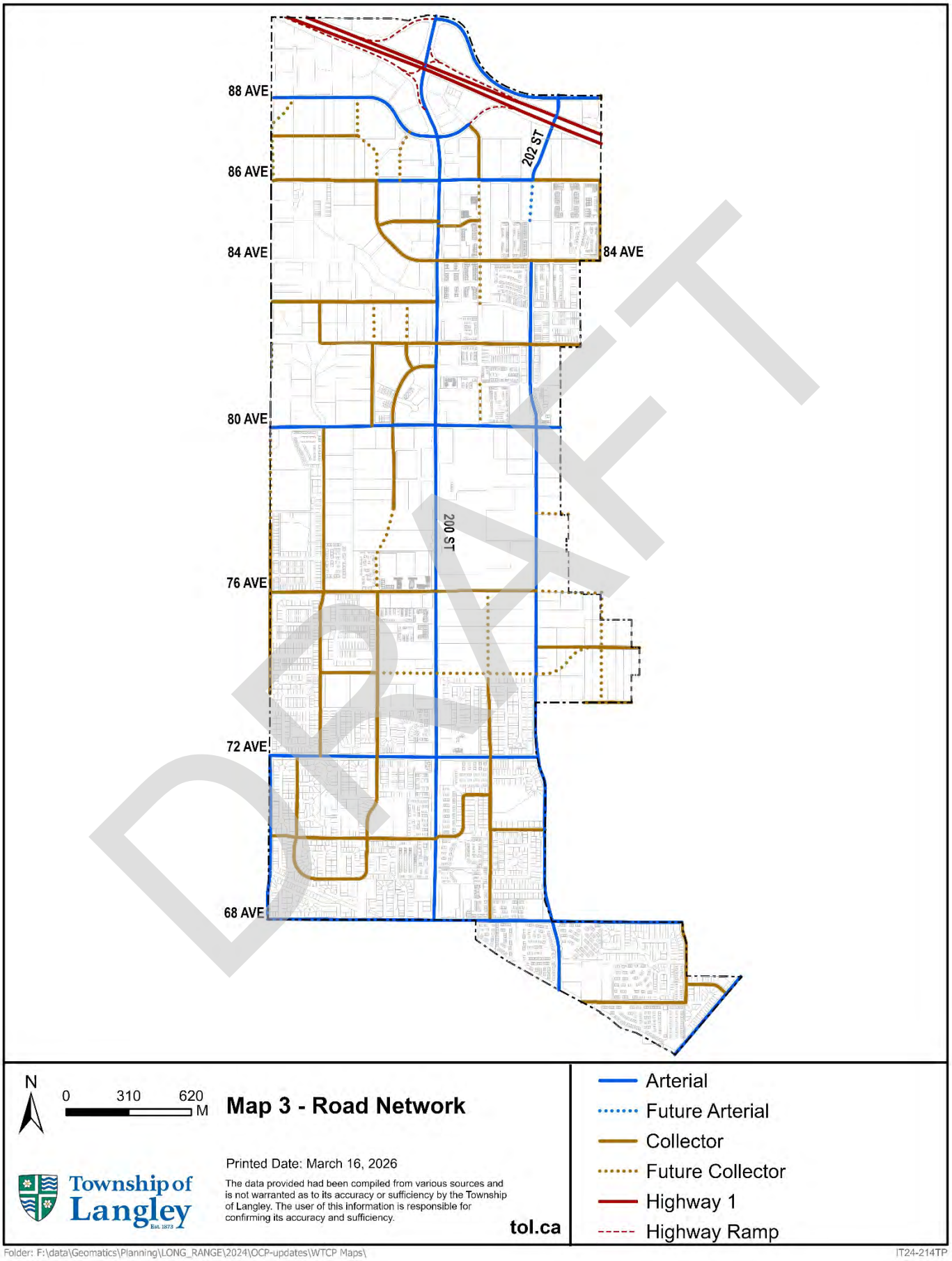

Map 1B
Integrated Corridor Concept
76 AVE
72 AVE
68 AVE
206 ST
N
0
500
m
Township of Langley
Est. 1873
The data provided had been compiled from various sources and is not warranted as to its accuracy or sufficiency by the Township of Langley. The user of this information is responsible for confirming its accuracy and sufficiency.
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Single Family Mixed Residential
Rowhouse/Townhouse
Low Density Residential
Low Density Mixed Use
Medium Density Residential
Medium Density Mixed Use
High Density Mixed Use
School
Institutional
Business Park
Medium Density Employment
High Density Employment
Mixed Use Employment
Watercourse Conservation
Built Greenway
Park
Detention Ponds (Existing)
Public Art
Plaza
Gateway Feature
Landmark Features
Urban Green
Pocket Park
Urban Pocket Park
Wildlife Habitat Patch
Living Wall
Detention Pond
Public Square/open Space
Greenways
Arterial
Collector
Highway 1
Highway Ramp
Plan Area Boundary
tol.ca
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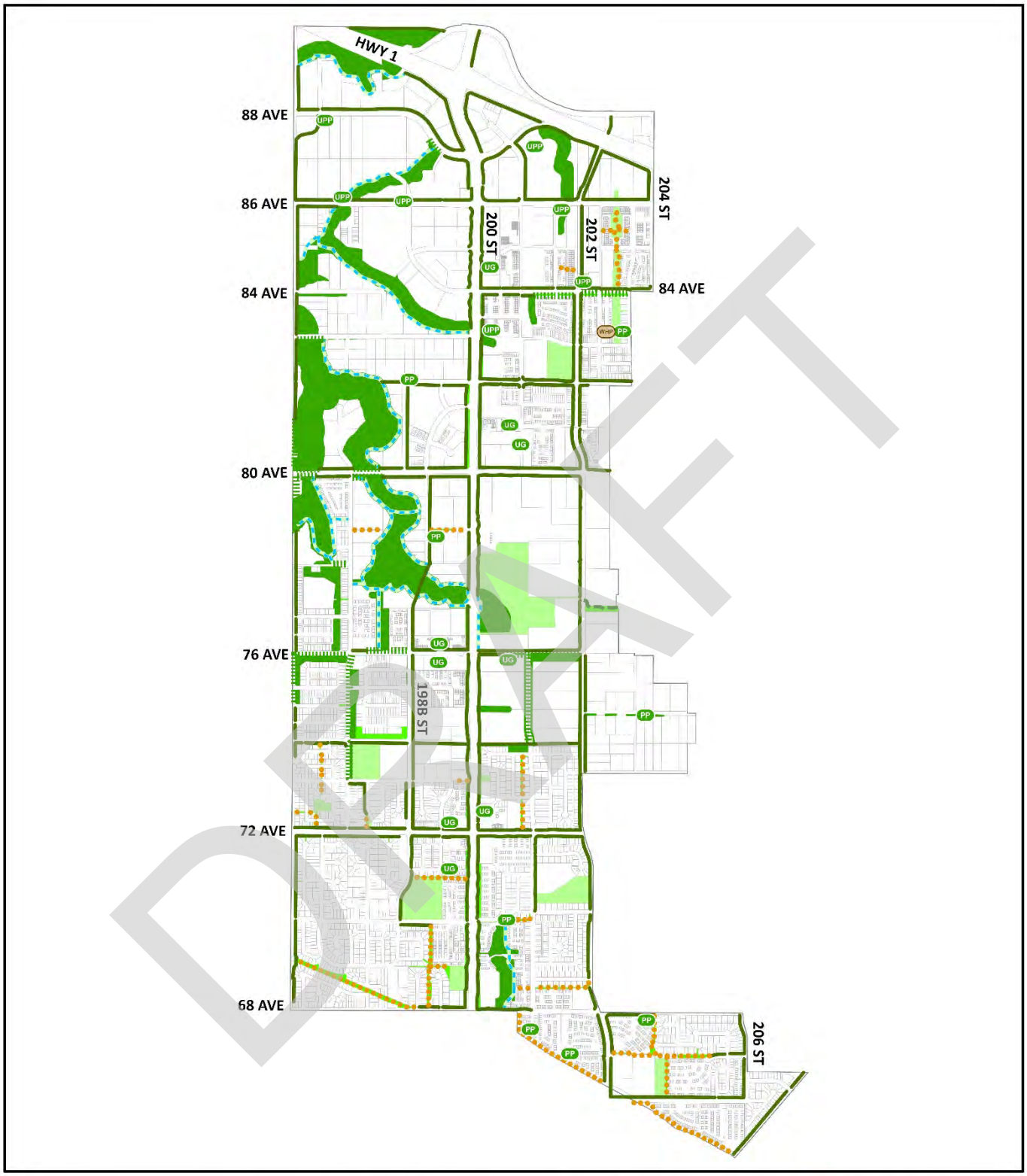


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TT24-214TP


88 AVE
86 AVE
84 AVE
80 AVE
76 AVE
72 AVE
68 AVE
84 AVE
202 ST
200 ST
DRAFT
N
0
310
620
M
Map 3 - Road Network
Printed Date: March 16, 2026
Township of Langley
Est. 1873
The data provided had been compiled from various sources and is not warranted as to its accuracy or sufficiency by the Township of Langley. The user of this information is responsible for confirming its accuracy and sufficiency.
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Arterial
Future Arterial
Collector
Future Collector
Highway 1
Highway Ramp
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IT24-214TP



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0 1 km

Township of Langley

Map 4
Parks, Greenways and Open Spaces

Printed Date: March 17, 2026

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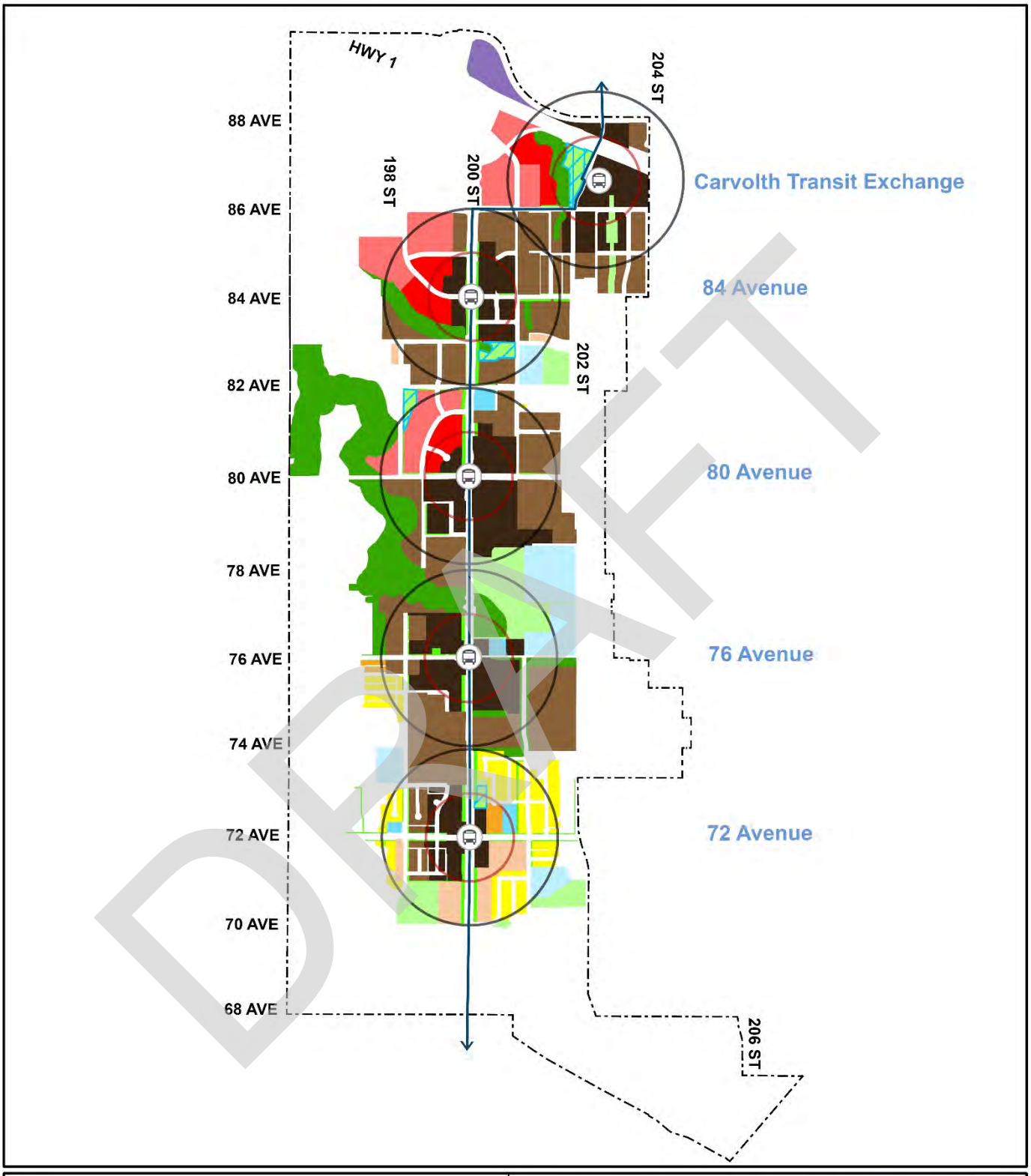
Additionally, the layers on this map may change subject to Transportation and Mobility Strategy

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- Creek Greenway
- Enhanced Sidewalk
- Street Greenway
- Recreational Greenway
- Ecological Greenway
- Park
- Watercourse Conservation
- Built Greenway
- UG Urban Green
- PP Pocket Park
- UPP Urban Pocket Park
- WHP Wildlife Habitat Patch
- Plan Area Boundary

Path: F:\data\Geomatics\Planning\LONG_RANGE\2025\WCP II\WGAP\12-03-2026PGOS.aprx

IT24-214TP



N

0 420 m

Map 5 - Transit Hubs

Printed Date: March 16, 2026

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Township of Langley

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- Future Bus Rapid Transit
- Future BRT Station Locations
- 200 m
- 400 m
- Single Family Mixed Residential
- Rowhouse/Townhouse
- Low Density Residential
- Medium Density Mixed Use
- High Density Mixed Use
- School
- Institutional
- Gateway
- Medium Density Employment
- High Density Employment
- Watercourse Conservation
- Greenway
- Park
- Detention Ponds (Existing)

IT24-214TP

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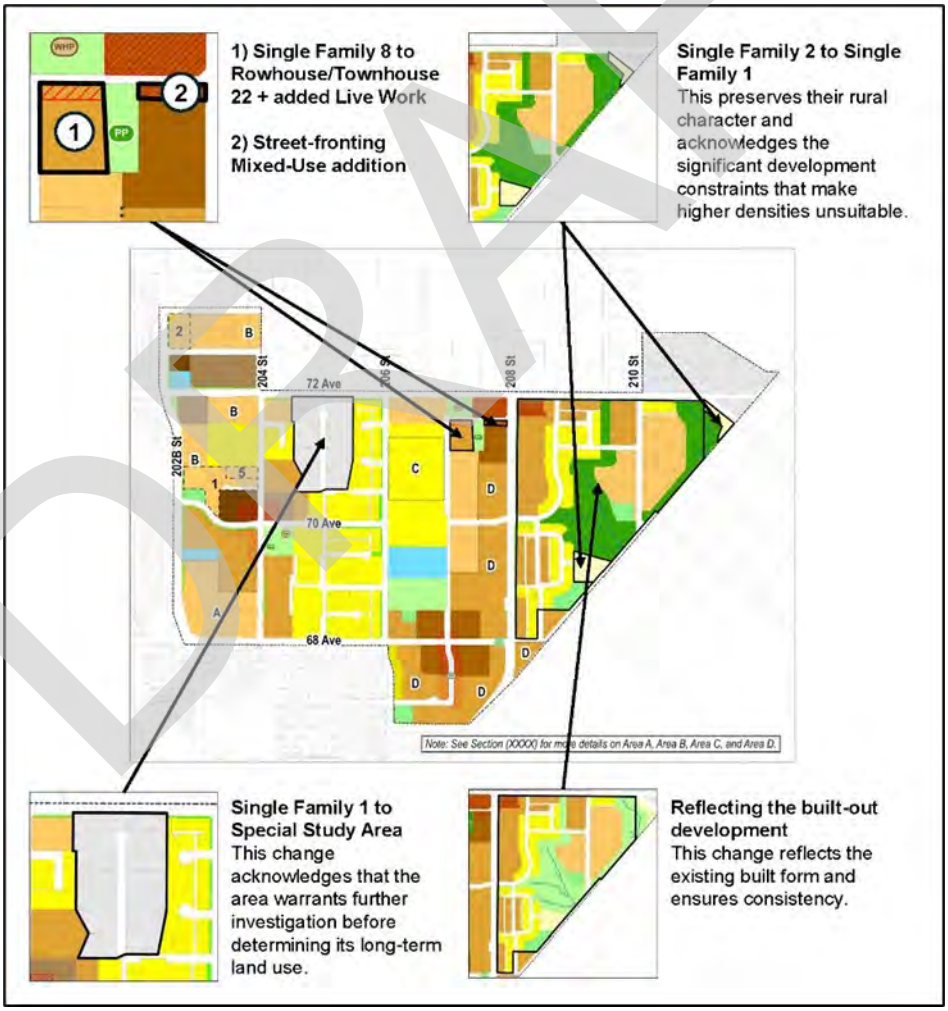
ATTACHMENT C

Summary of Proposed Changes to Policy and Land Use Designations for the Consolidated Gordon Neighbourhood Plan

In July 2025 and September 2025, Council directed staff to consolidate the Central Gordon Estate and Northeast Gordon Estate Neighbourhood Plans into one neighbourhood plan, as part of the ongoing WCP update. Specifically, the objectives for plan consolidation were to:

- simplify the regulatory framework withing these emerging neighbourhoods while supporting future greenfield and infill development,
- align neighbourhood plan changes with the draft WCP, and
- explore opportunities for increased residential density.

This document outlines proposed changes to land use designations and neighbourhood plan policies for a consolidated Gordon Neighbourhood Plan (see illustration below). A draft Land Use Plan for a consolidated Gordon Neighbourhood Plan is provided as Attachment D to the staff report.



Proposed Land Use Changes

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1. Proposed Land Use Changes – Single-Family

Details are provided in (a) through (e) below:

(a) "Single Family 1" to "Special Study Area"

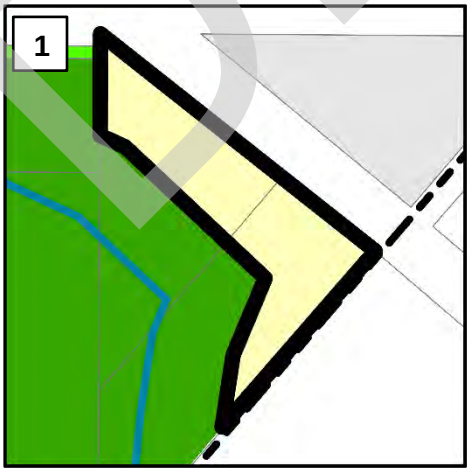
Lands currently identified as Single Family 1 (in the illustration below) would be re-designated to "Special Study Area" as this area warrants further investigation before determining its highest and best use over the longer term.



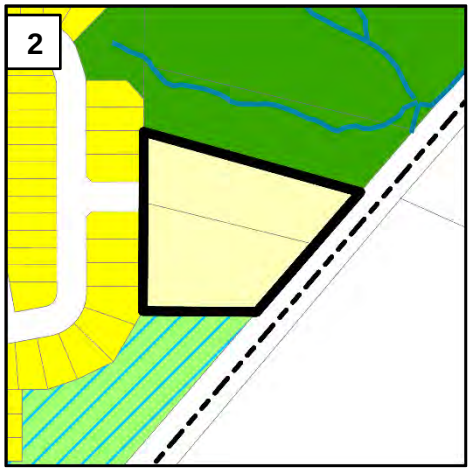
Location: South of 72 Avenue, centred on 205 Street

(b) "Single Family 2" to "Single Family 1"

While the draft WCP proposes to designates most Suburban Residential areas to Park, the two areas designated Single Family 2 (as shown below) would be re-designated to Single Family 1 in the consolidated Gordon NP to maintain their Suburban Residential character. These lands are surrounded by conservation areas and detention ponds that already provide active and passive park amenities in this neighbourhood.



Location: 72 Avenue at Crush Crescent



Location: 210 Street at 69A Avenue

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The existing zoning of the subject parcels does not allow for Small-Scale Multi-Unit Housing (SSMUH) without rezoning and subdivision. Re-designating to a lower density land use will maintain the rural, parklike character without requiring acquisition for public park purposes.

Parcels fronting Crush Crescent (1) face significant access and development constraints, while parcels fronting 210 Street (2) are further limited by Agricultural Land Reserve buffer requirements, which would significantly reduce the developable area if higher densities were permitted.

(c) "Single Family 6" to "Single Family 8"

Redesignating all remaining "Single Family 6" areas to "Single Family 8" would consolidate similar low-density residential categories and simplify the overall land use framework.

(d) Redesignation of Built-Out Single-Family Areas

In the eastern portion of the Gordon Neighbourhood Plan area, several single-family designated areas which were previously part of Residential Bonus Area A, have been developed with rowhouses and townhouses. Redesignating the subject lands as Rowhouse/Townhouse 15 or Rowhouse/Townhouse 22 would reflect the existing built form and ensure consistency between the plan and existing development.



Location: Area bounded by 208 Street, 72 Avenue and 210 Street

(e) Residential Density Bonus Areas

The existing Residential Density Bonus Area A (as shown in the Northeast Gordon Estate Neighbourhood Plan) would be reduced in size so that it would only apply to parcels located between 206 and 207 Streets; and the area would be renamed as "Area C" in the consolidated Gordon Neighbourhood Plan. This would recognize the existing built form in the neighbourhood.

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The previous Density Bonus Area B (as shown in existing Northeast Gordon Estate Neighbourhood Plan) would be removed entirely because the subject lands are either built-out or being down designated as outlined in 1(b); while built-out areas would be redesignated to the nearest standard land use designation as outlined in 1(d).

Townhouse A and B Bonus Areas would remain on the Integrated Concept Plan, but associated policies would be moved to the Land Use section for clarity.

2. Proposed Land Use Changes – Multi-Family

(a) Consolidation of Rowhouse/Townhouse Designations

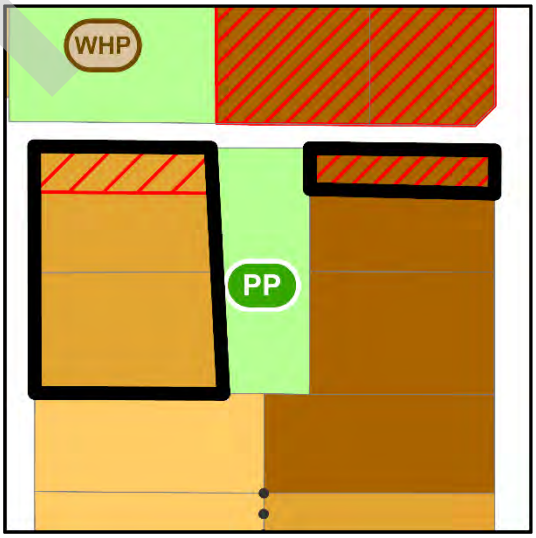
The consolidation of the Central and Northeast Gordon NPs represents an opportunity to reduce a total of four townhouse designations to two, which would reduce complexity and align similar density provisions:

Existing Designation	Proposed Designation
Rowhouse/Townhouse 12	Rowhouse/Townhouse 15
Rowhouse/Townhouse 15	
Rowhouse/Townhouse 20	Rowhouse/Townhouse 22
Rowhouse/Townhouse 22	

Table 1 – Consolidation of Townhouse Designations

(b) Location-Specific Changes: 208 Street and 72 Avenue

As shown in the illustration below, two parcels in the area surrounding 208 Street and 72 Avenue would be redesignated from Single Family 8 to Rowhouse/Townhouse 22. These parcels would otherwise remain as isolated low-density lots between Apartment and Townhouse areas.



Location: West of 208 Street, centred on 71B Avenue

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A Rowhouse/Townhouse Live Work 22 designation would be added to support small-scale commercial uses and complement nearby Mixed-Use areas.

A Mixed Use designation would be added to an existing Medium Density Apartment (1.9 FSR) area to increase commercial opportunities. This would provide an opportunity to create a more active street facing commercial area centred on 71B Avenue, while having the potential for nearby residents to meet some of their daily needs without having to cross either 208 Street or 72 Avenue.

(c) Apartment and Mixed-Use Designations

The five existing apartment and mixed-use categories would be retained with only minor adjustments (see Table 2). The Medium Density Mixed-Use (1.9 FSR) designation would be reduced from seven to six storeys to align with development industry standards. The existing Medium Density Apartment (1.5–2.5 FSR) designation is clarified as a residential only designation at 2.5 FSR. A new Medium Density Mixed-Use (2.5 FSR, 6 storeys) designation would be introduced to distinguish mixed-use development from residential-only forms.

Existing Land Use	Proposed Land Use
Low Density Apartment (1.4 FSR, 4 storeys)	No change
Low-Density Mixed-Use (1.4 FSR, 5 storeys)	No change
Medium Density Apartment (1.9 FSR, 4 storeys)	No change
Medium Density Mixed-Use (1.9 FSR, 7 storeys)	Medium Density Mixed-Use (1.9 FSR, 6 storeys)
Medium Density Apartment (1.5 – 2.5 FSR, 6 storeys)	Medium Density Apartment (2.5 FSR, 6 storeys) – Residential Only
n/a	Medium Density Mixed-Use (2.5 FSR, 6 storeys) - New

Table 2 – Proposed Changes to Apartment/Mixed-Use Designations

3. Pocket Parks, Wildlife Habitat Patches, Blue Link and Urban Greens

The remaining Pocket Parks and Wildlife Habitat Patches would be “hardcoded” to provide greater clarity and certainty for future development applications. These amenities are placed in locations considered most appropriate for the plan area.

A minor realignment of the northern end of the Blue Link is proposed. The new alignment places the Blue Link outside the western edge of the Pocket Park on the south side of 71B Avenue. The new alignment is suggested to reflect more accurately the final location.

Urban Greens remain as floating symbols to allow flexibility during subdivision and development. All such amenities continue to be funded through the Willoughby Greenway Amenity Program (WGAP).

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4. Highlighted Policy Changes

As the intent of this work was to consolidate the two existing neighbourhood plans, the focus has been on maintaining the integrity of the existing neighbourhood plans, and no major policy changes have been proposed. However, there are some proposed policy changes, as described below.

(a) Inserting policy language providing for additional setbacks related to accessibility ramps within the Rowhouse/Townhouse Live Work designation.

(b) Inserting additional wording for separating public/private space by adding a 0.5 metre differential in elevation between public lands and private property.

(c) Both the Central Gordon Estate and Northeast Gordon Estate NPs include view protection policies, and the requirement for sensitive planning and a viewscape analysis at time of development. Ensuring that views of the Milner Valley and Mount Baker were protected was a key consideration during the adoption of these plans. Today, however, townhouses and apartments are often developed with rooftop patios, which ensure that views are protected and attainable for most developments, without requiring extensive and burdensome analysis. The requirement for view analysis would be eliminated in the consolidated Gordon Neighbourhood Plan, as it is now considered a regulatory burden for development.

(d) Dispersing the existing 208 Street Density Review Area Policies throughout the Plan, as opposed to identifying this as a separate planning area.

5. Summary of Proposed Changes

The proposed plan changes simplify the land use framework within the consolidated Gordon Neighbourhood Plan by combining similar designations, aligning with the proposed updates to the Willoughby Community Plan, and ensuring that built-out areas reflect existing development.

Existing Land Use	New Land Use	Rationale
Single Family 1	Special Study Area	Future study area
Single Family 2	Single Family 1	Maintain Suburban Residential integrity
Single Family 6	Single Family 8	Consolidation
Single Family 8	Single Family 8	No change
Mixed Residential 10	Mixed Residential 10	No change
Townhouse 12	Rowhouse/Townhouse 15	Consolidation
Townhouse 15	Rowhouse/Townhouse 15	No change
Townhouse 20	Rowhouse/Townhouse 22	Consolidation
Townhouse 22	Rowhouse/Townhouse 22	No change
Townhouse Live Work 22	Rowhouse/Townhouse Live Work 22	No change
Low Density Apartment 1.4	Same	No change

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Existing Land Use	New Land Use	Rationale
Low Density Mixed-Use 1.4	Same	No change
Medium Density Apartment 1.9	Same	No change
Medium Density Mixed-Use 1.9	Same (6 storeys)	Storey reduction
Single Family 1	Special Study Area	Future study area
Single Family 2	Single Family 1	Maintain Suburban Residential integrity
Single Family 6	Single Family 8	Consolidation

Table 3 – Summary of Proposed Changes to Land Use Designations

6. Consolidation Process

In addition to the proposed land use and policy changes outlined above, efforts have focused on ensuring consistency and simplicity where possible in preparing a consolidated Gordon Neighbourhood Plan. The draft Plan will illustrate a unified vision for the consolidated neighbourhood area, while ensuring the original intent of Central Gordon and Northeast Gordon Neighbourhood Plans is maintained.

Where required, minor "housekeeping" amendments were made to provide clarification, ensure plan consistency, and correct any previous text errors. When land uses were amalgamated, for example, from Townhouse 12 and Townhouse 15, into Rowhouse/Townhouse 15, the policies of the higher land use (Rowhouse/Townhouse 15 in this case) were maintained, and any relevant policies from the lower land use were transferred over, if applicable.

Overall, the intent of neighbourhood plan consolidation was to streamline and modernize the language in the parent documents wherever possible, while creating a cohesive new Gordon Neighbourhood Plan.

7. Transition Policy

A transition policy consistent with the Willoughby Community Plan and the Willoughby Transit Corridor Plan is proposed for the consolidated Gordon Neighbourhood Plan. A 24-month grace period will apply to in-stream applications, beginning upon adoption of the Gordon Neighbourhood Plan. During this period, changes to land use designations, policies, or regulations will not affect in-stream applications.

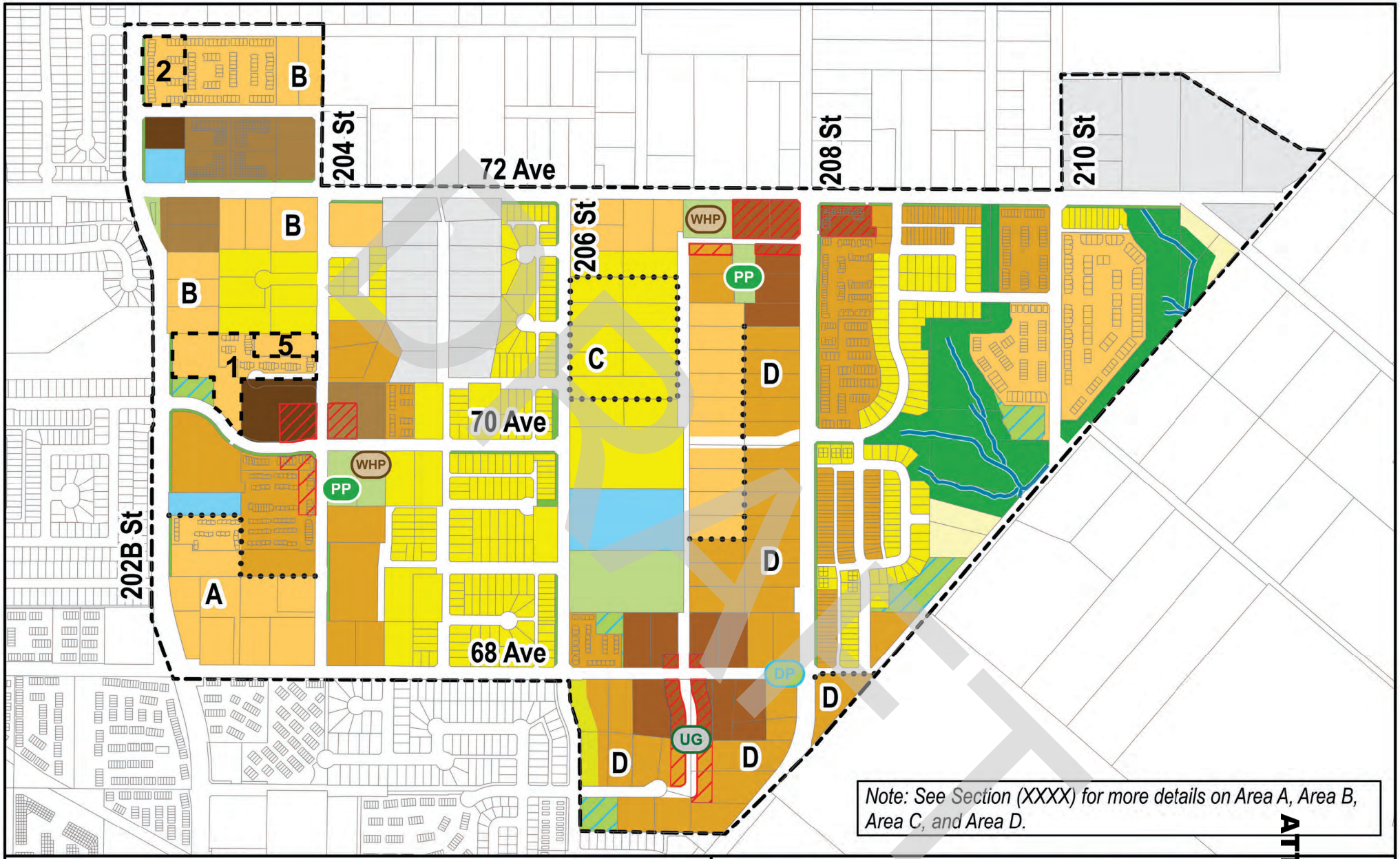
If any of the current applications are adopted within this timeframe a follow-up report will be required to align with the new plan. As such, applications proposing land uses that will no longer exist in the consolidated plan will be redesignated to the nearest density equivalent land use. For example, an application proposing Townhouse 20, including any site-specific density increases, would be redesignated to Rowhouse/Townhouse 22.

In summary, the draft land use policies for the Gordon Neighbourhood Plan have been prepared in response to Council's direction to simplify the regulatory framework, align neighbourhood plan policies with the Willoughby Community Plan, and explore opportunities for increased residential density. The consolidation of the parent

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neighbourhood plans has provided the opportunity to modernize and streamline land use designations while maintaining established neighbourhood character, and supporting future growth.

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E.3 Page 125

Township of Langley Est. 1873

Map 2 - Land Use Plan
Gordon Neighbourhood Plan

Printed Date: March 16, 2026

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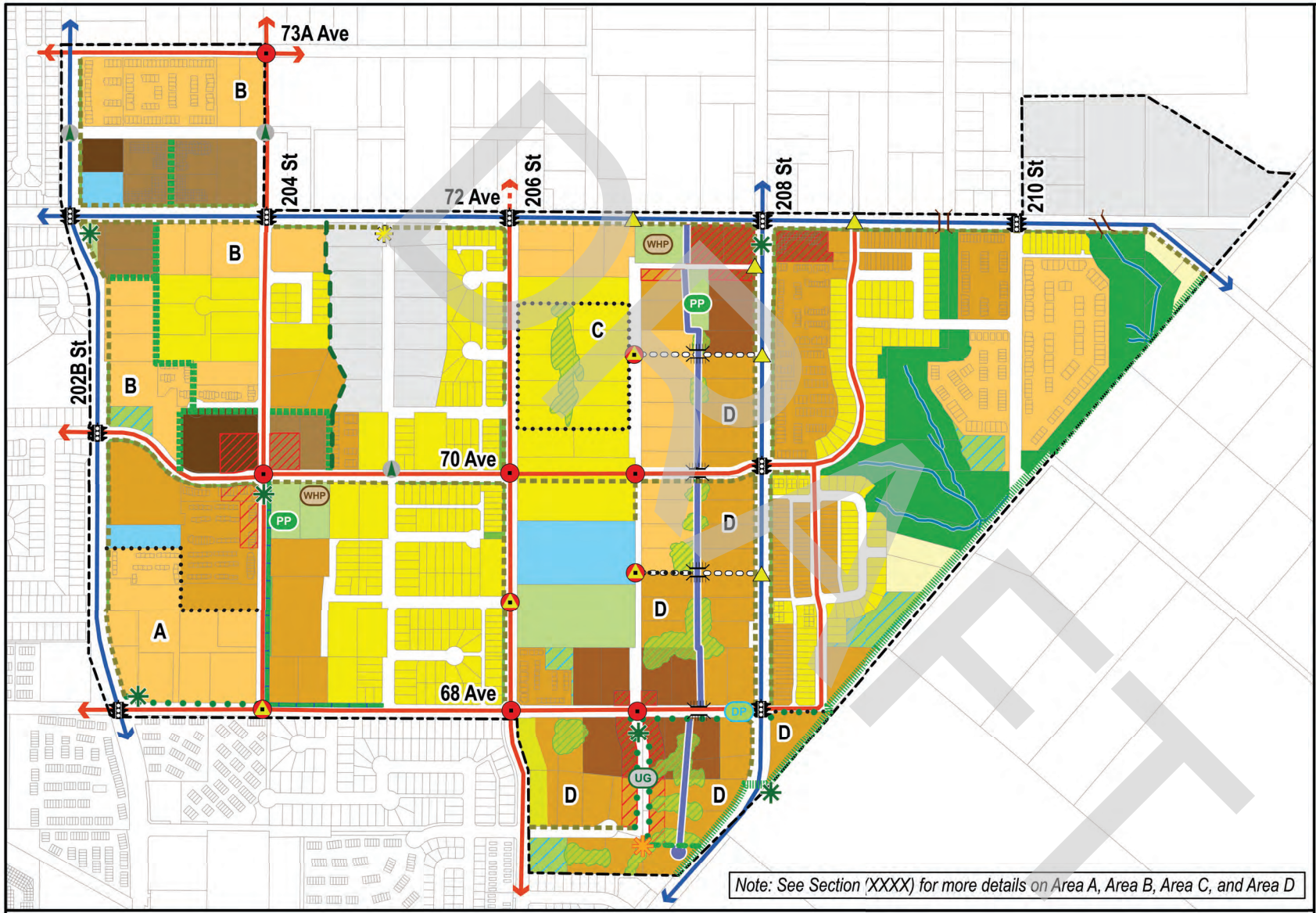
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- Single Family (1 UPA)
- Single Family (8 UPA)
- Single Family Mixed Residential (10 UPA)
- Rowhouse/Townhouse (15 UPA)
- Rowhouse/Townhouse (22 UPA)
- Rowhouse/Townhouse Live Work (22 UPA)
- Low Density Apartment (1.4 FSR)
- Low Density Mixed Use (1.4 FSR)
- Medium Density Apartment (1.9 FSR)
- Medium Density Mixed Use (1.9 FSR)
- Medium Density Apartment (2.5 FSR)
- Medium Density Mixed Use (2.5 FSR)
- Institutional
- Special Study Area
- Detention Pond (Existing)
- Park
- Built Greenway
- Conservation Area
- Streams
- WHP Wildlife Habitat Patch
- PP Pocket Park
- UG Urban Green
- DP Detention Pond (Proposed)
- Site Specific Amendments (Refer to Section #.#)

ATTACHMENT E.3

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IT24-214TP



Single Family (1 UPA)
Single Family (8 UPA)
Single Family Mixed Residential (10 UPA)
Rowhouse/Townhouse (15 UPA)
Rowhouse/Townhouse (22 UPA)
Rowhouse/Townhouse Live Work (22 UPA)
Low Density Apartment (1.4 FSR)
Low Density Mixed Use (1.4 FSR)
Medium Density Apartment (1.9 FSR)
Medium Density Mixed Use (1.9 FSR)
Medium Density Apartment (2.5 FSR)
Medium Density Mixed Use (2.5 FSR)
Institutional
Special Study Area
Detention Pond (Existing)
Park
Built Greenway
Conservation Area
Blue Link
Green Link
Ecological Buffer
Recreational Greenway
Enhanced Sidewalk
Street Greenway
Urban/ALR Interface
Visual Green Street with Greenway
Tree Retention
Streams
Arterial Road
Collector Road
Proposed Local Road
Future Roadway Extention
Traffic Calming Element
Traffic Light
Roundabout
Turn Restriction
Local Road Gateway
Proposed Road Access Closure
Road Pinch
Wildlife Tunnel
Amenity Feature/Public Art
Landmark Amenity
WHP Wildlife Habitat Patch
PP Pocket Park
UG Urban Green
DP Detention Pond (Proposed)

0 150 300 M

Printed Date: March 16, 2026

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Township of Langley
Est. 1873

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Map 1 - Integrated Concept Plan (Draft)
Gordon Neighbourhood Plan

E.3

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WILLOUGHBY TRANSIT CORRIDOR

DEVELOPMENT PERMIT AREA "P" GUIDELINES



Township of Langley

MARCH 2026

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1.0 INTRODUCTION

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1.1 GUIDELINES APPLICABILITY

DPA "P": Transit-Oriented Development (TOD)

Lands identified as “Transit-Oriented Development (TOD)” on Map 5, Development Permit Areas, are hereby designated as development permit areas under Section 488(1)(e) and (f) of the Local Government Act to establish objectives and provide guidelines for the form and character of development within areas intended to support transit-oriented communities.

The objective of this development permit area designation is to encourage compact, pedestrian-oriented, mixed-use, and higher-density development that supports transit use, enhances walkability, and creates vibrant and complete communities in proximity to frequent transit services.

Unless the owner first obtains a development permit, land within this development permit area shall not be subdivided, and the construction of, addition to, or alteration of a building or structure within the designated area must not be started.

The Willoughby Transit Corridor Development Permit Area "P" Guidelines provide a consistent framework for the form and character of new development within the Willoughby Transit Corridor . They apply to all properties located within this geographic area.

These Guidelines are intended to guide all multi-family residential, commercial, and mixed-use development from townhouse forms to mid-rise and high-rise buildings, ensuring that growth along the corridor reflects the Township of Langley’s vision for a transit-oriented, complete, and livable urban community.

The guidelines apply to:

- Development Permit Applications for multi-family residential, mixed-use, commercial, and industrial projects within the Willoughby Transit Corridor, and
- Public realm, frontage, and site interface design associated with private development.

These guidelines supersede any existing design guidance contained in previously adopted Neighbourhood Plan documents or development permit guidelines for properties that fall within the boundary of the Willoughby Transit Corridor Plan area. Where conflicts arise between documents, the Willoughby Transit Corridor Development Permit Area "P" Guidelines take precedence.

The Guidelines are intended to be used by:

- Applicants and designers, to inform project design from the earliest concept stage.
- The proposals will be reviewed by Township to assess their alignment with the community’s urban design objectives.
- Council, to assess the quality, fit, and contribution of proposed development to the vision for 200 Street.

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1.2 DOCUMENT ORGANIZATION

The Willoughby Transit Corridor Development Permit Area "P" Guidelines are organized to provide both a clear design vision and practical guidance for achieving high-quality development outcomes along the Willoughby Transit Corridor .

The guidelines within this document are structured as follows:

SECTION 1 – INTRODUCTION

Provides guidance on how and where these Development Permit Area Guidelines apply, and sets out how these Guidelines should be used for the overall community development.

SECTION 2 – DESIGN VISION AND PRINCIPLES

Establishes the overarching design intent for the Willoughby Transit Corridor — creating a new, transit-oriented urban heart for the Township that emphasizes livability, sustainability, and human-scaled streets.

SECTION 3 – GENERAL RESIDENTIAL AND MIXED-USE GUIDELINES

Provides guidance that applies across all development types, covering building massing, site design, streetscape integration, sustainability, and interface with the public realm.

SECTIONS 4–7– TYPOLOGY-SPECIFIC GUIDELINES

Offers detailed direction for individual building forms, ensuring consistency and quality across scales:

- Section 4 – Townhouses
- Section 5 – Low- to Mid-Rise Buildings
- Section 6 – High-Rise Buildings
- Section 7 – Industrial and Employment Buildings

Each section is structured around key design topics (e.g., Frontage Activation, Building Scale and Massing, Site Planning, Private and Semi-Private Open Space), providing both qualitative objectives and quantitative guidance to support implementation.

HOW TO USE THESE GUIDELINES

The Guidelines are designed to be read and applied at multiple levels depending on the project scale:

- Start with Section 2 to understand the broader vision and design intent for the Willoughby Transit Corridor .
- Consult Section 3 for general guidance that applies to all developments, regardless of building type.
- Refer to the relevant typology section (Sections 4–6) for detailed direction specific to the building form and height being proposed.
- Consult the diagrams on pages 31, 38, 45 and 53 to see visual examples of how relevant Guidelines can be applied, in practice. These diagrams are intentionally high-level and illustrative, and are not representative of specific project proposals, but instead best practices in implementing the guidelines.
- Where conflicts exist between sections, typology-specific guidance should take precedence.

Applicants are encouraged to demonstrate how their proposals align with both the overall design principles and the specific guidelines relevant to their site and building form.

This document will be used as a comprehensive evaluation tool by Township, ensuring that all projects collectively contribute to a cohesive, vibrant, and human-scaled Willoughby Transit Corridor Plan area.

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2.0 DESIGN VISION

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2.1 DESIGN VISION

The Willoughby Transit Corridor is envisioned as the Township of Langley's transit-oriented urban core, an emerging vibrant, complete community defined by active street fronts, human-scaled design, and a diverse mix of livable buildings ranging from townhouses to mid- and high-rise towers. Ground-oriented homes, animated retail edges, and landmark mixed-use buildings together will create a place that feels welcoming, safe, and distinctly urban while maintaining the Corridor's strong sense of community.

As the area evolves from a suburban arterial into a connected series of Transit Hubs, development will frame the public realm with transparent (glass) façades, generous sidewalks, and frequent doorways that invite activity at every hour. Buildings will step down respectfully in height and scale - from townhouse and low-rise forms along local streets, to mid-rise and tower buildings near transit nodes. Architecture will emphasize lasting materials, fine detailing, and sustainable performance, reinforcing a cohesive identity along 200 Street that expresses Langley's desire for design excellence.

The design vision is rooted in delivering a high-quality and vibrant neighbourhod that capitalizes on the arrival of Bus Rapid Transit (BRT) and its connection to the SkyTrain. With these transit investments, the Willoughby Transit Corridor will become a model for compact, mixed-use, walkable BRT-oriented urbanism for the region.

DESIGN INTENT

- Create active, pedestrian-scaled frontages that support safe, vibrant streets and social interaction.
- Deliver livable buildings that prioritize daylight, views, and access to outdoor space for all residents.
- Encourage a graduated built form — townhouse to tower — to ensure both density and human comfort.
- Foster architectural variety within a unified corridor identity, grounded in high-quality, durable materials.
- Make the Township of Langley a leader in BRT-oriented community design, balancing housing, employment, retail, and green spaces in a cohesive urban framework.

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Vibrant, people-friendly streets characterize the future 200 Street Corridor vision

2.2 DESIGN PRINCIPLES

The design principles below provide the overarching framework for all new development along the Willoughby Transit Corridor . They express the Township of Langley's commitment to design excellence, livability, and sustainability across every scale of building from townhouse to tower.

Together, these principles establish a unified approach that ensures the corridor evolves as a human-scaled, transit-oriented urban environment defined by active street edges, resilient architecture, and connected public spaces.

1. ACTIVE, HUMAN-SCALED FRONTAGES

All buildings reinforce lively and comfortable street edges to create animated, inclusive, and safe streetscapes that foster social life at the ground level.

2. INTEGRATED GROUND-LEVEL DESIGN

Ground floors anchor the building within its neighbourhood context to ensure that each building contributes to both neighbourhood identity and pedestrian comfort.

3. LIVABLE AND DIVERSE BUILDING TYPOLOGIES

Development provides a full spectrum of housing and mixed-use forms while maintaining livability, allowing the 200 Street Corridor to accommodate growth through a range of high-quality and diverse building types.

4. CONTEXTUAL SCALE AND MASSING

Buildings respond appropriately to their surrounding context to maintain comfortable proportions and ensure each building contributes positively to its setting.

5. SITE PLANNING AND NEIGHBOURHOOD CONNECTIVITY

New development strengthens the fine-grain network of streets, lanes, and public spaces and create a coherent, walkable urban structure that seamlessly connects people with the places they want to go.

6. ARCHITECTURAL ARTICULATION AND MATERIAL QUALITY

Architecture conveys permanence, craft, and civic pride to produce enduring buildings that enhance Langley's evolving urban identity.

7. PUBLIC REALM AND OPEN-SPACE INTEGRATION

Public and semi-public open spaces are generous, visible, and connected, embedding green and social spaces into everyday urban life.

8. SUSTAINABLE AND CLIMATE-RESPONSIVE DESIGN

Landscape and building design advance ecological health and climate resilience, creating an urban corridor that is both beautiful and environmentally responsible.

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3.0 GENERAL

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3.1 SITE PLANNING

Support connectivity, respond to natural conditions, and integrate site development with the urban fabric.

3.1.1 BUILDING PLACEMENT

a) Site buildings to be parallel to the public street and/or open spaces with a distinct building front that addresses the public realm. This should include the longest façade of the building, contributing to a continuous and activated streetwall. The siting of buildings should strategically screen outdoor utility areas and surface parking lots.

b) Where buildings are placed on a corner, façade treatment (such as materials and detailing) should wrap around to address both public facing streets.

c) In larger master planned developments, wherever possible, orient blocks of units or double loaded buildings (i.e., buildings with units on both sides) with the longest façades facing east and west. This is to allow for the best overall distribution of natural light across units and minimize shadowing effects.

3.1.2 BLOCK AND PARCEL CONNECTIVITY

a) For sites with multiple buildings, or larger master planned developments, design an internal circulation network that connects with the existing and planned public street, bicycle and/or pedestrian network. Consider the following:

   i. Emphasis should be put on creating clear routes between public streets and key intersections or entrances to the site.

   ii. There should be additional pedestrian connections through the site and between blocks than those provided within street ROWs, for example with internal green links and mid-block connections.

3.1.3 INTEGRATION OF NATURAL FEATURES

a) As much as possible, align buildings with the natural grade of sloped areas, with the block or longest façades running parallel with the contours of the land. Where applicable, buildings and retaining walls should be stepped along a slope and create terraces that can be landscaped.

b) Wherever possible, site buildings, services and hardscape development to avoid disruption or impacts to mature trees, significant vegetation and ecological features on a site. Consider the following:

   i. These natural features should ideally be integrated and featured as part of a shared open space/park or streetscape to provide amenity enrichment and contribute to stormwater management.

   ii. Root zones of existing trees should be protected.

c) Coordinate and interconnect landscape design features with adjacent open spaces through preservation or enhancement.

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3.2 GROUND LEVEL DESIGN

Create vibrant, safe, and pedestrian-friendly streetscapes through building orientation and ground-level design.

3.2.1 STREET EDGE DEFINITION

a) Building façades should be at or near the street facing the property line so that a continuous streetwall is defined, which creates a human scale for pedestrians and gives a sense of safety and enclosure.

b) Along streets and public facing areas, incorporate variation in the façade (1-3m setbacks) to support:

- » activation of the street through accommodating amenities like seating areas;
- » enhanced building entrances with recessed doorways or small entry plazas; and
- » modulation, variation and visual interest in the streetwall.

c) Ensure ground-oriented units or commercial uses directly face the street or public areas and have clearly visible individual entries.

3.2.2 FLEX UNITS

a) In mixed use areas, ground floor units may be designed as convertible between residential and commercial uses or, as purpose built live-work units. The following design strategies should be considered:

i. Incorporate high ground floor ceiling heights (e.g., 4-4.5m).

ii. Maximize glazing along public facing areas for storefront expression without compromising privacy of residential uses.

b) Provide universal accessibility with no grade change between the sidewalk and commercial entrances. Where residential units have a grade change, a ramp of no more than 1:20 (5%) needs to be achievable and incorporated if converted.

3.2.3 CANOPIES AND WEATHER PROTECTION

a) Provide awnings, canopies, or overhangs to buildings along public street edges, and ensure that they are integrated with the building's architecture. These should be provided at:

- » commercial frontages (i.e., over store fronts and display windows);
- » primary building entrances or shared residential space (i.e., lobby entrances);
- » adjacent to bus zones and street corners where people wait for traffic lights; and
- » any other areas where significant waiting or browsing by people occurs.

3.2.4 BLANK WALLS

a) Blank walls should be avoided wherever possible, and when unavoidable should not exceed 5m in length to ensure active and visually interesting frontages.

b) Integrate blank wall sections with the same architectural detailing, articulation and modulations as adjacent active frontages.

c) Screening, public art, landscaping (e.g., trellis, planter, green wall) or special façade materials/ treatments should be used to improve blank walls were unavoidable.

d) On sloping sites, step floor levels down to follow the natural grade to avoid large retaining walls.

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3.3 GROUND LEVEL COMMERCIAL FRONTAGE

Deliver continuous, transparent, and fine-grained retail edges to promote active streets and visual interest.

3.3.1 COMMERCIAL FRONTAGE ACTIVATION

a) Ensure that buildings with a commercial or retail offering have a continuous active and transparent frontage at grade, free from excessive signage, posters or stickers, to provide a visual connection between the public and private realm.

b) Incorporate frequent and direct entrances to storefronts (generally every 15m maximum, except for larger-format retail like grocery stores) to create punctuation, visual interest, and support pedestrian activity along the street.

c) Ensure mixed use buildings provide universally accessible entries (i.e., no grade change between sidewalk and entrances) and continuous weather protection along commercial frontages for pedestrians.

d) For corner sites that have two publicly accessible frontages, ensure the commercial façade is wrapped around to address both sides. This could be through signage, transparent glazing and multiple or corner entrances.

3.3.2 HEIGHT AND DEPTH

a) Incorporate generous floor heights for commercial units with a height of more than 4.0m floor-to-floor to allow for access to natural light, spaciousness and greater flexibility for future changes of use.

b) Where commercial is to be across multiple floors use double floor heights of 7.5-9.0m to allow for mezzanine space and accommodating servicing and loading functionality at the back of the building.

c) A minimum unit depth of approximately 10m is recommended to accommodate a range of commercial uses.

3.3.3 LOCATION & SIZE

a) Small bay units are encouraged along street edges and public areas with frequent entries that contribute to activated frontages and reduce blank wall space.

b) Smaller commercial units should be located along the periphery of buildings. While larger format units should be located on upper floors, below grade, or wrapped with smaller units to minimize impacts to street activation.

3.3.4 LOBBIES

a) Design commercial office lobbies as signature architectural elements with generous height (typically two storeys) and high transparency. Ensure office lobbies are differentiated from retail and residential entries through scale, lighting and material.

b) To emphasize the prominence of office buildings at ground level, integrate public seating, landscaping or artwork in the public realm adjacent to building entrances.

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Frequent and direct entrances to storefronts provide visual interest and pedestrian activity.

3.4 GROUND LEVEL RESIDENTIAL FRONTAGE

Create inviting and well-defined public-to-private transitions at the ground level.

3.4.1 ENTRANCES AND VISIBILITY

a) The interface between streets and ground-oriented units must be pedestrian focused, with the primary entry clearly visible and directly accessible from the public sidewalk.

b) Entrances should be emphasized through architectural elements – such as small porches, stoops, recessed doors, or canopies – that provide shelter and create a sense of entry.

3.4.2 TRANSITION ELEMENTS

a) Use subtle grade shifts, decorative fencing (1.2m maximum), or layered planting (shrubs, small trees) to create a defined yet permeable threshold between the street and the dwelling. Transition elements should support privacy while maintaining visibility and a welcoming character.

b) Interior level should ideally be between 0.6 and 1.2m above sidewalk level.



Lobby entrances should be well-defined and identifiable.

3.4.3 INDIVIDUALIZATION

a) Articulate individual unit entrances by incorporating a variety of transition elements, providing landscaping at each entrance and between boundaries, and options to differentiate materiality and colour treatments between units.

3.4.4 LOBBIES

a) Create well-defined and clearly visible residential lobby entrances using appropriate site layout and architectural and landscape features. These should be welcoming, universally accessible, differentiated between commercial entrances and front onto, or be as close as possible to transit stops were applicable.

b) Where a building fronts two or more public streets, a primary building lobby should be provided on each street frontage. Each lobby should be clearly identifiable and designed as a true "front door," not a secondary or service entrance.

c) To emphasize the building entrances at ground level, integrate public seating, landscaping or artwork in the public realm adjacent to building entrances.

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3.5 STREETSCAPES & PUBLIC REALM DESIGN

Support a high-quality pedestrian environment with visual interest and comfort.

3.5.1 SIDEWALKS AND PEDESTRIAN MOVEMENT

a) Ensure that a clear path of travel for pedestrians is maintained in addition to setbacks and frontage zones. This should be:
   - » a minimum width of 2m;
   - » follow a straight and continuous desire line;
   - » universally accessible; and
   - » free from street furniture, signage and urban clutter.

3.5.2 FRONTAGE ZONES

a) For larger developments, particularly those with a commercial frontage, provide enough space (generally 1.8 to 2.5m) within a frontage zone to support activated street edges without compromising circulation. Frontage zones should be able to support personalized landscaping treatments and signage, patios, seating areas, and spaces to congregate.

b) Consider how gathering spaces within frontage zones can be integrated into the modulation or break up of the streetwall, for example a small courtyard within a wall setback.

3.5.3 STREET TREES AND LANDSCAPING

a) Trees should be planted at frequent intervals within the streetscape to help green the public realm, provide shading, limit heat island effects and frame building façades.

3.5.4 ON-SITE STREET FURNITURE AND LIGHTING

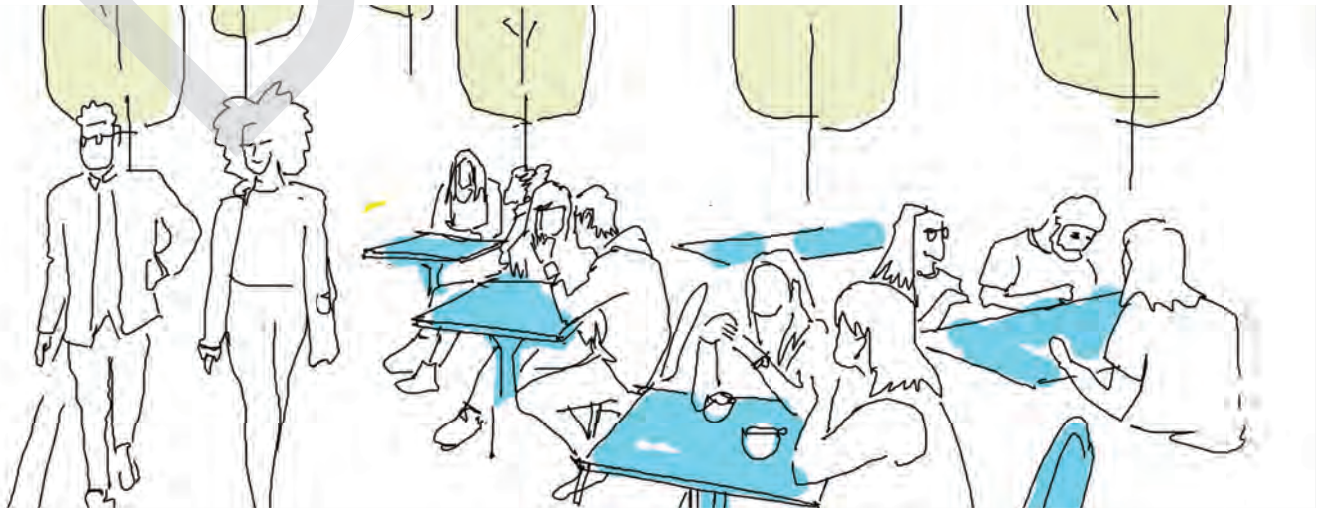
a) Provide appropriately-scaled, sufficient exterior lighting to illuminate all publicly accessible pathways to support safety and walkability.

b) Lighting features should complement the building and landscape design but be designed to adhere to dark sky standards and eliminate light pollution into adjacent properties or minimize it as much as possible.

c) Use street furniture to frame and enhance the pedestrian thoroughfare and key public realm spaces, such as transit stops and plazas. Furniture should be included within pedestrian-oriented streets and/or where there is a mixed-use frontage.

d) Street furniture should be:
   - » appropriately setback from the sidewalk;
   - » placed between trees and ideally reinforced with planting around it; and
   - » oriented towards commercial frontage.

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Provide frontage zones in front of retail units that allow for patios, signage and seating.

3.6 PRIVATELY OWNED PUBLICLY-ACCESSIBLE SPACES

Create high-quality parks and open spaces for residents and visitors that supports safety and privacy.

3.6.1 PROVISION OF PARKS & OPEN SPACES

a) Large developments should provide privately owned publicly-accessible private open spaces (POPS) whenever possible to contribute to the city's open space network and enhance pedestrian connectivity along and through the site. These could include setback zones, plazas, courtyards, forecourts, green links, and mid-block pedestrian connections.

b) POPS should provide a variety of design treatments including landscaping, accessible pathways, furniture, weather protection, lighting and areas of play.

3.6.2 PARK PLACEMENT & CONNECTIVITY

a) Avoid open spaces or parks as dead ends and ensure multiple points of access. Ideally, these should form part of a continuous network and there is clear connectivity between publicly available spaces.

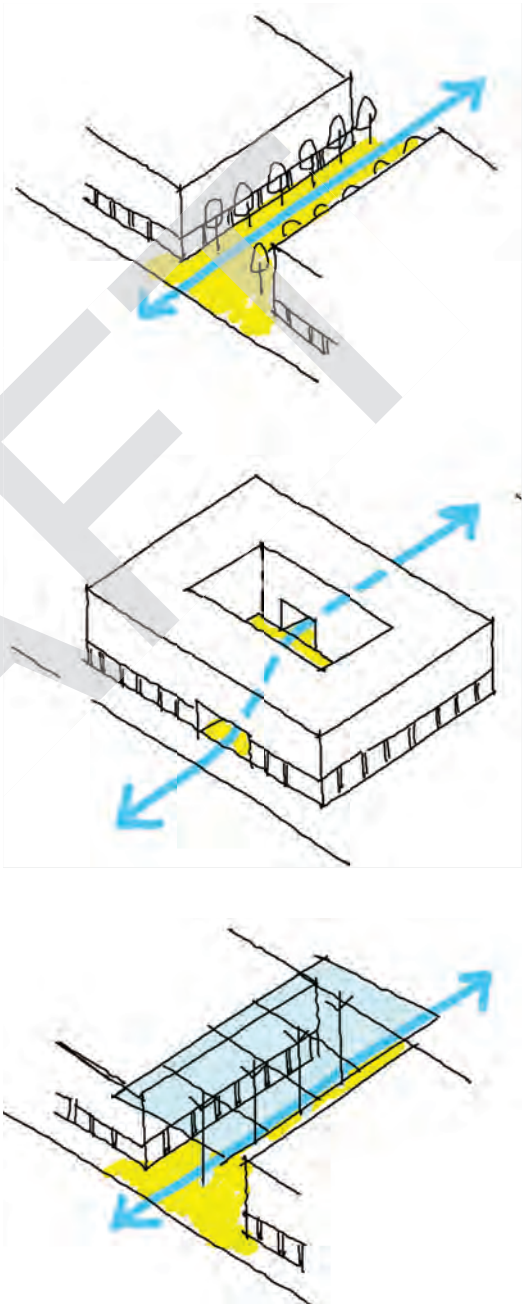
b) Ensure POPS are directly connected to public streets or public open spaces. Where POPS are within or between buildings, integrate mid block connections or green links with clear visibility and a direct desire line from the adjacent street(s).

c) Where possible, locate POPS adjacent to public open areas/parks or POPS on adjacent properties to create seamless, contiguous spaces.

3.6.3 MID-BLOCK CONNECTIONS & GREEN LINKS

a) Provide mid-block connections or green links to increase permeability within a site and be designed to include:

- » active frontages with overlooking fenestration;
- » a minimum width of 6m;
- » publicly accessible wherever possible; and
- » at least 50% grass or planting coverage, and include a range of appropriately sized trees.



Mid-block connections should provide breaks within development blocks.

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3.7 SUSTAINABLE LANDSCAPING

Promote low-impact development practices and climate-resilient landscape design.

3.7.1 LANDSCAPE STRATEGY

a) Plant/tree selection and location should be appropriate for the local conditions. Consider durability, climate and soil suitability, and compatibility with the site conditions.

b) Prioritize planting drought-tolerant and endemic species of the BC Lower Mainland.

c) Where appropriate, for instance in an open park setting, include flowering plants that support pollinator habitat to meet the Township of Langley's goal as a Bee and Bat Friendly City.

d) Avoid planting monocultures, except when planting of understory vegetation (like ferns or grasses), and include a diverse range of plants with different sizes and species. Park spaces should include a layered planting approach with a combination of groundcovers, perennials, shrubs, and trees.

3.7.2 SWALES AND STORMWATER MANAGEMENT

a) Protect, enhance or incorporate on-site stormwater infiltration as integrated landscape features that are visible and accessible to the public. Design features could include permeable paving, wetlands, rain gardens, bio-swales, detention systems/ponds, and blue-green roof systems.

b) Stormwater management features should be integrated into a site through capture, infiltration and filtration strategies, to the extent needed to maintain pre-development flows.

c) Where large impermeable surfaces are needed, for example driveways or surface parking lots, provide frequently planted islands to break up opportunities for water pooling and increase infiltration.

d) Preference should be given to planted areas or long grass meadows over lawn areas, particularly where adjacent to impermeable surfaces, which is poor at providing rainwater capture or infiltration from runoff.



Bioswales are encouraged for stormwater management.

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3.7.3 TREE PLANTING AND CANOPY COVER

e) Provide sufficient canopy coverage along streets, driveways, and parks by planting enough medium to large trees at maturity, which give weather protection and minimizes heat island effects. Trees should be appropriately spaced out depending on the species to achieve this, however, ideally there should be spacings of 6m.

3.7.4 SUSTAINABILITY

a) Limit the use of concrete or steel as an edge condition within planted areas to reduce the embodied carbon in landscape design. Preference should be given to low maintenance natural boundaries where planting exists.

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3.8 SITE ACCESS AND PARKING

Minimize the impact of vehicular infrastructure on the pedestrian experience and public realm.

3.8.1 VEHICLE ACCESS POINTS

a) Driveways and laneways should be consolidated wherever possible minimizing curb cuts, impact to the public realm, and continuity of street frontages.

b) Vehicle access points should be located between blocks or larger buildings exceeding 40m and off secondary streets/laneways.

c) Vehicle access points along a public street should be softened with low-lying landscaping and have set backed building corners to ensure adequate sightlines from the approaching sidewalk.

d) Where a street has multiple frontages, vehicle access should be provided from the lower capacity road.

3.8.2 BICYCLE PARKING

a) Short term outdoor bike parking should be placed in highly visible locations, like near a lobby entrance or alongside a commercial frontage.

3.8.3 PARKING LOCATION AND DESIGN

a) Wherever possible, parking should be accommodated underground or at least partially underground where it doesn't impact frontage activation.

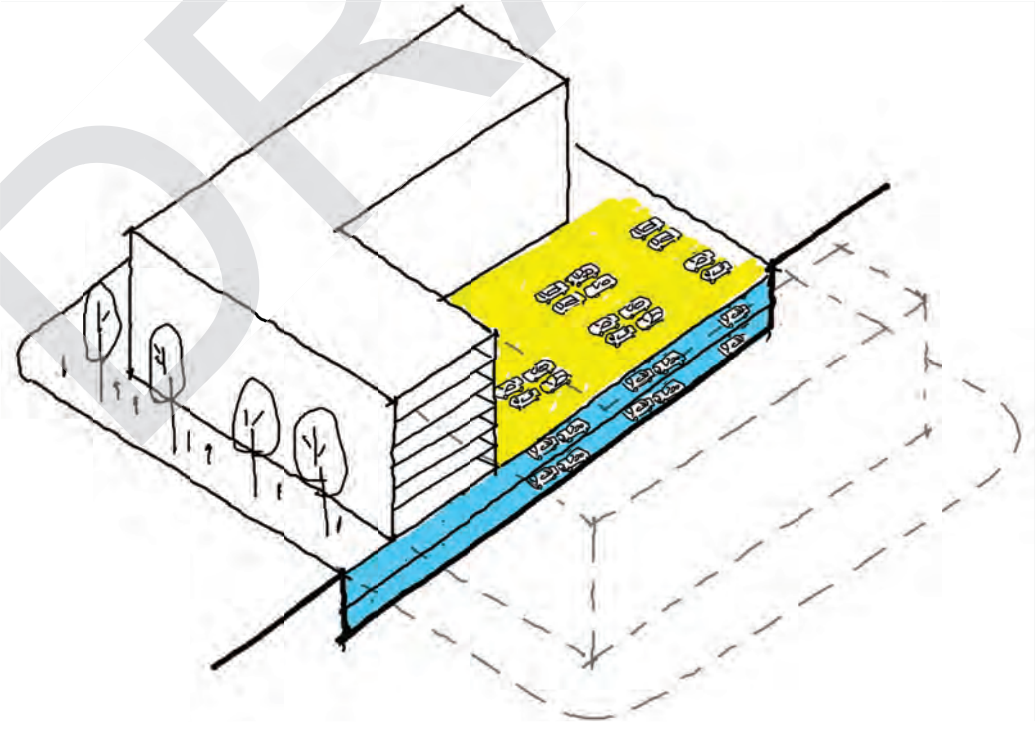
b) Where parking cannot be located underground, it should be integrated within the rear facing side of the building.

c) Where parking cannot be accomodated within the rear facing side of the building it should be screened using landscaping, for example with a greenwall or garden buffer.

d) Access to parking should come from a lane or side street, wherever possible, to not compromise the streetwall frontage.

e) Utilize permeable surface treatments wherever possible in parking areas to maximize rainwater retention.

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Parking should be located underground, or wrapped behind buildings if surface parking is required.

3.9 SCREENING AND UTILITIES

Ensure utilities and servicing areas are unobtrusive and integrated into site and building design.

3.9.1 UTILITY, LOADING AND SERVICING AREAS

a) Locate utility, loading and servicing areas (such as parking/garage access, garbage collection, gas meters, and compost,) at the rear of the block or building, away from public view and the primary street frontage. Access should be achieved off a rear laneway or side street.

3.9.2 UTILITY AND WASTE DISPOSAL STORAGE

a) Consider how utilities are located and waste disposal is stored within a site, in a way that is accessible but unobtrusive.

b) Ideally, especially within larger buildings, utilities and waste disposal should be accommodated inside.

c) For exterior utility and waste disposal storage, provide purpose-built enclosures and landscaping buffers around utilities, for example garbage bin storage, that help with pest control, odours, noise, and negative visual appearance. Utilities should not be stacked up alongside a façade.

3.9.3 MECHANICAL AND BUILDING EQUIPMENT

a) Exterior mechanical equipment and servicing features like elevators, air conditioning units, and electrical and plumbing systems, should be well-integrated into the cohesive design of the building and hidden from public view. These should be clad or screened with high quality materials that form part of a 'family of elements' within the building façade.

b) Minimize the impact and disruption of rooftop equipment and servicing on usable rooftop recreational space with separation, orientation (e.g., vents facing away), screening and landscape buffers.

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3.10 SIGNAGE

Support high-quality signage that reinforces the architectural character of the building and maintains visual clarity in the public realm.

3.10.1 SIGN BYLAW

a) All signage should conform with the standards set out in the Township of Langley Sign Bylaw 2012 No. 4927 or any subsequent version of this.

3.10.2 INTEGRATION WITH BUILDING DESIGN

a) Signage should be architecturally integrated into the façade of buildings or along ground floor awnings, canopies, and overhangs. It should be minimal and have a compatible scale, design and materiality that is consistent with the building.

3.10.3 SCALE AND LEGIBILITY

a) Signs should be appropriately sized, oriented and placed towards the public realm. They should be large enough to be universally readable, but not so large that they dominate a façade or interrupt architectural detailing.

b) Signage should be scaled and located for pedestrian legibility and not motorists.

3.10.4 LIGHTING AND ILLUMINATION

a) Lighting for signage and advertising should not dominate a building façade and should be either halo-lit (overhead) or incorporate cut off shields to reduce light spill.

3.10.5 MULTI-TENANT BUILDINGS

a) Where there are multi-tenants, signage should reflect the pattern of businesses or shopfronts and allow for brand identification. However, individual branding, including images, colours, or lighting should remain consistent within the overall architectural design of the façade and other businesses, and not dominate the site.

b) To ensure cohesion in signage, a detailed signage plan should be privded for all commercial, industrial and mixed-use buildings.

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Signage should be integrated into the façade of buildings or awnings.



4.0 TOWNHOUSES

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4.1 SITE PLANNING

Avoid inward-facing compounds and ensure outward orientation.

4.1.1 STREET ORIENTATION

a) Buildings must be oriented outward, with entries, windows, and patios addressing streets and open spaces. When facing internal drive aisles, secondary entrances and windows should be oriented to face the internal drive aisle to provide 'eyes on the street'.

b) Corner units should be designed with dual frontages using wrap-around porches, windows, or secondary entries to reinforce visibility and presence on both sides.

c) Design and orient end units to address multiple public-facing frontages including side streets, parks or green links, through architectural and landscape treatments like wraparound porches/decks/yard space, windows, and entries. Each frontage should provide the same level of high quality architectural detail.

d) Incorporate a primary living space or living room associated with the front entrance that is oriented towards and overlooks the street or public realm.

4.1.2 CONNECTIVITY

a) Provide pedestrian pathways (with minimum width of 1.2m) that connect all primary unit entrances with public sidewalks, shared open spaces (e.g. Age Friendly Amenity Areas or shared mail rooms), parking areas and any adjacent pedestrian/trail/cycling networks.

b) Where adjacent to mid-block connections or green links, townhomes should directly connect to these with individual pathways to unit entrances.

4.1.3 SHARED OPEN SPACES

a) For larger townhouse developments, provide generous shared outdoor amenity spaces. These are encouraged to exceed the requirements for Age Friendly Amenity Areas, and at minimum should:

- incorporate landscaping, seating, play space, communal gardens, barbecue pits, or other communal amenities;
- be overlooked by rows of fronting townhouse blocks;
- not be in isolated, inaccessible areas or areas impacted by parking or servicing utilities; and
- meet universal accessible design standards.

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4.2 BUILDING SCALE & MASSING

Integrate townhouses and multiplexes into existing neighbourhood contexts.

4.2.1 HEIGHT AND TRANSITION

a) Townhouses should generally be between 3 and 4 storeys.

b) Buildings should transition in height if a new townhouse development is higher or lower than surrounding existing buildings. Avoid abrupt variations in building massing, height and size of adjacent structures.

c) Design building height, scale and setbacks of townhouses (particularly when three storeys) to:

- » reduce direct sight lines into neighbouring properties;
- » use building articulation and features to minimize the perception of size and mass of townhouse blocks; and
- » optimize sunlight exposure for ground-floor areas by striving to provide a minimum building separation of 8m between facing townhouses and 9m when separated by a driveway.

4.2.2 UNIT GROUPINGS

a) Organize townhouse blocks into smaller groupings to avoid continuous, monotonous rows. Long building fronts should be broken into clusters (ideally no more than 6 units) and be separated by midblock connections.

b) In larger townhouse developments (e.g., master planned communities with internal circulation pattern):

- » integrate a large proportion of smaller 4 unit groupings to create a finer grain of development and limit visual impacts;
- » provide variation between different townhouse blocks, such as color, materiality, building and roof form; and
- » where possible avoid an arrangement of units where the front of one dwelling faces the back of another.

4.2.3 MATERIAL STRATEGY

a) Vary the type of materials used at different levels of units (i.e., between upper and lower floors), to contribute to the breakup of massing and reduced perception of scale. For example, using masonry at the base and siding on main levels, varying window trim widths, and treating gable ends with specialty materials. Vinyl siding is not a preferred material type and is not permitted on street facing frontages or as a primary material type on other building faces



Units should form smaller grouping (to a maximum of 6 units per grouping)

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4.3 BUILDING ARTICULATION & MATERIALITY

Break down scale and support architectural diversity.

4.3.1 ROOF FORMS

a) In larger townhouse developments (e.g., those with multiple townhouse blocks), contribute to building articulation and diversity, through variation to roof forms. Change the roof line through alternating dormers, stepped roofs, gables, or other roof elements to reinforce the modulation or articulation intervals.

4.3.2 FAÇADE MODULATION

a) Design façades to articulate the identity of individual townhouse units and not be repetitive in nature, especially between townhouse blocks. Façade articulation should be distinct but designed to achieve a cohesive and consistent frontage pattern, pedestrian scale and rhythm along the fronting street. Strategies for achieving this include:

- » recesses or projections in the façade, such as the entry or balconies;
- » providing variation through the breakup and variety of materials, architectural forms, colours and treatments used; and
- » providing a diversity of unit sizes.

4.3.3 ENTRY FEATURES

a) Provide landscaping and transition elements in strategic locations, to frame building entrances, soften edges, screen and divide driveways, and break up long façades.

b) In the case of shared landings that provide access to multiple units, avoid having more than two doors side-by-side facing outward.

c) Provide between 0.6–0.9 m of elevation between the sidewalk grade and the finished elevation of the front entrance (generally between 3 and 5 steps), to create separation between the private and public realm.

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4.4 PRIVATE / SEMI-PRIVATE OPEN SPACES

Provide usable, accessible, and overlooked open spaces.

4.4.1 YARD SPACES

a) Each unit should have direct access to a private outdoor yard space at ground level. They should be designed with landscaping that enhances privacy while contributing to the overall streetscape.

4.4.2 PATIOS AND BALCONIES

a) Design rooftop patios to:
   - » have parapets with railings; and
   - » be oriented towards the primary street edge.

b) Limit building projections, such as balconies, over setback areas, streets, and front yards to maintain solar access.

4.4.3 PRIVACY AND OVERLOOK

a) Maintain privacy by minimizing overlook and direct sight lines between neighbouring properties. Design considerations to achieve this include:
   - » striving to provide a minimum of 8m between facing townhouse blocks, or 9m when separated by a driveway;
   - » orienting large windows, balconies and rooftop patios towards the front or rear;
   - » enhanced landscaping at property boundaries;
   - » in-setting balconies and rooftop patios back from building edges and using opaque railings;
   - » incorporate privacy screening between patios and balconies; and
   - » using clerestory and/or frosted windows on the upper storeys of end units.

b) Where two rear yards face each other, incorporate increased planting (e.g., hedges, small trees), privacy fencing, or grade separation to reduce direct views between private open spaces while maintaining adequate light and openness.

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Front yards should provide transitions from the public realm that enhance privacy while improving streetscapes.

4.5 SITE ACCESS AND PARKING

Manage vehicle access without undermining pedestrian experience.

4.5.1 VEHICLE ACCESS POINTS

a) Where feasible, locate shared vehicle access points to townhouse developments off side streets.

b) Consolidate vehicle access points where possible and minimize widths, to reduce curb cuts and to enhance a safe, walkable streetscape.

c) Vehicle access points should be landscaped, and have a separate pedestrian path to ensure safer pedestrian access to internal units.

4.5.2 REAR-FACING UNITS AND LANEWAYS

a) Improve the rear "lanescape" by orienting units to also address the lane with building entrances, lighting, landscaping, and high-quality materials to reinforce a safe and attractive public realm.

b) Where space is constrained, consider decorative garage doors, enhanced paving, and pedestrian-scale lighting to improve the lanescape.

c) In odd-number row townhouse configurations, where one row of units faces the rear of another, provide a combination of landscape buffers, fencing, and/or architectural screening to soften views of garage doors.

4.5.3 GARAGES

a) Front garages must not face fronting street, and may be considered only off private internal roads or laneways, and must be visually minimized through design integration and landscaping.

b) Garage widths must not occupy more than 80% of the unit frontage.

4.5.4 VISITOR PARKING

a) For larger townhouse developments, provide visitor parking in accessible locations, away from major streets, with pedestrian connections to townhouse units. Acceptable locations could include:

- smaller areas distributed through the site adjacent to townhouse blocks; or
- a larger centralized space, that integrates with a shared outdoor amenity space to minimize the visual impact of parking.

b) All surface parking should be screened using fencing, landscaping, and other tools to mitigate visual impacts to the street and neighbouring properties, and should comply with parking lot landscape requirements located in Section 111 of the Zoning Bylaw.

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4.6 TOWNHOMES SUMMARY DIAGRAM



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1. Pedestrian focused, ground oriented units with clear and regular front entrances. See **Guideline 3.4.1**
2. Front yard setbacks used to create smooth transitions between public and private realms. See **Guideline 3.4.2.**
3. Provide mid-block pedestrian connections between blocks. See **Guideline 3.6.3.**
4. Orient units toward public streets and wrap around corners. See **Guideline 4.1.1.**
5. Units grouped into small clusters to prevent long, continuous rows. See **Guideline 4.2.2.**
6. Varied materials between upper and lower storeys to breakup massing. See **Guideline 4.2.3.**
7. Roof forms varied in height and form. See **Guideline 4.3.1.**
8. Vertical breaks distinguish individual units. See **Guideline 4.3.2.**
9. Orient patios and balconies to the street and front yard, but protect solar access. See **Guideline 4.4.2.**
10. Minimize overlook into neighbouring properties to maintain privacy. See **Guideline 4.4.3.**
11. Consolidate vehicle access, reducing curb cuts and enhancing safe, walkable streetscapes. See **Guideline 4.5.1.**
12. Garages should be facing rear lanes or shared internal driveways. See **Guideline 4.5.3.**

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5.0 LOW TO MID-RISE BUILDINGS

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5.1 SITE PLANNING

Reinforce connectivity and fine-grain urban structure.

5.1.1 BLOCK SIZE

a) Block sizes should be shorter than 140m in length before breaking up the block by introducing a publicly accessible street, or laneway that creates permeability in the connectivity network.

5.1.2 MID-BLOCK CONNECTIONS

b) Organize development to promote a fine-grained network of streets and walkways by breaking up large buildings (i.e., over 40m in length) with mid-block connections which should be publicly-accessible wherever possible.

5.1.3 BUILDING SEPARATION

a) Low – mid rise buildings should observe the following building separations to allow for privacy, natural light, and efficient accessibility between buildings:

i. Minimum of 9m between building sides.

ii. Minimum of 12m between a building side and a building front.

iii. Minimum of 20m between two building fronts, or 24m when one of the buildings is more than 50 m wide.

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Publicly accessible mid-block connections are encouraged

5.2 BUILDING SCALE AND MASSING

Maintain contextual relationships and avoid bulky forms.

5.2.1 MAXIMUM FRONTAGE DIMENSIONS

a) Buildings should have a maximum length of 60m, however 40m is preferred. Buildings over 40m should incorporate a significant vertical break in the façade to help break up their sense of massing and scale.

b) Buildings should have a maximum depth of 24m, however 18-20m is preferred.

5.2.2 HEIGHT AND STEP-BACKS

a) Building height should be a maximum of 23m for a 6-storey building.

b) Upper units, especially those between the 5th and 6th storeys are encouraged to be stepped back from ground-oriented uses and the front property line to support street edge definition, reduce building bulk and distinguish between uses.

5.2.3 STREETWALL PROPORTIONS

a) Building façades should be at or near the property line to support a well defined streetwall (as described in *Section 3.2.1 - Street Edge Definition*).

i. The streetwall should be a minimum height of 2 storeys with a residential frontage, or 1 storey where there is a commercial frontage with high ground floor ceilings (4.5m).

ii. The streetwall should be a maximum height of 3 storeys before a significant form of horizontal break or stepback is introduced to reduce the sense of mass and scale in the streetwall.

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Buildings should be stepped back at five storeys and above.

5.3 BUILDING ARTICULATION

Ensure mid-rise buildings support human scale and variety.

5.3.1 FAÇADE MODULATION

a) Break down long façades into smaller segments using a mix of volumetric shifts, differentiated materials, or architectural detailing at regular intervals (ideally every 15–20 m) to maintain visual rhythm and pedestrian interest. Modulation should be supported with:
   - » corresponding window and individual entry door patterns (e.g., bay windows);
   - » providing porches, patios, decks, canopies, or balconies;
   - » changing the roof line by alternating dormers, stepped roofs, gables, or other roof elements;
   - » varying materials, colour and textural treatments; and
   - » providing lighting fixtures, trellis, trees or other landscaping features.

b) Ground floor commercial frontages (including large-format single tenants) should also be modulated as part of the overall building façade pattern or, to suit individual shopfronts and entryways.



Window patterns and porches break down long façades.

5.3.2 ARCHITECTURAL DETAILING

a) Articulate the façade using design elements that are inherent (i.e., built into) the building as opposed to being decorative. For example, recessed window frames, balconies, bay windows, and cornices.

b) Where ground oriented residential units are incorporated into the base of the building (e.g., integrated townhomes in a mid-rise apartment building), articulate these through different architectural detailing than the levels/units above. For example include:
   - » a stepback above the ground level units;
   - » protruding roof/canopy elements; and/or
   - » differing façade treatments.

5.3.3 MATERIAL STRATEGY

a) Employ a coordinated material composition that distinguishes lower storeys from upper levels, emphasizing tactile, durable finishes and coherent detailing to express vertical hierarchy.

b) Use an integrated, consistent range of materials and high-quality finishes that provide a variety of colours, textures and treatments that align with the modulation intervals. Vinyl is not a permitted material type for residential apartment buildings.

c) For mid-rise commercial office buildings, prioritize durable, contemporary materials such as high-performance curtainwall, metal panels, and precast concrete and avoid residential materials (horizontal siding, heavy masonry cladding) on upper floors.

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5.4 PRIVATE / SEMI-PRIVATE OPEN SPACES

Provide well-designed resident amenities.

5.4.1 ROOFTOP SPACES

a) Design shared rooftop amenity spaces to provide amenity and privacy by:
   - » supplying ample landscaping to soften hardscape areas and ensuring that the landscape design is coordinated with the structural design for the roof area;
   - » generously furnishing with features that are sturdy or built into the rooftop like seating, lighting, shade structures, and food preparation areas;
   - » locating with south or west facing aspects to ensure ample sun exposure;
   - » limiting sight lines from overlooking buildings where privacy is desired and providing shade and weather protection, by providing covered areas (e.g., pergolas or canopy shading); and
   - » providing landscaping, fencing, or screening at the edges of usable space, especially to prevent direct sight lines into adjacent or nearby residential units.

b) Where rooftop amenity spaces are not provided, greenroofs should be encouraged, which ensure:
   - » trees and tall shrubs are secured appropriately to the roof deck;
   - » soil depths and drainage systems are properly accommodated; and
   - » species selection is appropriate, as defined in *Section 3.7.1 - Landscape Strategy*.

5.4.2 BALCONIES

a) Design private balconies and patios with the following considerations:
   - i. Be large enough to provide usable outdoor space. To achieve this these should ideally be a minimum of 1.8m deep, by 2.4m long and be at least 4.6 sq.m in area.
   - ii. The design, placement and pattern of balconies should be part of a cohesive whole that doesn't add to the sense of scale or bulk of the building.
   - iii. Recessed or partially recessed balconies are encouraged to offer greater privacy, comfort and weather protection.
   - iv. Privacy screens should only be used where necessary and should look like a cohesive extension of the building.

5.4.3 COURTYARDS AND PLAZAS

a) Design internal courtyards and plazas to:
   - » reflect the features described in *Section 5.4.1.a - Rooftop Spaces*;
   - » provide additional amenities such as play areas, playground equipment, dog areas, barbecues, and outdoor seating where appropriate;
   - » provide networks of internal pedestrian connection; and
   - » provide a balance of surface treatments with both hardscape (e.g., paved courtyard) and softscape (e.g., gardens and grassed areas).

b) While outdoor amenity space is not required for commercial office uses, roof decks, terraces, or landscaped setbacks are encouraged to provide employee gathering areas.



Courtyards should mix hard and softscapes.

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5.5 LOW TO MID-RISE BUILDINGS SUMMARY DIAGRAM



1. Public street facing uses with activation and facade variation (setbacks 1-3m) See **Guideline 3.2.1**
2. Frequent, accessible entrances every 15m into transparent commercial frontages. See **Guideline 3.3.1.**
3. Generous floor heights of 4.0m+ for adaptive use. See **Guideline 3.3.2.**
4. Keep block sizes to below 140m by introducing permeability in the street network. See **Guideline 5.1.1.**
5. Provide mid-block connections to break up buildings over 40m. See **Guideline 5.1.2.**
6. Appropriate buildings separations min. 9m between building sides. See **Guideline 5.1.3.**
7. Ideal building dimensions of 40 x 20m. See **Guideline 5.2.1.**
8. Support a well defined streetwall 1-3 storeys before a significant horizontal break or stepback. See **Guideline 5.2.3.**
9. Break down facades with regular modulation and architectural detailing. See **Guideline 5.3.1.**
10. Material composition that distinguishes lower and upper levels. See **Guideline 5.3.3.**
11. Rooftop and terraces that provide amenity, privacy and landscaping. See **Guideline 5.4.1.**
12. Balconies that offer privacy and comfort, and don't add to the scale of the building. See **Guideline 5.**

6.0 HIGH-RISE BUILDINGS

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6.1 SITE PLANNING

Integrate high density buildings into the urban fabric with strong edges.

6.1.1 STREETWALL DEFINITION

a) Ensure high rise buildings incorporate a podium that should be at or near the front property line.

b) Podiums should run along all publicly facing areas including streets, parks and open spaces to support a consistent streetwall interface.

c) On corner buildings that have frontages on two public streets, corner cuts or rounded corners are encouraged to create well-defined entrances, enhanced activated frontage zones and better visibility.

6.1.2 TOWER PLACEMENT

a) Towers should be differentiated from podiums to support a well-defined streetwall and reduce the sense of mass and scale.

b) Where towers sit directly on top of a podium, there should be at least a 4m stepback to support a discernible top of the streetwall, provide sunlight, minimize the visual impacts on the ground level and reduce down-drafts.

c) Where the tower form meets the street, there should be a differentiation in building articulation or materiality at the base (i.e., the lower 4 storeys) to support the streetwall.

6.1.3 SERVICING ACCESS

a) Provide access to site servicing and parking at the rear of the building or along a secondary street. Through-lanes are encouraged to minimize the need for vehicle turnarounds on site.

6.1.4 MID-BLOCK CONNECTIONS

a) Refer to *Section 5.1.2– Mid-Block Connections* to ensure appropriate breaks in the site for mid-block connections, supporting permeability in the connectivity network.

6.1.5 SHADOWING

a) Towers should be located to minimize shadowing impacts on public spaces like parks or plazas and retail streets.

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6.2 TOWER SEPARATION

Protect light, privacy, and livability.

6.2.1 MINIMUM SEPARATION DISTANCES

a) Residential towers should have a minimum separation of 25m corner-to-corner and 35m face-to-face.

b) Commercial office towers can have reduced tower separations of 30m face-to-face, balancing skyline composition with site efficiency.

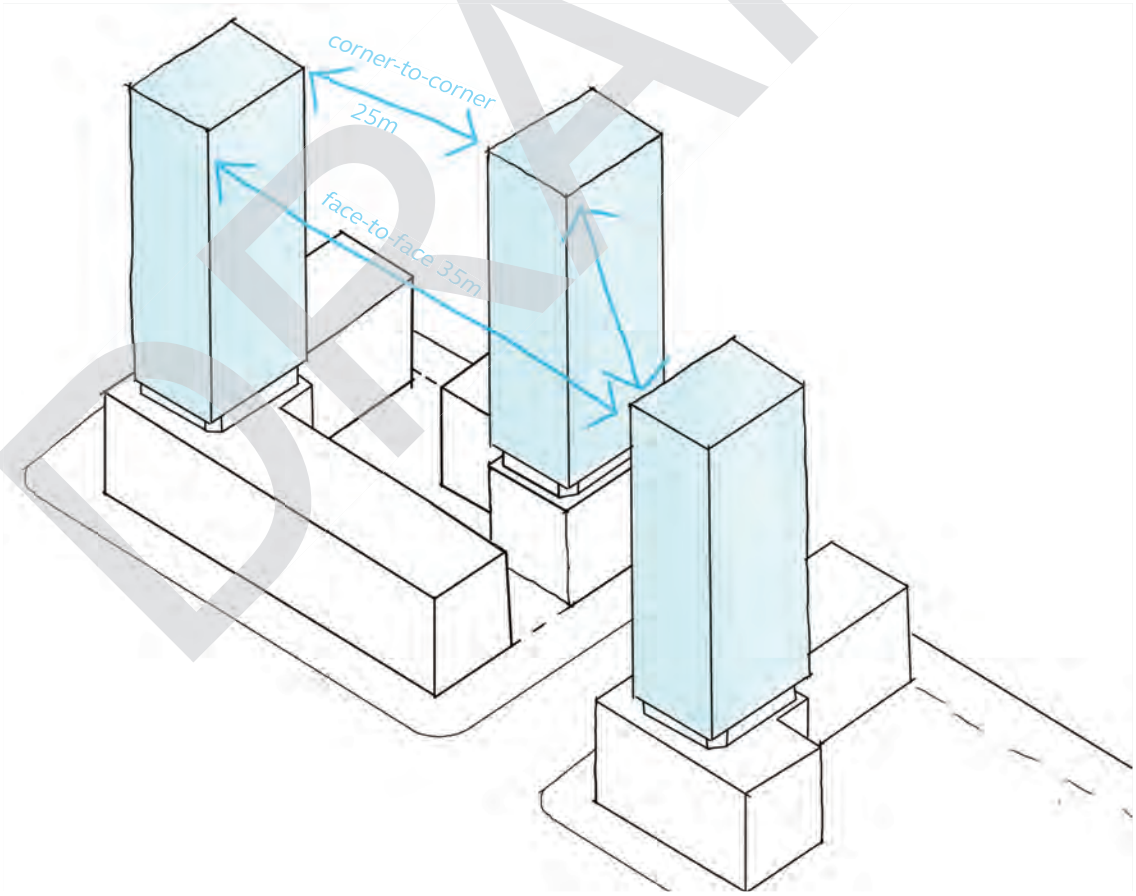
6.2.2 PRIVACY AND OVERLOOK

a) Tower fenestration and balconies should be oriented to overlook public streets and spaces, or shared building amenities. Avoid the placement of balconies on the side of face-to-face towers to minimize views into private residences.

6.2.3 SHADOW CONTROL

a) Towers should be oriented with the longest façades facing east and west to allow the best overall distribution of natural light across units.

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Tower separation distance should provide adecuate space to ensure sun lighthing and natural ventilation while reducing overlooking between units.

6.3 BUILDING SCALE AND MASSING

Regulate podium-tower relationships and overall scale.

6.3.1 PODIUM DIMENSIONS

a) Ensure podiums are a minimum height of 2 storeys to support a well-defined streetwall (as described in *Section 3.2.1 – Street Edge Definition*).

b) Podiums should be a maximum height of 4 storeys to reduce the sense of mass and scale in the streetwall.

c) In general, the total podium height should not exceed 80% of the adjacent street right-of-way width.

d) Adjust the height of the podium to transition to neighbouring development. This should ideally be no more than 1 storey taller than neighbouring buildings that aren't expected to be redeveloped.

e) The length and depth of podiums as well as overall parcel sizes should align with the dimensions of low – mid rise residential and mixed-use buildings. Refer to *Sections 5.1.1 – Block Size* and *5.2.1 – Maximum Frontage Dimensions*.

6.3.2 TOWER FOOTPRINT

a) Residential tower footprints should be scaled appropriately relative to the podium dimensions and tower height. Tower footprints should be between 600 – 750 sq. m. per floor.

b) For commercial office towers, allow larger floorplates to accommodate efficient office layouts, typically between 1,200 to 1,500 sq.m. per floor.



Podiums should be at the property line to create a defined streetwall.

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6.4 BUILDING ARTICULATION & MATERIALITY

Reduce perceived bulk and enhance tower identity with a discernable base, middle and top.

6.4.1 PODIUM TREATMENT

a) The articulation of podiums should align with the form and character of low – mid rise residential and mixed-use buildings. Refer to *Section 5.3 – Building Articulation* for guidelines on modulation, detailing and materiality.

b) Give podiums an architectural expression that distinguishes them from tower portions, for instance using varying materials or fenestration.

6.4.2 TOWER MODULATION

a) Design towers to have a cohesive architectural look which is distinct from the podium levels.

b) Mitigate the scale and bulk of towers and add visual interest using façade articulation. Design strategies could include sculpted forms, stepped terraces, perforated or textured façade treatments, modulation through recessed or protruding elements.

6.4.3 ARTICULATED TOWER TOP

a) Towers should have an articulated top that reduces bulk and has a unique architectural expression that contributes to variation in the skyline. Design strategies for this could include:

- » stepping back the upper floors;
- » projecting cornice or roof features;
- » landscaping or rooftop amenity spaces;
- » unique screening features of mechanical equipment/rooms; and
- » lighting features.

6.4.4 MATERIAL STRATEGY

a) Residential towers should express a clear tripartite hierarchy of materials and forms:

i. Base (Podium): Use tactile, durable materials such as brick, stone, or precast concrete to define the pedestrian scale.

ii. Middle (Tower Shaft): Employ lighter materials (e.g., glass, metal panels, or composite systems) to emphasize verticality and slenderness.

iii. Top (Crown): Use distinctive detailing or materials to provide visual interest and a refined skyline profile.

b) Select long-lasting, low-maintenance materials suited to local climate conditions and avoid low-quality finishes or materials typical of low-rise applications (e.g., vinyl, stucco, or untreated wood).

c) Use consistent spandrel and mullion detailing to maintain a coherent façade expression.

d) Design commercial office towers to convey permanence and civic quality through refined materials, crisp detailing, and clear structural expression, employing high-performance curtainwall or glazing systems with articulated mullions and spandrels to create vertical rhythm.

e) Incorporate higher glazing ratios for commercial office towers (typically 60 – 80 %) to maximize daylight and street visibility.



Tower tops should be articulated, including through step backs of upper floors.

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6.5 PRIVATE / SEMI-PRIVATE OPEN SPACES

Provide accessible, usable resident amenities.

6.5.1 PODIUM AND TOWER ROOFTOP SPACES

a) Rooftops, particularly on the podium setback before the tower, should be designed to provide usable shared outdoor amenity space for residents.

b) Incorporate well-integrated landscaping into roof areas to reduce wind speeds and downdrafts.

c) The design of rooftop spaces on top of podiums and towers where applicable, should align with the guidelines of low – mid rise residential and mixed-use buildings. Refer to *Section 5.4.1 – Rooftop Spaces* to ensure well designed spaces, that provide amenity and privacy.



Podium-level balconies should be inset behind the streetwall.

6.5.2 BALCONIES

a) For the design and size requirements of balconies, refer to *Section 5.4.2 - Balconies*.

b) Balconies within the podium should be inset behind the streetwall.

c) Balconies within towers should form part of an integrated façade and not be 'stuck on', with design consideration given to sun exposure, prevailing wind direction and privacy.

6.5.3 COURTYARDS AND PLAZAS

a) For the design of shared ground-level courtyards and plaza spaces, refer to *Section 5.4.3 – Courtyard's and Plaza's.*



Rooftop and podium outdoor spaces should be usable amenity space for residents.

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6.6 HIGH-RISE BUILDINGS SUMMARY DIAGRAM



1. Well-defined, clearly visible lobby entrances, close to transit stops. See **Guideline 3.4.4**
2. Site servicing and parking at the rear of the podium or along secondary street. See **Guideline 3.8.1.**
3. Secure landscaping and shade structures for amenity, protection, and privacy. See **Guideline 5.4.1.**
4. Provide corner cuts for well-defined entrances, visibility and active frontages. See **Guideline 6.1.1.**
5. Where ontop of podium setback towers 4m from face. See **Guideline 6.1.2.**
6. Maximize separation between towers with min. 25m corner-to-corner. See **Guideline 6.2.1.**
7. Orient longest facades east-west for best natural light across units and minimize shadowing. See **Guideline 6.2.3.**
8. Podiums 2-4 storeys to support the street wall. See **Guideline 6.3.1.**
9. Sensitively transition heights of podiums to adjacent areas. See **Guideline 6.3.1.**
10. Create a distinctive podium, tower shaft and tower top with materials and articulation. See **Guideline 6.4.4.**
11. Podium rooftops to provide shared outdoor amenity space. See **Guideline 6.5.1.**
12. Balconies well-integrated into the facade of towers that consider light, wind and privacy. See **Guideline 6.5.2.**

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7.0 LIGHT INDUSTRIAL

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7.1 SITE PLANNING

Balance operational efficiency with pedestrian safety, connectivity, and integration into the surrounding area.

7.1.1 OFFICE PLACEMENT

a) Locate office components and customer-facing functions along public streets to animate frontages and support transit-oriented design.

7.1.2 CIRCULATION NETWORKS

a) Separate truck, car, and pedestrian circulation. Ensure truck turning radii are contained within the site and do not interrupt pedestrian areas.

7.1.3 CONNECTIVITY

a) Provide continuous pedestrian routes from the public sidewalk to building entrances and between adjacent sites.

b) Encourage mid-block connections for large industrial parcels and connect them to recreational green links where possible to encourage multi-modal transit to work.



Office and retail entrances should animate street fronts.

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7.2 FRONTAGE & INTERFACE

Ensure industrial buildings provide clear points of entry, enhance the pedestrian experience, and create an attractive, active street edge.

7.2.1 STREET ORIENTATION

a) Orient primary building entrances and office components toward public streets, open spaces, or key intersections. Back-of-house activities like loading and servicing should be oriented towards the rear lane or back of a building.

b) Avoid large blank walls or loading docks on primary frontages.

7.2.2 BUILDING CORNERS

a) Distinguish the corner of buildings at intersections and the end of streets, to help define the prominence of street corners and break up the boxy look of industrial buildings. This could be achieved through architectural features such as articulation, structural elements, glazing, feature entrances or materiality.



Building corners should be distinguished, for example through material change and the use of glazing.

7.2.3 EDGE TREATMENTS

a) Use low planting, trees, or decorative fencing to buffer semi-industrial uses while maintaining visibility.

b) Provide pedestrian-scale lighting to enhance safety and extend usability into evening hours.

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7.3 BUILDING SCALE & MASSING

Reduce the perceived bulk of large industrial buildings and ensure compatibility with surrounding development.

7.3.1 FAÇADE MODULATION

a) Incorporate vertical modulation, recesses, or material changes at least every 25m to prevent monotonous façades.

7.3.2 ROOF FORMS

a) Integrate parapets, clerestories, or green roof features to create visual interest and allow natural light into deeper plan spaces.

b) Encourage visible roof forms along key corridors to reinforce identity.

7.3.3 HEIGHT AND STEP BACKS

a) Step building mass down where industrial areas interface with residential, commercial, or open space uses.

b) Where adjacent to non-industrial uses, provide landscaped setbacks (minimum 6–10 m) incorporating trees, berms, or acoustic dampening fencing.

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7.4 BUILDING ARTICULATION & MATERIALITY

Promote durable, high-quality architecture that reinforces identity and human scale in employment areas.

7.4.1 MATERIAL STRATEGY

a) Encourage use of concrete, brick, and high-quality metal or fiber-cement panels; avoid extensive use of unpainted tilt-up panels or unfinished concrete panels.

b) Colour palette should generally be neutral. However, buildings can be accented with brighter colours for detailing like at entrances or corners.

7.4.2 DIFFERENTIATION OF USES

a) Distinguish office or showroom portions from production areas through glazing (minimum 40% on office façades), material change, or colour differentiation.



High-quality materials like metal panels are encouraged.

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7.5 SITE SERVICING, ACCESS & PARKING

Provide efficient site access and servicing while minimizing impacts on the public realm.

7.5.1 SERVICE AND LOADING AREAS

a) Place loading docks and servicing in areas that are screened from major streets, ensuring safe pedestrian separation and a more visually appealing street edge. This can be achieved with internal loading courtyards or by locating loading bays at the rear of buildings.



Internal loading courtyards can be used to hide loading bays.

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7.6 INDUSTRIAL BUILDINGS SUMMARY DIAGRAM



1. Emphasize prominence of office lobbies at ground level. See **Guideline 3.3.4**
2. Incorporate stormwater infiltration and detention to maintain pre-development flows. See **Guideline 3.7.2.**
3. Integrate signage into architectural composition and avoid large decals or vinyl wraps. See **Guideline 3.10.2.**
4. Locate office components and customer-facing functions along public streets. See **Guideline 7.1.1.**
5. Ensure truck movements do not interrupt pedestrian areas. See **Guideline 7.1.2.**
6. Define the prominece of street corners and break up the boxy look of industrial buildings. See **Guideline 7.2.2**
7. Provide pedestrian-scale lighting to enhance safety and after hours use. See **Guideline 7.2.3.**
8. Integrate modulation, recesses, or material changes at least every 25m. See **Guideline 7.3.1.**
9. Step building mass down where industrial areas interface with other uses. See **Guideline 7.3.3.**
10. Use generally neutral colour palette, with accent tones for detailing. See **Guideline 7.4.1.**
11. Distinguish offices, showrooms and production areas through materiality and colour. See **Guideline 7.4.2.**
12. Loading docks and servicing at rear of buildings to maintain street edge. See **Guideline 7.5.1.**

DRAFT



Township of Langley

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	MARCH 23, 2026 - REGULAR MEETING	**REPORT:**	26-31
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	08-24-0098
SUBJECT:	OFFICIAL COMMUNITY PLAN AMENDMENT AND REZONING APPLICATION NO. 100305 AND DEVELOPMENT PERMIT APPLICATION NO. 101474 (1349557 BC LTD. / 7342 – 208 STREET)		

PROPOSAL:

Application to amend the Smith Neighbourhood Plan and rezone approximately 1.0 ha (2.5 ac) of land located at 7342 – 208 Street to Comprehensive Development Zone CD-217 and CD-218 to facilitate the development of 110 apartment units, 930 m^2 (10,015 ft^2) of commercial space and 22 townhouse units.

RECOMMENDATION SUMMARY:

That Council give first and second reading to Bylaws No. 6198 and 6199 subject to 14 development prerequisites being satisfied prior to final reading; authorize issuance (at time of final reading of Bylaw No. 6199) of Development Permit No. 101474; and that staff be authorized to schedule the required Public Hearing.

RATIONALE:

The proposed development complies with the overall objectives of the Willoughby Community Plan and Smith Neighbourhood Plan.

RECOMMENDATIONS:

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw No. 1998 No. 3800 Amendment (Smith Neighbourhood Plan) Bylaw No. 5973 Amendment (1349557 BC Ltd.) Bylaw No. 6198 and Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1349557 BC Ltd.) Bylaw No. 6199 rezoning 1.0 ha (2.5 ac) of land located at 7342 – 208 Street to Comprehensive Development Zone CD-217 and CD-218 subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. In accordance with the Smith Neighbourhood Plan secure a joint elementary school and neighbourhood park site including road dedications and construction of all associated works and services to the acceptance of the Township and School District.
2. Completion of a Development Works Agreement (if required) securing off-site servicing (as required by the Smith Neighbourhood Plan).
3. 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.
4. Provision of road dedications, widenings and necessary traffic improvements (including any necessary statutory rights-of-way) including 208 and 208A Street

and 73A Avenue in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Smith Neighbourhood Plan.

5. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
6. Compliance with Age-Friendly Amenity Area requirements.
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 covenant acceptable to the Township:
    a. prohibiting parking on internal strata townhouse roadways (other than clearly identified parking spaces)
    b. identifying a minimum of 5% of townhouse units and 10% of apartment units in accordance with the Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan.
9. Dedication and construction of a 4.5 m wide street greenway on the east side of 208 Street to the acceptance of the Township including final acceptance of the greenway landscape design plans, sidewalk/trail alignment, signage, landscape details and security.
10. Finalization of landscape plans.
11. Compliance with the Willoughby Greenway Amenity Policy and 5% Neighbourhood Park Land Acquisition Policy.
12. As per the applicant's proposal in support of the proposed Neighbourhood Plan Amendment and rezoning application, provision of $2,215,213 as a voluntary amenity contribution.
13. Compliance with Official Community Plan Policy 3.1.9 (Family-Friendly Units), if applicable.
14. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, Development Works Agreement (DWA) and Latecomer charges.

That Council consider that Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw No. 1998 No. 3800 Amendment (Smith Neighourhood Plan) Bylaw No. 5973 Amendment (1349557 BC Ltd.) Bylaw No. 6198 is consistent with the Township's Five Year Financial Plan as updated annually and with Metro Vancouver's Integrated Liquid Waste Resource Management Plan and Integrated Solid Waste Resource Management Plan, Housing Needs Report, and with the consultation requirement of Official Community Plan Consultation Policy (07-160).

That Council at time of final reading of Rezoning Bylaw No. 6199 authorize issuance of Development Permit No. 101474 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 substantial compliance with Schedule "A" and the Township's Sign Bylaw.
d. All rooftop mechanical equipment to be screened from view.

e. All refuse areas to be located within buildings and / or in enclosures and screened.

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

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

That Council authorize staff to schedule the required Public Hearing for Bylaws No. 6198 and 6199 in conjunction with the hearing for proposed Development Permit No. 101474.

EXECUTIVE SUMMARY:

1349557 BC Ltd. has applied to rezone approximately 1.0 ha (2.5 ac) of land located at 7342 –208 Street to Comprehensive Development Zone CD-217 and CD-218 to facilitate the development of 110 apartment units, 930 m^2 (10,015 ft^2) of commercial space and 22 townhouse units. To facilitate the development, the applicant has proposed to amend the Smith Neighbourhood Plan (NP) to increase the permitted density on the apartment portion of the site from 1.4 FSR (up to 1.9 FSR subject to conditions) to 2.99 FSR.

A development permit (Attachment B) is being processed in conjunction with the rezoning application to provide Council the opportunity to review the form and character of the proposed development.

As the proposal supports the overall objectives of the Willoughby Community Plan and Smith NP, staff recommend that Council consider the neighbourhood plan amendment and rezoning request, subject to the completion of 14 development prerequisites.

PURPOSE:

The purpose of this report is to advise and make recommendations to Council with respect to Smith NP Amendment Bylaw No. 6198, Rezoning Bylaw No. 6199 and Development Permit No. 101474.

REFERENCE:

Owner:	1349557 BC Ltd. 205, 2626 Croydon Drive Surrey, BC V3Z 0S8
Legal Description:	North Half Lot 5 Section 24 Township 8 New Westminster District Plan 1612
Location:	7342 – 208 Street
Area:	1.0 ha (2.5 ac)
Existing Zoning:	Suburban Residential Zone SR-2
Proposed Zoning:	Comprehensive Development Zone CD-217 and Comprehensive Development Zone CD-218
Willoughby Community Plan:	Multi-Family, Development Permit Area 'B' Residential
Smith Neighbourhood Plan:	Low Density Apartment (1.4 FSR / up to 1.9 FSR subject to conditions) and Rowhouse / Townhouse (8 – 22 UPA)

BACKGROUND/HISTORY:

- The subject lands are currently zoned Suburban Residential Zone SR-2. The western portion of the site is designated Low Density Apartment (1.4 FSR), the eastern portion of the site is designated Rowhouse / Townhouse (8 – 22 UPA) in the Smith NP.
- The Low Density Apartment (1.4 FSR) designation allows for consideration of density to be increased to 1.9 FSR and building heights to increase from 4 to 6-storeys (consistent with the Medium Density Mixed Use (1.9 FSR) designation) where retail and childcare space and applicable amenity contributions are provided as part of the application.

DISCUSSION/ANALYSIS:

- The applicant has proposed a mixed use development for the western portion of the site adjacent to 208 Street consisting of 110 apartment units and 930 m^2 (10,015 ft^2) of commercial space in a 6-storey building form. Provision of commercial space as part of the development is consistent with the Low Density Apartment (1.4 FSR) designation conditions to allow for consideration of increases in density from 1.4 FSR to 1.9 FSR and increases in height from 4 to 6-storeys.
- To facilitate the development, the applicant has applied to amend the Smith NP to increase the permitted density of the Low Density Apartment (1.4 FSR) (up to 1.9 FSR subject to conditions) designated portion of the site to 2.99 FSR.
- In support of the proposed amendment, the applicant has provided the following rationale:
    - *"Beyond the immediate amenity and benefit the commercial and recreational uses this mixed-use development provides at grade and atop the roof for residents and neighbours, the building forms the new pattern of what will be an engaging and urban pedestrian street edge. The site's density will be fitting to its future context*

and the added residences will provide more homes, which in turn bolster the commercial viability and vibrancy of the area."

- The applicant has proposed a 22 unit townhouse development for the eastern portion of the site designated Rowhouse / Townhouse (8 – 22 UPA) consistent with the Smith NP (19.6 UPA proposed).
- As part of the overall proposal the applicant will be dedicating and constructing portions of 208 and 208A Street and 73A Avenue in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Smith NP and is listed as a development prerequisite.

Adjacent Uses:

	Existing Use	Neighbourhood Plan Designation	Existing Zoning
North:	Two suburban residential properties	Low Density Apartment (1.4 FSR) and Rowhouse / Townhouse (8 - 22 UPA)	Suburban Residential SR-2
South:	A suburban residential property, currently under application (ToL Project No. 08-24-0097) for a mixed use and townhouse development.	Low Density Apartment (1.4 FSR) and Rowhouse / Townhouse (8 - 22 UPA)	Suburban Residential SR-2
East:	One suburban residential property	Rowhouse / Townhouse (8 – 22 UPA)	Suburban Residential SR-2
West:	208 Street, beyond which is one suburban residential property	Special Study Area	Suburban Residential SR-2

Community / Neighbourhood Plan Amendment:

- The western portion of the subject site is designated Low Density Apartment (1.4 FSR), and the eastern portion of the site is designated Rowhouse / Townhouse (8 – 22 UPA). The applicant has applied to amend the Smith NP to increase the permitted density on the Low Density Apartment (1.4 FSR) portion of the site to 2.99 FSR.
- There are no existing watercourses on the site. Map 2 (Watercourse Setbacks) of the Smith NP identifies a 6 m wide Relocated and or Reconstructed Watercourse on the site adjacent to future 73A Avenue. This section of relocated watercourse was identified to provide compensation area for portions of watercourse along 208 Street as part of development. When 208 Street was widened as part of a Township capital project, watercourse compensation measures were provided as part of that project within the 208 Street dedication, negating the need for the subject compensation area to be provided adjacent to future 73A Avenue. Section 5.2.6 of the Smith NP notes changes to Map 2 may be considered in accordance with the OCP's Streamside Protection and Enhancement Provisions. Accordingly, Map 2 is proposed to be amended to remove the 6 m wide relocated watercourse between 208 Street and 209A Street fronting the site. No

other changes to Map 2 are proposed and this amendment does not permit removal of other compensation areas on Map 2, such as 209A Street.

Zoning Amendment:

- Bylaw No. 6199 proposes to rezone the westerly portion of the site (0.44 ha (1.36 acres)) to Comprehensive Development Zone CD-217, to permit a maximum density of 2.99 FSR in a 6-storey building form comprised of a total of 110 apartment units and 930 m^2 (10,015 ft^2) of commercial space. Additionally, the eastern portion of the site (0.44 ha (1.1 acre)) is proposed to be rezoned to CD-218 to permit 22 townhouse units.
- The project complies with the provisions of the site's proposed Comprehensive Development Zone CD-217 and CD-218 zoning in terms of siting, site coverage, height, use and density.

Development Permit:

- The subject property is located in Development Permit Area "B" Residential in the Willoughby Community Plan.
- Proposed Development Permit No. 101474 is attached to this report (Attachment B) and includes renderings, site plans, building elevations, tree and landscaping plans. The proposal is consistent with the DP Area "B" requirements.
- Finalization of landscape plans prior to final reading has been included as a development prerequisite.

Community Amenity Contributions:

On July 7, 2025 an Interim Policy Regarding Community Amenity Contributions No. 07-170 was adopted by Council that directs staff to:

- discuss with development applicants the prospect of making amenity contributions to the Township; negotiate with development applicants on a case-by-case basis for the provision of community amenities; or allow amenity contributions either at the initiative of development applicants or as a result of rezoning negotiations between the applicant and the Township.

The applicant has proposed a $2,215,213 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
50	0	75	75	22	97

- The landscape plans propose extensive plantings of trees, shrubs, and groundcovers within the site and within road boulevards. Finalization of landscaping details has been included as a development prerequisite.

Policy Considerations:

The proposed Smith NP amendment, rezoning and development permit application facilitates development of 110 apartment units, 930 m^2 (10,015 ft^2) of commercial space and 22 townhouse units.

The proposal is consistent with the overall goals and objectives of the Willoughby Community Plan and Smith NP. Staff recommend that Council give first and second reading to Bylaws No. 6198 and 6199 (subject to 14 development prerequisites) and authorize staff to schedule the required Public Hearing for Smith NP Amendment Bylaw No. 6198 and Rezoning Bylaw No. 6199.

Respectfully submitted,

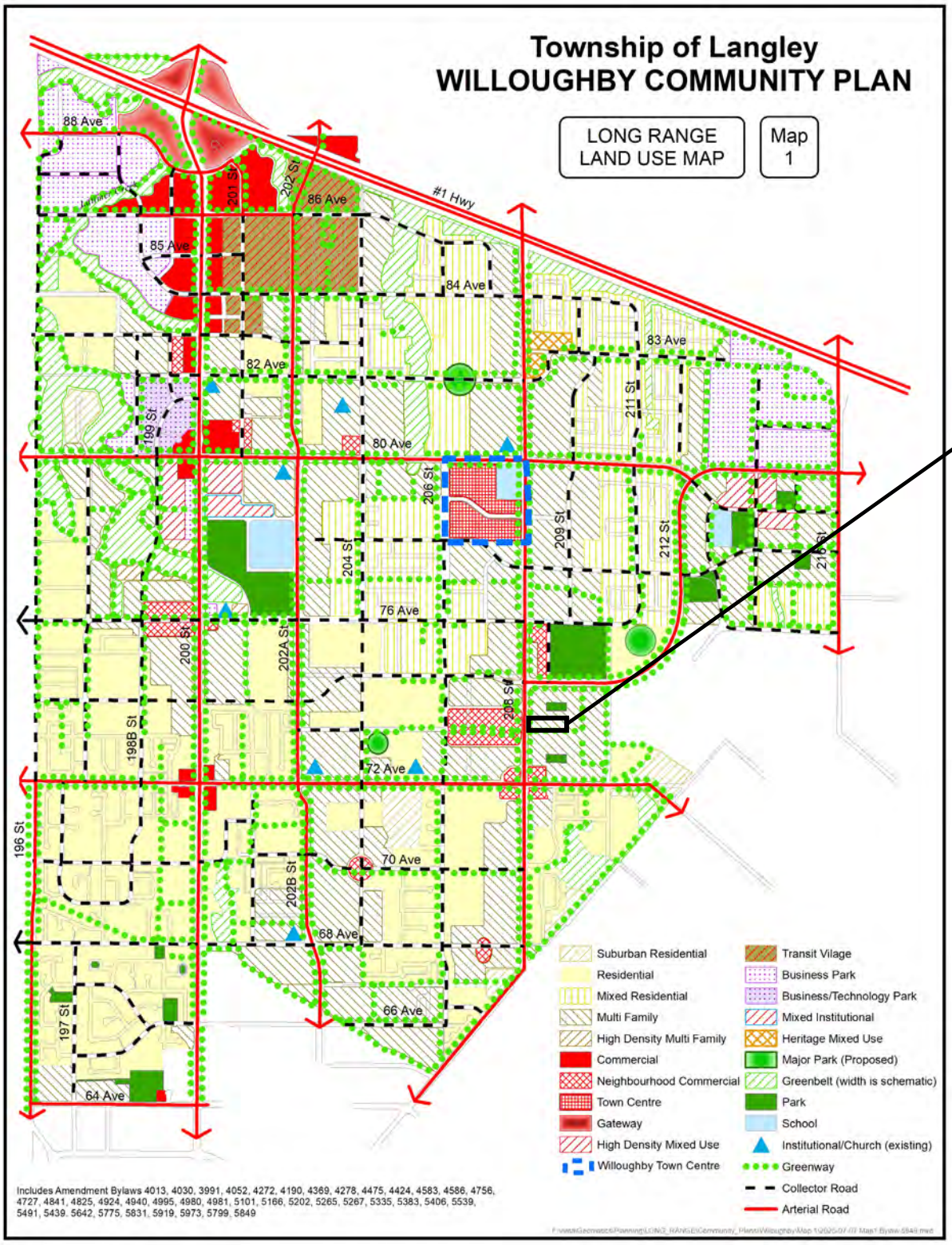
Colin Moore
SENIOR PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A	Maps and Graphics
ATTACHMENT B	Development Permit No.101474

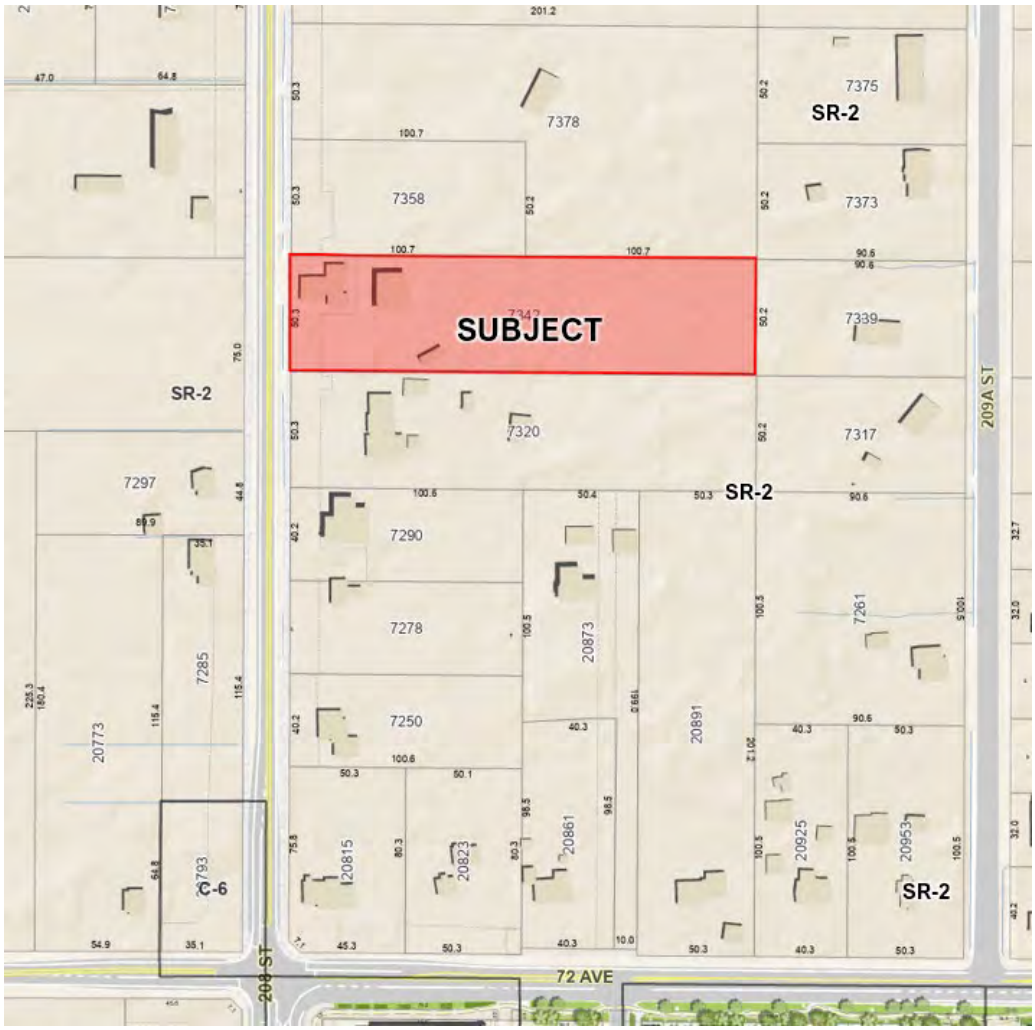
ATTACHMENT A



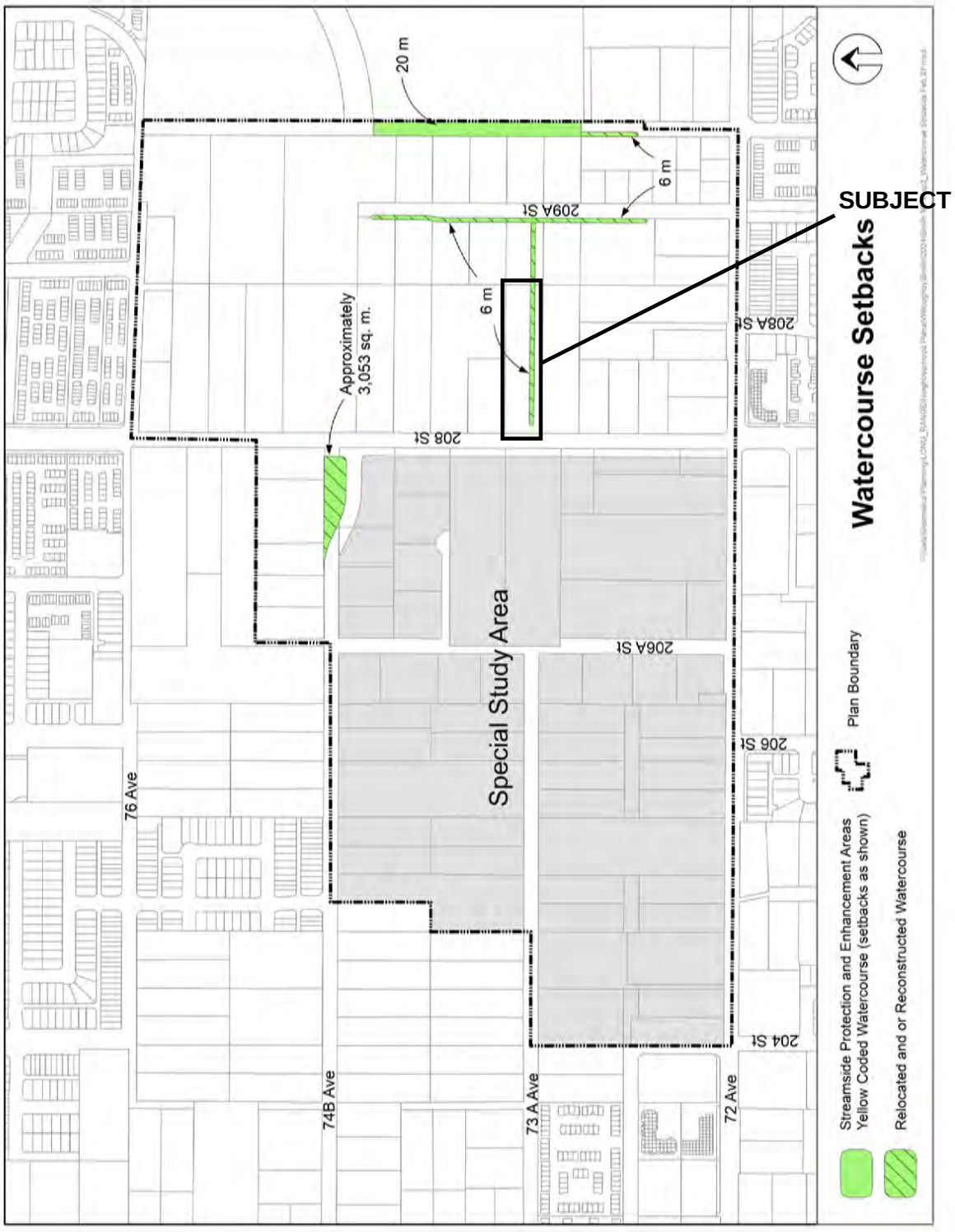
AERIAL CONTEXT MAP

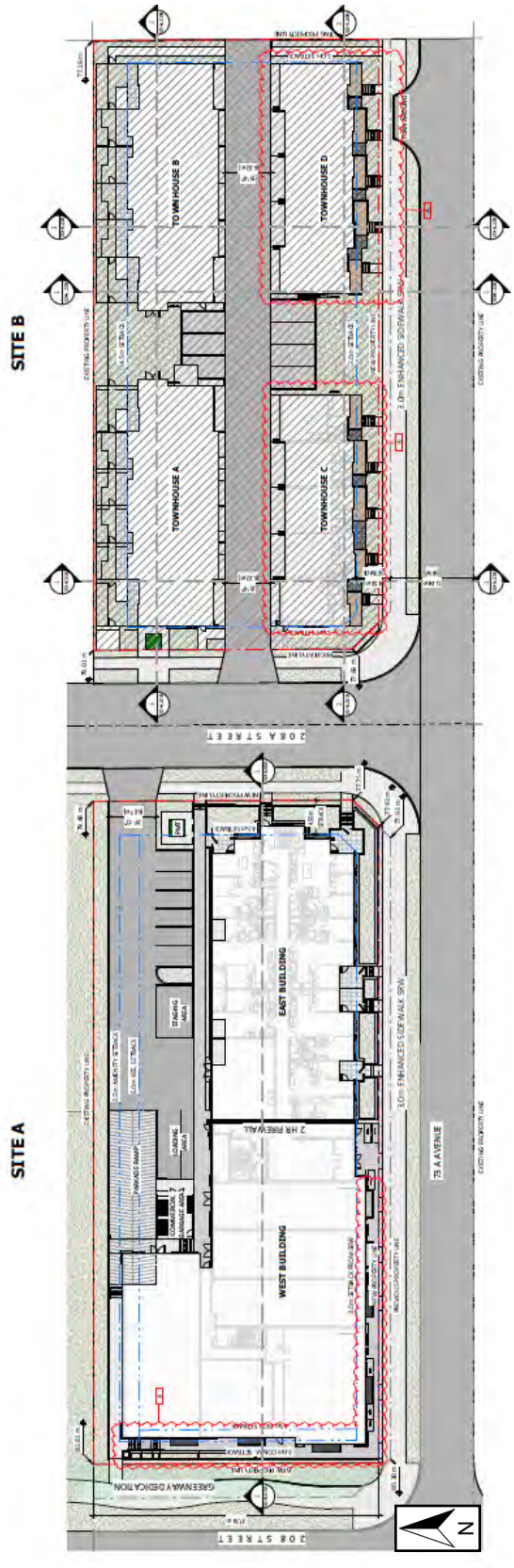

Township of Langley
WILLOUGHBY COMMUNITY PLAN
LONG RANGE LAND USE MAP
Map 1
SUBJECT
#1 Hwy
88 Ave
86 Ave
85 Ave
84 Ave
83 Ave
82 Ave
80 Ave
76 Ave
72 Ave
70 Ave
68 Ave
66 Ave
64 Ave
196 St
197 St
198B St
200 St
201 St
202 St
202A St
202B St
204 St
206 St
208 St
209 St
211 St
212 St
216 St
Suburban Residential
Residential
Mixed Residential
Multi Family
High Density Multi Family
Commercial
Neighbourhood Commercial
Town Centre
Gateway
High Density Mixed Use
Willoughby Town Centre
Transit Vilage
Business Park
Business/Technology Park
Mixed Institutional
Heritage Mixed Use
Major Park (Proposed)
Greenbelt (width is schematic)
Park
School
Institutional/Church (existing)
Greenway
Collector Road
Arterial Road
Includes Amendment Bylaws 4013, 4030, 3991, 4052, 4272, 4190, 4369, 4278, 4475, 4424, 4583, 4586, 4756, 4727, 4841, 4825, 4924, 4940, 4995, 4980, 4981, 5101, 5166, 5202, 5265, 5267, 5335, 5383, 5406, 5539, 5491, 5439, 5642, 5775, 5831, 5919, 5973, 5799, 5849


SUBJECT
Ecological Greenway
N
76A AVE
209 ST
208A ST
208 ST
207 ST
206 ST
205 ST
204 ST
203B ST
212 Connector
209A ST
72 AVE
76 AVE
74B AVE
73B AVE
73A AVE
72B AVE
(LANE)
DP
WHP
Legend
Detention Pond
Wildlife Tunnel
Wildlife Habitat Patch
Traffic Light
Creek Greenway (Trail)
Enhanced Sidewalk
Street Greenway
Pedestrian Connection
Proposed Local Road
Row House / Townhouse (8-10 UPA)
Row House / Townhouse (8-15 UPA)
Row House / Townhouse (8-22 UPA)
Low Density Apartment (1.4 FSR)
Medium Density Mixed Use (1.9 FSR)
High Density Apartment (2.4 FSR)
Apartment Mixed Use (2.4 FSR)
Park
Ecological Greenway
Creek
Special Study Area



ZONING BYLAW NO. 2500


SUBJECT
Watercourse Setbacks
20 m
6 m
6 m
209A St
208A St
208 St
206A St
206 St
204 St
Approximately
3,053 sq. m.
Special Study Area
76 Ave
74B Ave
73A Ave
72 Ave
Plan Boundary
Streamside Protection and Enhancement Areas
Yellow Coded Watercourse (setbacks as shown)
Relocated and or Reconstructed Watercourse



SITE PLAN – SUBMITTED BY APPLICANT

THE CORPORATION OF THE TOWNSHIP OF LANGLEY ATTACHMENT B

Development Permit No. 101474

This Permit is issued this _____ day of _____, 2026 to:

1. NAME: 1349557 BC Ltd.

   ADDRESS: 205, 2626 Croydon Drive
   Surrey BC, V3Z 0S8

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: North Half Lot 5 Section 24 Township 8 New Westminster District Plan 1612

   CIVIC ADDRESS: 7342 – 208 Street

3. This permit is issued subject to compliance with all of the bylaws of the Municipality of Langley applicable thereto, except as specifically varied or supplemented by this permit as follows:

   a. 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 substantial compliance with Schedule “A” and the Township’s Sign Bylaw.
   d. All rooftop mechanical equipment to be screened from view.
   e. All refuse areas to be located within buildings and / or in enclosures and screened.

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

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

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	Architectural Drawings
SCHEDULE B	Landscaping Drawings

NORTH ARC MULTI-FAMILY 208 STREET, 7342 208 STREET
TOWNSHIP OF LANGLEY, BC



SOUTH/WEST CORNER OF DEVELOPMENT

SHEET INDEX

OVERALL	
Sheet Number	Sheet Name
SD-0.01	COVER PAGE
SD-1.01	SITE CONTEXT
SD-1.02	SITE CONTEXT
SD-1.03	DESIGN RATIONALE
SD-1.04	RENDERING - MIXED-USE
SD-1.05	RENDERING - TOWNHOUSES
SD-2.00	SITE PLAN - OVERALL

SITE A	
Sheet Number	Sheet Name
SD-1.10A	PROJECT DATA - SITE A
SD-1.11A	PROJECT DATA - SITE A
SD-1.12A	PROJECT DATA - SITE A
SD-1.13A	FSR DATA AND PLANS - SITE A
SD-2.01A	SITE PLAN - SITE A
SD-2.10A	P3 LEVEL PLAN
SD-2.11A	P2 LEVEL PLAN
SD-2.12A	P1 LEVEL PLAN
SD-2.13A	GROUND LEVEL PLAN
SD-2.14A	1ST LEVEL EAST PLAN
SD-2.15A	2ND-5TH LEVEL PLAN
SD-2.16A	6TH LEVEL PLAN
SD-2.17A	MAIN ROOF LEVEL PLAN
SD-2.50A	UNIT PLANS - SITE A
SD-2.51A	UNIT PLANS - SITE A
SD-2.52A	UNIT PLANS - SITE A
SD-2.53A	UNIT PLANS - SITE A
SD-3.00A	BUILDING ELEVATIONS - SITE A
SD-3.01A	BUILDING ELEVATIONS - SITE A
SD-3.02A	BUILDING ELEVATIONS - SITE A
SD-4.00A	MATERIAL BOARD - SITE A
SD-6.00A	SITE SECTIONS - SITE A
SD-6.01A	SITE SECTIONS - SITE A
SD-6.02A	SITE SECTIONS - SITE A

SITE B	
Sheet Number	Sheet Name
SD-1.20B	PROJECT DATA - SITE B
SD-1.21B	PROJECT DATA - SITE B
SD-1.22B	PROJECT DATA - SITE B
SD-1.23B	FSR DATA AND PLANS - SITE B
SD-2.30B	SITE PLAN - SITE B
SD-2.40B	TH A&B 1ST LEVEL
SD-2.41B	TH A&B 2ND LEVEL
SD-2.42B	TH A&B 3RD LEVEL
SD-2.43B	TH C&D 1ST LEVEL
SD-2.44B	TH C&D 2ND LEVEL
SD-2.45B	TH C&D 3RD LEVEL
SD-2.70B	TOWNHOUSE - UNIT A1
SD-2.71B	TOWNHOUSE - UNIT A2
SD-2.72B	TOWNHOUSE - UNIT B1
SD-2.73B	TOWNHOUSE - UNIT B2
SD-2.74B	TOWNHOUSE - UNIT C1
SD-2.75B	TOWNHOUSE - UNIT C2
SD-2.76B	TOWNHOUSE - UNIT D1
SD-2.77B	TOWNHOUSE - UNIT D2
SD-3.10B	TOWNHOUSE ELEVATIONS - SITE B
SD-3.11B	TOWNHOUSE ELEVATIONS - SITE B
SD-3.12B	TOWNHOUSE ELEVATIONS - SITE B
SD-3.13B	TOWNHOUSE ELEVATIONS - SITE B
SD-4.10B	MATERIAL BOARD - SITE B
SD-6.20B	SITE SECTIONS - SITE B
SD-6.21B	SITE SECTIONS - SITE B
SD-6.22B	SITE SECTIONS - SITE B

NORTH ARC PROPERTIES

NORTH ARC PROPERTIES SMITH INC.

SURREY BC | #205 - 2626 CROYDON DRIVE
V3Z 0S8 | 604.363.4201 |

E-MAIL: SUNNY@NORTHARC.CA
ONLINE: NORTHARC.CA

KEYSTONE ARCHITECTURE

KEYSTONE ARCHITECTURE & PLANNING LTD.

ABBOTSFORD BC | 300 - 33131 SOUTH FRASER WAY
V2S 2B1 | 604.850.0577 | F 1.855.398.4578

CALGARY AB | 1601 - 333 11TH AVENUE SW
T2R 1L9 | 587.391.4768

E-MAIL: MAIL@KEYSTONEARCH.CA
ONLINE: KEYSTONEARCH.CA

SCHEDULE A

KEYSTONE ARCHITECTURE

ABBOTSFORD BC | 300 - 33131 SOUTH FRASER WAY
V2S 2B1 | 604.850.0577
CALGARY AB | 1601 - 333 11TH AVENUE SW
T2R 1L9 | 587.391.4768
MAIL@KEYSTONEARCH.CA

REGISTERED ARCHITECT
STEVEN R. BAKER
BRITISH COLUMBIA
2025-04-15

ISSUED FOR DP RESUBMISSION

NO.	ISSUE/REVISION	DATE
1	ISSUED FOR DP	25-01-07
2	ISSUED FOR DP RESUBMISSION	25-01-31

NORTH ARC MULTI-FAMILY 208 STREET

7342 208 STREET
TOWNSHIP OF LANGLEY, BC

PROJECT # 24150.1
CITY FILE # -

NORTH ARC PROPERTIES

COVER PAGE

SCALE

F.1

SD-0.01

RENDERING - TOWNHOUSES



SOUTHWEST STREETVIEW

KEYSTONE
ARCHITECTURE
ABBOTSFORD BC | 300 - 33131 SOUTH FRASER WAY
V2S 2B1 | 604.850.0577
CALGARY AB | 1601 - 333 11TH AVENUE SW
T2R 1L9 | 587.391.4768
MAIL@KEYSTONEARCH.CA

REGISTERED ARCHITECT
STEVEN R. BAK
2025-04-15
BRITISH COLUMBIA

ISSUED FOR DP RESUBMISSION

NO.	ISSUE/REVISION	DATE
1	ISSUED FOR DP RESUBMISSION	25-01-31

NORTH ARC MULTI-FAMILY 208 STREET

7342 208 STREET
TOWNSHIP OF LANGLEY, BC

PROJECT # 24150.1
CITY FILE # -

NORTH ARC PROPERTIES

RENDERING - TOWNHOUSES

SCALE

F.1

SD-1.05

PROJECT DATA - SITE A

SITE A - 1.0.1 ZONING DATA

	CURRENT/REQUIRED/PERMITTED	PROPOSED
ZONE:	SR-2	CD (COMPREHENSIVE DEVELOPMENT ZONE)
LAND USE:	LOW DENSITY APARTMENT	
SETBACKS:	FRONT: 9.75 m (SR-2)	FRONT: 3 m
	REAR: 7.5 m (SR-2)	REAR: 6 m
	SIDE (EAST): 3.0 m (SR-2)	SIDE (EAST): 4.5 m
	SIDE (WEST): 4.5 m (SR-2)	SIDE (WEST): 3 m
DENSITY-GROSS FLOOR AREA (FSR):	LOW DENSITY APARTMENT - 1.4 FSR	FSR:
	MEDIUM DENSITY MIXED-USE - 1.9 FSR	106,229 SF 35,560 SF 2.96
	UNDEVELOPABLE AREAS (AS DEFINED IN COMMUNITY PLANS OR NEIGHBOURHOOD PLANS) ARE EXCLUDED FROM THE LOT AREA. PARKING AND INDOOR AMENITY USES ARE EXCLUDED FROM FLOOR AREA. INCREASE IN HEIGHT AND/OR DENSITY UP TO THOSE PERMITTED IN THE "MEDIUM DENSITY MIXED-USE" DESIGNATION WILL BE CONSIDERED FOR DELIVERY OF LOCAL SERVING RETAIL/SERVICE USES OR CHILDCARE	4
BUILDING HEIGHT:	SHALL NOT EXCEED 9 m (SR-2), LOW DENSITY APARTMENT - 4 STOREYS	24.32 m (REFER TO ELEVATIONS) - 6 STOREYS.
	INCREASE IN HEIGHT AND/OR DENSITY UP TO THOSE PERMITTED IN THE "MEDIUM DENSITY MIXED-USE" DESIGNATION WILL BE CONSIDERED FOR DELIVERY OF LOCAL SERVING RETAIL/SERVICE USES OR CHILDCARE	
	MEDIUM DENSITY MIXED-USE - 4 MIN - 8 MAX STOREYS	
LOT COVERAGE:	33% (SR-2)	55.03%
FRONT LOT LINE	FRONT LOT LINE MEANS THE LOT LINE COMMON TO THE LOT AND AN ABUTTING STREET. IN THE CASE WHERE A LOT HAS LOT LINES ABUTTING TWO OR MORE STREETS, THE FRONT LOT LINE IS THE LOT LINE WITH THE SHORTER DISTANCE, EXCLUDING CORNER TRUNCATIONS, ABUTTING A STREET.	
LANDSCAPE, SCREENING AND FENCING	LANDSCAPING AREA EXCLUDES PAVED PARKING AREAS AND SIDEWALKS. LANDSCAPING SCREEN IS A CONTINUOUS OPAQUE 1.5 m HIGH (AT TIME OF PLANTING) THICK HEDGE OR HARDY SHRUBS OR EVERGREEN TREES.	
	LANDSCAPING AREA ALONG A FRONT LOT LINE AND SIDE LOT LINE ABUTTING A FLANKING STREET: 2.0 m IN DEPTH (RM - MULTIPLE FAMILY RESIDENTIAL) (C - COMMERCIAL)	
	LANDSCAPING AREA ALONG A REAR LOT AND AN INTERIOR SIDE LOT LINE (TO WITHIN 3.0 METRES OF THE FRONT LOT LINE): 2.0 m IN DEPTH (RM) (C)	
	LANDSCAPING SCREEN ALONG REAR LOT AND AN INTERIOR SIDE LOT LINE (TO WITHIN 3.0 METRES OF THE FRONT LOT LINE): 1.5 m HEIGHT (SR) (RM) (C)	
AGE FRIENDLY AMENITY AREA:	FIRST 186 UNITS = 6 m² PER DU, MINIMUM CONTIGUOUS SIZE OF 70 m², NOT TO BE LOCATED WITHIN REQUIRED LOT LINE SETBACKS, NO DIMENSION LESS THAN 6.0 m AND NO SLOPE GREATER THAN 5%	COMMON OUTDOOR AMENITY: 6,143 SF 570.66 m²
	MAX 50% CAN BE PROVIDED INDOORS : 0.50 x 654 m² = 327 m² (3,520 SF)	COMMON INDOOR AMENITY: 7,288 SF 677.04 m²
	TOTAL REQUIRED: 6 m² x 110 DU = 660 m² (7,104 SF)	TOTAL AMENITY: 665 m² (7,158 SF)
ADAPTABLE UNITS:	MIN 10% OF UNITS = 11 UNITS (2024 BCBC, AND SCHEDULE 2 OF OCP BYLAW 1979 NO. 1842)	10% ADAPTABLE = 11 UNITS
STEP CODE:	3 (4 AS OF APRIL 1ST, 2025)	3
MINIMUM BUILDING ELEVATION:	N/A	TBC BY CIVIL (OFFSITE)
WASTE & RECYCLING STORAGE:	PROPOSED PRIVATE COLLECTION BASED ON:	
	AS PER METRO VANCOUVER'S "TECHNICAL SPECIFICATIONS FOR RECYCLING AND GARBAGE AMENITIES IN MULTI FAMILY AND COMMERCIAL DEVELOPMENTS"	
	APARTMENT	
	- CENTRALIZED GARBAGE AND RECYCLING STORAGE SPACE: (0.31 m² x DU) + 8 m²= (0.31 m² x 110 DU) + 8 m² = 42.1 m² (453 SF)	
	- CENTRALIZED RECYCLING AREA WITHIN ABOVE: (0.16 m² x DU) + 5 m² = (0.16 m² x 110 DU) + 5 m² = 22.6 m² (243 SF)	
	- FLEX SPACE IN ADDITION TO THE CENTRALIZED GARBAGE & RECYCLING STORAGE SPACE: 50% OF RECYCLING AREA = 0.50 x 22.6 m² = 11.3 m² (122 sf)	
	TOTAL AREA REQUIRED: 42.1 m² + 11.3 m² = 53.4 m² (575 sf)	77.1 m² (829 SF)
	COMMERCIAL	
	0.0182 X BUILDING FLOOR SPACE (859m²) +3.7 = 19.3 m²	26.8 m² (289 SF)
UNIT COUNT:	110	
BUILDING AREA:	WEST WING: 1,146m² (12,342 SF) EAST WING: 677m² (7,289 SF) TOTAL: 1,123m² (19,622 SF)	
GROSS BUILDABLE AREA:	106,355 SF 9,880.70m²	
NET SALEABLE AREA:		
EFFICIENCY:		
ZONING AVERAGE GRADE:	78.56 m (1115.60+2694.13+6661.06+3077.69/348.82)	
	AVG EXISTING GRADE NORTH ELEVATION: (79.48+82.81/2) = 81.14 m * 87.69 m = 7115.60 m	
	AVG EXISTING GRADE EAST ELEVATION: (77.75+79.48/2) = 78.61 m * 34.27 m = 2694.13 m	
	AVG EXISTING GRADE SOUTH ELEVATION: (80.30+77.93/2) = 79.11 m * 84.20 m = 6661.06 m	
	AVG EXISTING GRADE WEST ELEVATION: (82.81+80.30/2) = 81.55 m * 37.34 m = 3077.69 m	
	TOTAL PERIMETER: = 248.82 m	
VARIANCES APPLIED FOR:	1. NCP AMENDMENT REQUIRED TO INCREASE DENSITY FROM AN FSR OF 1.9 PERMITTED TO PROPOSED 3.	
	2. REDUCE THE MIN. DISTANCE TO THE FRONT (SOUTH) LOT LINE BY 1.48 m FOR LEVEL 1 WEST COMMERCIAL UNIT.	
	3. REDUCE THE MIN. DISTANCE TO THE SIDE (WEST) LOT LINE BY 0.79 m FOR LEVEL 1 WEST COMMERCIAL UNIT.	
	4. REDUCE THE MIN. DISTANCE TO THE SIDE (EAST) LOT LINE BY 1.08 m FOR THE STAIRWELL.	

NOTES:

1. REFER TO FSR PLANS SHEET FOR GROSS FLOOR AREA (SR) PLANS, SCHEDULE, METHOD OF MEASUREMENT & EXCLUSIONS.
2. REFER TO GROSS BUILDABLE AREA SUMMARY SCHEDULE FOR A BREAKDOWN OF AREAS, METHOD OF MEASUREMENT & EXCLUSIONS.

SITE A - 1.2.0 CODE DATA

APPLICABLE BUILDING CODES: 2024 BCBC/ 2024 BC FIRE CODE/ ASHRAE 90.1-2019

BUILDING CODE COMPLIANCE/ALTERNATE SOLUTIONS REPORT: [ENTER CONSULTING FIRM NAME HERE]

1. PART 3 BUILDING		DIV. A - PART 1 COMPLIANCE 1.3.3.2.
2. MAJOR OCCUPANCY(IES):		3.1.2., 8 APPENDIX A - 3.1.2.3. (1)
2.1. STORAGE GARAGE F3 LOW HAZARD INDUSTRIAL		
2.2. RESIDENTIAL GROUP C		
3. BUILDING AREAS: MIXED-USE - EAST BUILDING: 7,289 SF 677 SM MIXED-USE - WEST BUILDING: 12,342 SF 1,146 SM		1.4.1.2. DEFINED TERMS -BUILDING AREA
4. BUILDING CLASSIFICATION(S):		3.2.2.19.-3.2.2.92
4.1. BASEMENT STORAGE GARAGE:		3.2.2.82
GROUP F, DIVISION 3, ANY HEIGHT, ANY AREA, FULLY SPRINKLERED		3.2.2.82
NON-COMBUSTIBLE CONSTRUCTION		3.2.2.82(2)
FLOOR ASSEMBLIES: FIRE SEPARATIONS WITH A FIRE RESISTANCE RATING NOT LESS THAN 2 HR		3.2.2.82(2)(B)
MEZZANINES: N/A		
LOAD BEARING WALLS, COLUMNS & ARCHES NOT LESS THAN 2 HR FIRE RESISTANCE RATING		3.2.2.82(2)(D)
4.2 STORAGE GARAGE CONSIDERED AS SEPARATE BUILDING:		3.2.1.2.
FULLY SPRINKLERED		3.2.1.2.(D)(D)
NON-COMBUSTIBLE CONSTRUCTION		3.2.1.2.(1)
2 HR FIRE SEPARATION, EXTERIOR WALL OPENINGS EXEMPT		3.2.1.2.(1), 3.2.1.2.(2)&(3)(A)
2 HR FIRE RESISTANCE RATING		3.2.1.2.(1)
F.T. RATED FIRESTOP		3.1.9.1(2)
4.3. RESIDENTIAL:		3.2.2.51
BELOW THIRD FLOOR MAJOR OCCUPANCY GROUP A2 AND GROUP E PERMITTED		3.2.2.51(5)
BELOW FOURTH FLOOR MAJOR OCCUPANCY F3 STORAGE GARAGE PERMITTED		3.2.2.51(5)
GROUP C, UP TO 6 STOREYS, SPRINKLERED		3.2.2.51.(1), 3.2.2.50.(3)(D)
MAX. ALLOWABLE BUILDING AREA: < 1500 m² (REFER TO 3. BUILDING AREAS ABOVE)		3.2.2.51.(1)(D)(XX.XX)
2 HR FIREWALL (MASONRY CONSTRUCTION)		3.1.10.2
COMBUSTIBLE CONSTRUCTION		3.2.2.51.(2) EXCEPT (2)(C)
FLOOR ASSEMBLIES: 1 HR FIRE SEPARATION WITH 1 HR FIRE RESISTANCE RATING		3.2.2.51.(2)(A)
ROOF ASSEMBLIES (UNOCCUPIED ROOFS): 1 HR FIRE RESISTANCE RATING		3.2.2.51.(2)(B)&(C)
ROOF ASSEMBLIES (OCCUPIED ROOFS): 1 HR FIRE SEPARATION WITH 1 HR FIRE RESISTANCE RATING		3.2.2.13
MEZZANINES: 1 HR FIRE RESISTANCE RATING		3.2.2.51.(2)(D)
LOAD BEARING WALLS, COLUMNS & ARCHES NOT LESS THAN REQUIRED FOR THE SUPPORTED ASSEMBLY		3.2.2.51.(2)(E)
4.3.1. BUILDING HEIGHT:	6 STOREYS	1.4.1.2. DEFINED TERMS -BUILDING HEIGHT
4.3.2. GRADE ELEVATION:	EAST BUILDING: 79.35 m WEST BUILDING: 80.41 m	1.4.1.2. DEFINED TERMS -GRADE
4.3.3. FIRST STOREY ELEVATION:	73.35 m	1.4.1.2. DEFINED TERMS -FIRST STOREY (2 m MAX ABOVE LOWEST AVERAGE GRADE)
4.3.4. 1ST STOREY TO UPPERMOST FLOOR LEVEL:	18.66 (REFER TO ELEVATIONS)	3.2.2.51.(1)(c) (MAXIMUM - 18 m)
4.3.5. 1ST STOREY TO UPPERMOST ROOF DECK:	24.32 m (REFER TO ELEVATIONS)	GROUP C 3.2.2.51 (2)(d), (MAXIMUM - 25 m) NON-COMBUSTIBLE ROOF CONSTRUCTION IF >25 m
5. BUILDINGS WITH MULTIPLE MAJOR OCCUPANCIES:	YES	3.2.2.4.-3.2.2.8., 3.2.2.51.(5)
6. NON-COMBUSTIBLE CLADDING:	YES	3.1.4.8.(1)(A)
6.1. COMBUSTIBLE CLADDING:	YES	3.1.4.8.(2) MAXIMUM OF 10% IF FACING AND WITHIN 15 m OF A STREET OR FIRE ACCESS ROUTE
7. HIGH BUILDING:	NA	3.2.6., 31.13.7., 3.2.2.51.(1)(C), 3.2.4.22, 6.9.2.3.(1)
8. FIREWALL:	2 HR	3.1.10.
9. MEZZANINE(S):	NA	3.2.1.1. (3) - (8)
10. MEZZANINE EXITING:	NA	3.4.2.2.
11. INTERCONNECTED FLOOR SPACE:	NA, STORAGE GARAGE EXEMPT	3.2.3.2.(6), 3.2.8., 3.1.1.1.(3), 3.2.8.2.(2)
12. STORAGE GARAGE-HORIZONTAL FIRE SEPARATION:	YES 2HR AS A SEPARATE BLDG UNDER 3.2.1.2. 1.5HR UNDER 3.3.5.6 IF NOT A SEPARATE BLDG UNDER...	3.2.1.2., 3.3.5.6
13 SPRINKLER SYSTEM:	YES	3.2.2.18., 3.2.5.13.
13.1. STORAGE GARAGE:	YES - NFPA 13 - 2019	3.2.5.12.(1)
13.2. RESIDENTIAL:	YES - NFPA 13 - 2019	3.2.5.12.(1)
13.3. FIRE EXTINGUISHERS:	YES - NFPA 10 - 2013	BC FIRE CODE 2024, 3.1.5.16.
14. STANDPIPE SYSTEM:	YES - NFPA 14- 2013	3.2.5.8., 3.2.5.9., 3.2.5.16.
15. FIRE ALARM SYSTEM:	YES - SINGLE STAGE - CAN/ULC-S524	3.2.4.1. (2)&(4)
16. SMOKE CONTROL MEASURES:	YES	3.1.8.12
17. ANNUNCIATOR AND ZONE INDICATION:	YES	3.2.4.9., 3.2.4.8.
18. FIRE ACCESS ROUTE TO UPPERMOST FLOOR LEVEL:	WEST BUILDING: 17.56 m (REFER TO ELEVATIONS) EAST BUILDING: 18.72 m (REFER TO ELEVATIONS)	3.2.5.6(2) (MAXIMUM - 20 m)
19. NUMBER OF STREETS:	2	3.2.2.10

NOTES:

1. *UNLESS OTHERWISE NOTED, REFERENCE NUMBERS LISTED REFER TO THE BRITISH COLUMBIA BUILDING CODE 2024.

KEYSTONE ARCHITECTURE
ABBOTSFORD BC | 300-33131 SOUTH FRASER WAY V2S 2B1 | 604.850.0577
CALGARY AB | 1601 - 330 11TH AVENUE SW T2R 1L9 | 587.391.4768
MAIL@KEYSTONEARCH.CA

ISSUED FOR DP RESUBMISSION

NO.	ISSUE/REVISION	DATE
1	ISSUED FOR DP	25-01-07
2	ISSUED FOR DP RESUBMISSION	25-01-31
3	ISSUED FOR DP RESUBMISSION	25-07-18
4	ISSUED FOR DP RESUBMISSION	25-11-04

NORTH ARC MULTI-FAMILY 208 STREET

7342 208 STREET
TOWNSHIP OF LANGLEY, BC

PROJECT # 24150.1
CITY FILE # -

NORTH ARC PROPERTIES

PROJECT DATA - SITE A

SCALE

F.1

SD-1.10A

PROJECT DATA - SITE A

1.3.0 GROSS BUILDABLE AREA SUMMARY NOTES

1.	MEASURED TO OUTSIDE FACE OF SHEATHING OF CONCRETE, CENTERLINE OF PARTY WALL & INSIDE FACE OF CORRIDOR/STAIR WALL.
2.	EXCLUSIONS: EXTERIOR PARKADE EXHAUST SHAFTS, EXTERIOR PARKADE EXIT STAIRS, EXTERIOR PARKADE VEHICLE RAMP, EXTERIOR ROOFTOP AMENITY.

1.3.1 GROSS BUILDABLE AREA SUMMARY - SITE A - ABOVE GRADE

LEVEL/AREA TYPE	AREA SF	AREA m²	AREA %	COMMENTS
1ST LEVEL - WEST				
CIRCULATION	2,786 SF	258.81 m²	2.6%	
COMMERCIAL	10,015 SF	930.42 m²	9.4%	
INDOOR AMENITY	1,010 SF	93.80 m²	1.0%	
RESIDENTIAL	5,359 SF	497.85 m²	5.0%	
SERVICE ROOMS/SHAFTS	326 SF	30.30 m²	0.3%	
	19,495 SF	**1,811.19 m²**	**18.4%**	
1ST LEVEL - EAST				
CIRCULATION	1,636 SF	152.01 m²	1.5%	
RESIDENTIAL	6,307 SF	585.98 m²	5.9%	
SERVICE ROOMS/SHAFTS	236 SF	21.97 m²	0.2%	
	8,180 SF	**759.96 m²**	**7.7%**	
2ND LEVEL				
CIRCULATION	2,058 SF	191.21 m²	1.9%	
RESIDENTIAL	14,908 SF	1,384.98 m²	14.0%	
SERVICE ROOMS/SHAFTS	87 SF	8.07 m²	0.1%	
	17,053 SF	**1,584.26 m²**	**16.1%**	
3RD LEVEL				
CIRCULATION	2,058 SF	191.21 m²	1.9%	
RESIDENTIAL	14,908 SF	1,384.98 m²	14.0%	
SERVICE ROOMS/SHAFTS	87 SF	8.07 m²	0.1%	
	17,053 SF	**1,584.26 m²**	**16.1%**	
4TH LEVEL				
CIRCULATION	2,058 SF	191.21 m²	1.9%	
RESIDENTIAL	14,908 SF	1,384.98 m²	14.0%	
SERVICE ROOMS/SHAFTS	87 SF	8.07 m²	0.1%	
	17,053 SF	**1,584.26 m²**	**16.1%**	
5TH LEVEL				
CIRCULATION	2,058 SF	191.21 m²	1.9%	
RESIDENTIAL	14,908 SF	1,384.98 m²	14.0%	
SERVICE ROOMS/SHAFTS	87 SF	8.07 m²	0.1%	
	17,053 SF	**1,584.26 m²**	**16.1%**	
6TH LEVEL				
CIRCULATION	1,669 SF	155.02 m²	1.6%	
RESIDENTIAL	8,633 SF	802.06 m²	8.1%	
SERVICE ROOMS/SHAFTS	40 SF	3.74 m²	0.0%	
	10,342 SF	**960.83 m²**	**9.7%**	
AREA GRAND TOTAL	**106,229 SF**	**9,869.03 m²**	**100.0%**	

1.3.1 GROSS BUILDABLE AREA SUMMARY - SITE A - BELOW GRADE

LEVEL/AREA TYPE	AREA SF	AREA m²	AREA %	COMMENTS
P3 LEVEL				
PARKADE	8,923 SF	828.98 m²	11.8%	
	8,923 SF	**828.98 m²**	**11.8%**	
P2 LEVEL				
PARKADE	33,277 SF	3,091.49 m²	44.1%	
	33,277 SF	**3,091.49 m²**	**44.1%**	
P1 LEVEL				
PARKADE	33,277 SF	3,091.49 m²	44.1%	
	33,277 SF	**3,091.49 m²**	**44.1%**	
AREA GRAND TOTAL	**75,476 SF**	**7,011.97 m²**	**100.0%**	

1.4.0 UNIT COUNT SUMMARY - SITE A

UNIT TYPE	UNIT COUNT	UNIT TYPE %	COMMENTS
1 BED	32	29.1%	
1 BED & FLEX	10	9.1%	
1 BED JR	5	4.5%	
2 BED	40	36.4%	
2 BED & FLEX	10	9.1%	
3 BED	13	11.8%	
TOTAL UNITS: 110		**100.0%**	

1.4.1 UNIT FLOOR AREA SUMMARY NOTES - SITE A

1.	ALL UNIT AREAS ARE MEASURED TO THE FOLLOWING: A) EXTERIOR WALL: EXTERIOR SIDE OF SHEATHING. B) PARTY WALL: CENTER OF WALL. C.) CORRIDOR/STAIR/ELEVATOR WALL: FULL THICKNESS OF WALL
2.	AREAS GIVEN ON DRAWINGS AND IN SCHEDULES ARE NOT TO BE CONSIDERED LEGAL STRATA AREAS. CONFIRM STRATA AREAS BY SURVEY ON SITE

1.4.2 UNIT FLOOR AREA SUMMARY - SITE A

UNIT	UNIT TYPE	COUNT	TOTAL UNIT AREA SF	TOTAL JNIT AREA m²
UNIT A1	1 BED JR	5	2,364 SF	219.63 m²
UNIT B1	1 BED	8	4,065 SF	377.67 m²
UNIT E2	1 BED	8	4,733 SF	439.74 m²
UNIT B3	1 BED	5	3,263 SF	303.11 m²
UNIT B4	1 BED	1	548 SF	50.91 m²
UNIT B4.1	1 BED	4	2,335 SF	216.90 m²
UNIT B5	1 BED	1	584 SF	54.22 m²
UNIT B6	1 BED	4	2,057 SF	191.06 m²
UNIT B7	1 BED	1	514 SF	47.77 m²
UNIT C1	1 BED & FLEX	5	3,242 SF	301.16 m²
UNIT C2	1 BED & FLEX	5	3,733 SF	346.77 m²
UNIT D2	2 BED	9	6,197 SF	575.74 m²
UNIT D2.1	2 BED	2	1,362 SF	126.54 m²
UNIT D3	2 BED	23	18,832 SF	1749.51 m²
UNIT D4	2 BED	6	4,728 SF	439.22 m²
UNIT E3	2 BED & FLEX	5	4,563 SF	423.93 m²
UNIT E3.1	2 BED & FLEX	5	4,560 SF	423.66 m²
UNIT F1	3 BED	1	1,183 SF	109.94 m²
UNIT F2	3 BED	1	1,016 SF	94.42 m²
UNIT F3	3 BED	5	4,740 SF	440.34 m²
UNIT F4	3 BED	6	5,245 SF	487.30 m²
UNIT TOTALS:		**110**	**79,864 SF**	**7419.61 m²**

KEYSTONE ARCHITECTURE
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CALGARY AB | 1601 - 330 11TH AVENUE SW T2R 1L9 | 587.391.4768
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REGISTERED ARCHITECT STEVEN R. KEYS PROVINCE OF BRITISH COLUMBIA 2024-01-08

ISSUED FOR DP RESUBMISSION

NO.	ISSUE/REVISION	DATE
1	ISSUED FOR DP	25-01-07
2	ISSUED FOR DP RESUBMISSION	25-01-31
3	ISSUED FOR DP RESUBMISSION	25-07-18
4	ISSUED FOR DP RESUBMISSION	25-11-04

NORTH ARC MULTI-FAMILY 208 STREET

7342 208 STREET
TOWNSHIP OF LANGLEY, BC

PROJECT # 24150.1
CITY FILE # -

NORTH ARC PROPERTIES

PROJECT DATA - SITE A

SCALE

F.1

SD-1.11A

FSR DATA AND PLANS - SITE A

1.6.0 GROSS FLOOR AREA (FSR) SUMMARY NOTES

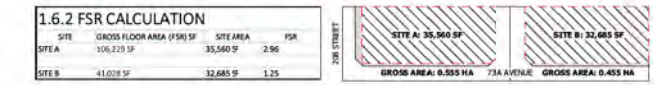
1. GROSS FLOOR AREA: MEANS THE SUM OF THE AREA OF EACH FLOOR OF A BUILDING INCLUDING EXTERIOR WALLS.
2. FLOOR SPACE RATIO: MEANS THE FIGURE OBTAINED WHEN THE AREA OF ALL THE FLOORS OF THE BUILDINGS CONSTRUCTEDOR PROPOSED TO BE CONSTRUCTED ON A LOT IS DIVIDED BY THE AREA OF THE LOT.
3. EXCLUSIONS: UNDEVELOPABLE AREAS, AREAS USED AS AN ACCESSORY USE FOR PARKING WITHIN THE BUILDING ENVELOPE OR UNDERGROUND PARKING, INDOOR AGE-FRIENDLYAMENITY AREAS.

1.6.1A GROSS FLOOR AREA (FSR) SUMMARY - SITE A

LEVEL / AREA TYPE	AREA SF	AREA m²	AREA %	COMMENTS
SERVICE ROOMS/SHAFTS				
1ST LEVEL - WEST	326 SF	30.30 m²	0.3%	
1ST LEVEL - EAST	236 SF	21.97 m²	0.2%	
2ND LEVEL	87 SF	8.07 m²	0.1%	
3RD LEVEL	87 SF	8.07 m²	0.1%	
4TH LEVEL	87 SF	8.07 m²	0.1%	
5TH LEVEL	87 SF	8.07 m²	0.1%	
6TH LEVEL	40 SF	3.74 m²	0.0%	
	950 SF	**88.28 m²**	**0.9%**	
RESIDENTIAL				
1ST LEVEL - WEST	5,359 SF	497.85 m²	5.0%	
1ST LEVEL - EAST	6,307 SF	585.98 m²	5.9%	
2ND LEVEL	14,908 SF	1384.98 m²	14.0%	
3RD LEVEL	14,908 SF	1384.98 m²	14.0%	
4TH LEVEL	14,908 SF	1384.98 m²	14.0%	
5TH LEVEL	14,908 SF	1384.98 m²	14.0%	
6TH LEVEL	8,633 SF	802.06 m²	8.1%	
	79,931 SF	**7425.84 m²**	**75.2%**	
COMMERCIAL				
1ST LEVEL - WEST	10,015 SF	930.42 m²	9.4%	
	10,015 SF	**930.42 m²**	**9.4%**	
CIRCULATION				
1ST LEVEL - WEST	2,786 SF	258.81 m²	2.6%	
1ST LEVEL - EAST	1,636 SF	152.01 m²	1.5%	
2ND LEVEL	2,058 SF	191.21 m²	1.9%	
3RD LEVEL	2,058 SF	191.21 m²	1.9%	
4TH LEVEL	2,058 SF	191.21 m²	1.9%	
5TH LEVEL	2,058 SF	191.21 m²	1.9%	
6TH LEVEL	1,669 SF	155.02 m²	1.6%	
	14,323 SF	**1330.69 m²**	**13.5%**	
AREA EXCLUSION				
1ST LEVEL - WEST	1,010 SF	93.80 m²	1.0%	EXCLUSION
	1,010 SF	**93.80 m²**	**1.0%**	
AREA GRAND TOTAL	**106,329 SF**	**9869.03 m²**	**100.0%**	

1.6.2 FSR CALCULATION

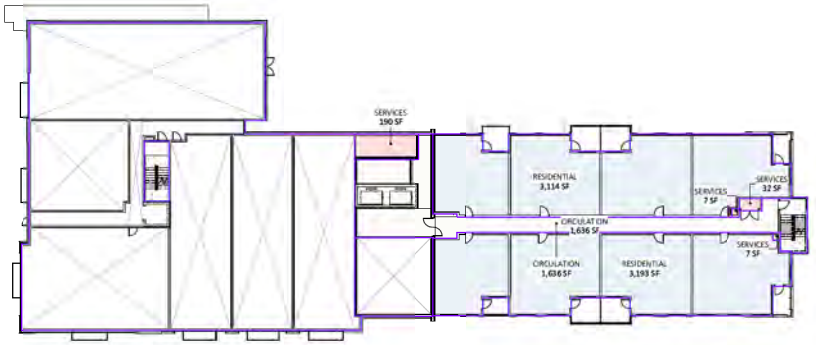
SITE	GROSS FLOOR AREA (FSR) SF	SITE AREA	FSR
SITE A	106,229 SF	35,560 SF	2.96
SITE B	41,028 SF	32,685 SF	1.25





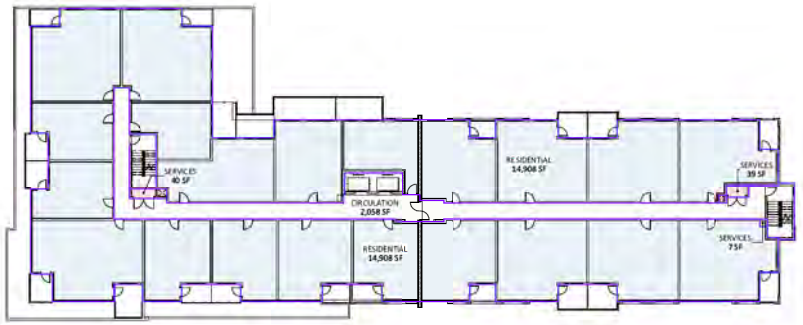
GROUND LEVEL

1" = 20'-0"



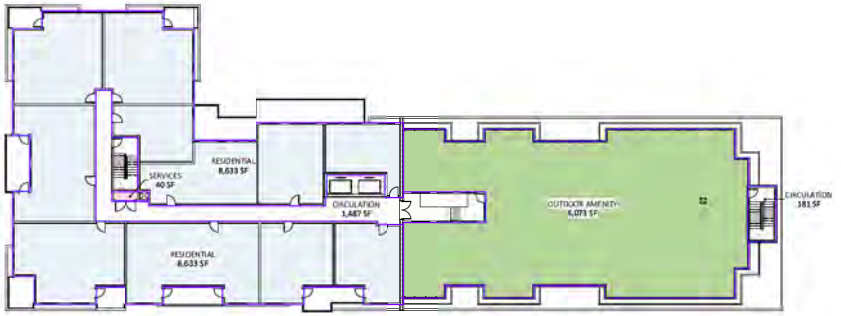
1ST LEVEL - EAST

1" = 20'-0"



2ND/3RD/4TH/5TH LEVEL

1" = 20'-0"



6TH LEVEL

1" = 20'-0"

KEYSTONE ARCHITECTURE
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REGISTERED ARCHITECT STEVEN R. KEYS 2024-07-08 BRITISH COLUMBIA

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NO.	ISSUE/REVISION	DATE
1	ISSUED FOR COORDINATION	24-10-11
2	ISSUED FOR SD 30	24-10-16
3	ISSUED FOR SD 60	24-12-03
4	ISSUED FOR SD 90	24-12-12
5	ISSUED FOR DP	25-01-07
6	ISSUED FOR DP RESUBMISSION	25-01-31
7	ISSUED FOR DP RESUBMISSION	25-07-18
8	ISSUED FOR DP RESUBMISSION	25-11-04

NORTH ARC MULTI-FAMILY 208 STREET

7342 208 STREET
TOWNSHIP OF LANGLEY, BC

PROJECT # 24150.1
CITY FILE # -

NORTH ARC PROPERTIES

FSR DATA AND PLANS - SITE A

SCALE 1" = 20'-0"

F.1

SD-1.13A

PROJECT DATA - SITE B

SITE B- 1.0.2 ZONING DATA		
SITE AREA (GROSS):	33,906 SF(3,150 m²) (0.78 AC)	
SITE AREA (NET):	32,670 SF(3,035.1 m²) (0.75 AC)	
	CURRENT/REQUIRED/PERMITTED	PROPOSED
ZONE:	SR-2	CD (COMPREHENSIVE DEVELOPMENT ZONE) (RM-3 Reference)
LAND USE:	ROW HOUSE / TOWNHOUSE	ROW HOUSE / TOWNHOUSE
SETBACKS:	FRONT: 9.75 m	FRONT: 3.0 m
	REAR: 7.5 m	REAR: 4.5 m
	SIDE (EAS): 3.0 m	SIDE (EAST): 3.0 m
	SIDE (WEST): 4.5 m	SIDE (WEST): 3.0 m
DENSITY-GROSS FLOOR AREA (FSR):	22 UPA MAX. ON GROSS SITE AREA (SR-2)	19.64 UPA
	MAXIMUM NET DENSITY SHALL NOT EXCEED ONE DWELLING UNIT PER 135 m² OF LOT AREA (74 UNITSPER HECTARE) (RM-3)	74.5 Units/ha 41,028 SF 32,685 SF **1.25**
BUILDING HEIGHT:	SHALL NOT EXCEED 9 m (SR-2), SHALL NOT EXCEED 12 m NOR 3 STOREYS (RM-3)	BUILDING HEIGHT: +/-11 m
LOT COVERAGE:	33% (SR-2), 35% (RM-3)	41.1%
AGE FRIENDLY AMENITY AREA:	6 m² PER 3U = 132 m². MINIMUM CONTIGUOUS SIZE OF 70 m², NOT TO BE LOCATEDWITHIN REQUIRED LOT LINE SETBACKS, NO DIMENSION LESS THAN 6.0 m AND NO SLOPE GREATER THAN 5%, MAX 50% CAN BE PROVIDED INDOORS	150.7 m²
	OUTDOOR AGE FRIENDLY AMENITY: 6 m² x 22 UNITS = 132 m² (1,421 SF)	
PRIVATE AMENITY AREAS	(RM-3): PRIVATE LANDSCAPED AMENITY AREA: 46 m² FOR EACH 3 BEDROOM UNIT, 21 m² FOR EACH 2 BEDROOM UNIT	6.36 m² MIN.
ADAPTABLE UNITS:	5% OF DWELLING UNITS 22 x 0.05 = 1.1	1
STEP CODE:		
MINIMUM BUILDING ELEVATION:	77.21m	
WASTE & RECYCLING STORAGE:		
UNIT COUNT:	22 UNITS	
BUILDING AREA:	13,439 SF(1249 m²)	
GROSS BUILDABLE AREA:		
NET SALEABLE AREA:		
EFFICIENCY:		
ZONING AVERAGE GRADE:	75.75 m	
	AVG EXISTING GRADE NORTH ELEVATION: (77.16+79.01/2) = 78.08 m * 80.69 m = 6300.67 m	
	AVG EXISTING GRADE EAST ELEVATION: (75.81+77.16/2) = 76.48 m * 37.70 m = 2883.48 m	
	AVG EXISTING GRADE SOUTH ELEVATION: (75.81+77.54/2) = 76.67 m * 77.18 m = 5917.97 m	
	AVG EXISTING GRADE WEST ELEVATION: (79.01+77.74/2) = 78.37 m * 34.21 m = 2681.20 m	
	TOTAL PERIMETER: = 234.74 m	
VARIANCES APPLIED FOR:	1. PARKING REQUIREMENT TO BE REDUCED FROM 2.3 STALLS TO 2.0 STALLS PER TANDEM DWELLING UNIT.	
	2. RESTRICTION WAIVED ON LOCATING AGE-FRIENDLY AMENITY AREA IN SETBACK AREA	
	3. SOUTHWEST CORNER OF TOWNHOUSE BUILDING C EXTENDS 0.58 m PAST SW 3 m SETBACK.	
NOTES:		
1. REFER TO FSR PLANS SHEET FOR GROSS FLOOR AREA (SR) PLANS, SCHEDULE, METHOD OF MEASUREMENT & EXCLUSIONS.		
2. REFER TO GROSS BUILDABLE AREA SUMMARY SCHEDULE FOR A BREAKDOWN OF AREAS, METHOD OF MEASUREMENT & EXCLUSIONS.		

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NO.	ISSUE/REVISION	DATE
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4	ISSUED FOR DP RESUBMISSION	25-11-04

NORTH ARC MULTI-FAMILY 208 STREET

7342 208 STREET
TOWNSHIP OF LANGLEY, BC

PROJECT # 24150.1
CITY FILE # -

NORTH ARC PROPERTIES

PROJECT DATA - SITE B

SCALE

F.1

SD-1.20B

PROJECT DATA - SITE B

SITE B - 1.5.0 OFF-STREET VEHICLE/BICYCLE/STORAGE PARKING DATA-REQUIRED

	UNITS / AREA	REQUIRED FACTOR	REQUIRED STALLS
VEHICLE PARKING STALL DATA			
LOT 2			
RESIDENTS:			
TOWNHOUSE A (NORTH - 3 BED)	4 UNITS	2.3 SPACES PER DWELLING UNIT IF PARKING IS PROVIDED BY TANDEM PARKING, MAX. 40% OF DWELLING UNITS MAY HAVE TANDEM PARKING	2.3(4) = 9.2 STALLS = 9 STALLS
TOWNHOUSE B (NORTH - 3 BED)	4 UNITS	2.3 SPACES PER DWELLING UNIT IF PARKING IS PROVIDED BY TANDEM PARKING, MAX. 40% OF DWELLING UNITS MAY HAVE TANDEM PARKING	2.3(4) = 9.2 STALLS = 9 STALLS
TOWNHOUSE A (NORTH - 3 BED)	2 UNITS	2 SPACES PER DWELLING UNIT	2(2) = 4 STALLS
TOWNHOUSE B (NORTH - 3 BED)	2 UNITS	2 SPACES PER DWELLING UNIT	2(2) = 4 STALLS
TOWNHOUSES C (SOUTH - 3 BED)	5 UNITS	2 SPACES PER DWELLING UNIT	2(5) = 10 STALLS
TOWNHOUSE D (SOUTH - 3 BED)	5 UNITS	2 SPACES PER DWELLING UNIT	2(5) = 10 STALLS
ELECTRIC VEHICLE CHARGING	22 UNITS	1 SPACE PER DWELLING UNIT, 1 SPACE PER DWELLING UNIT IF PARKING IS PROVIDED BY TANDEM PARKING	1(22) = 22 STALLS
LOADING	N/A	N/A	N/A
GARBAGE TRANSFER	N/A	N/A	N/A
TOTAL RESIDENT STALLS:			**46 STALLS (GARAGES)**
VISITORS:			
STANDARD	22 UNITS	1 DEDICATED VISITOR PARKING SPACE PER 5 DWELLING UNITS	4.4 = 4 STALLS
ACCESSIBLE	N/A	N/A	N/A
ELECTRIC VEHICLE CHARGING	N/A	N/A	N/A
TOTAL VISITOR STALLS:			**4 VISITOR STALLS**
TOTAL VEHICLE STALLS:			**50**
BICYCLE STALL DATA			
RESIDENT (UNIT) (CLASS 1)	22 UNITS	1	22
VISITOR (CLASS 2)	N/A	6 SPACES PER BUILDING	6
TOTAL BICYCLE STALLS:			**28**
STORAGE STALL DATA			
RESIDENT	22 UNITS	0.5	11 (MIN 5.67 CUBIC METERS)
TOTAL STORAGE STALLS:			**11**
NOTES:			

SITE B - 1.5.2 OFF-STREET VEHICLE PARKING DATA-PROVIDED

PARKING STALL USER/TYPE	PARKING STALL COUNT	% BY STALL USER	% OF OVERALL	COMMENTS
RESIDENT				
STANDARD	47	100.0%	92%	SITE 2
RESIDENT: 47		100.0%	92%	
VISITOR				
STANDARD	4	100.0%	8%	SITE 2
VISITOR: 4		100.0%	8%	
TOTAL PARKING STALLS: 51			100%	

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NORTH ARC MULTI-FAMILY 208 STREET

7342 208 STREET
TOWNSHIP OF LANGLEY, BC

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CITY FILE # -

NORTH ARC PROPERTIES

PROJECT DATA - SITE B

SCALE

F.1

SD-1.22B

FSR DATA AND PLANS - SITE B

1.6.0 GROSS FLOOR AREA (FSR) SUMMARY NOTES

1. GROSS FLOOR AREA: MEANS THE SUM OF THE AREA OF EACH FLOOR OF A BUILDING INCLUDING EXTERIOR WALLS.
2. FLOOR SPACE RATIO: MEANS THE FIGURE OBTAINED WHEN THE AREA OF ALL THE FLOORS OF THE BUILDINGS CONSTRUCTEDOR PROPOSED TO BE CONSTRUCTED ON A LOT IS DIVIDED BY THE AREA OF THE LOT.
3. EXCLUSIONS: UNDEVELOPABLE AREAS, AREAS USED AS AN ACCESSORY USE FOR PARKING WITHIN THE BUILDING ENVELOPE OR UNDERGROUND PARKING, INDOOR AGE-FRIENDLYAMENITY AREAS.

1.6.1B GROSS FLOOR AREA (FSR) SUMMARY - SITE B

LEVEL / AREA TYPE	AREA SF	AREA m²	AREA %	COMMENTS
SERVICE ROOMS/SHAFTS				
1ST LEVEL TH	79 SF	7.37 m²	0.2%	
	79 SF	7.37 m²	0.2%	
RESIDENTIAL				
1ST LEVEL TH	13,499 SF	1254.09 m²	32.9%	
2ND LEVEL TH	13,472 SF	1251.59 m²	32.8%	
3 3RD LEVEL	13,978 SF	1298.56 m²	34.1%	
	40,949 SF	3804.24 m²	99.8%	
AREA GRAND TOTAL	41,028 SF	3811.61 m²	100.0%	

1.6.2 FSR CALCULATION

SITE	GROSS FLOOR AREA (FSR) SF	SITE AREA	FSR
SITE A	106,229 SF	35,560 SF	2.96
SITE B	41,028 SF	32,685 SF	1.25

208 STREET

SITE A: 35,560 SF — GROSS AREA: 0.555 HA

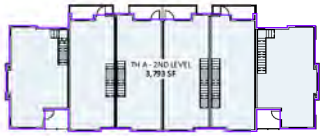
SITE B: 32,685 SF — GROSS AREA: 0.455 HA

73 A AVENUE

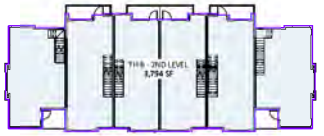
1.6.3 UNITS PER AREA

	GROSS SITE AREA:	ALLOWABLE UPH/UPA	MAX JPA	PROPOSED
SITE B	0.455 HA (1.12 ACRES)	20-54 UPH (8- 22 UPA)	22 UPA/1.12 ACRES=19.64 UPA	22 UNITS

TOWNHOMES A



TOWNHOMES B



TOWNHOMES C



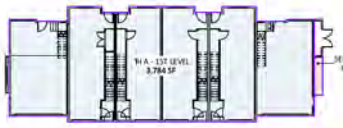
TOWNHOMES D



2ND LEVEL - TOWNHOMES

1" = 20'-0"

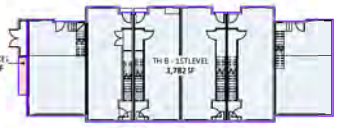
TOWNHOMES A



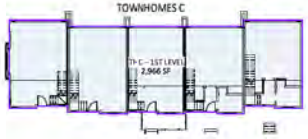
SERVICED 60 SF

SERVICES 40 SF

TOWNHOMES B



TOWNHOMES C



TOWNHOMES D



1ST LEVEL - TOWNHOMES

1" = 20'-0"

TOWNHOMES A



TOWNHOMES B



TOWNHOMES C



TOWNHOMES D



3RD LEVEL - TOWNHOMES

1" = 20'-0"

KEYSTONE ARCHITECTURE
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REGISTERED ARCHITECT STEVEN A. KEAY 2024-07-08 BRITISH COLUMBIA

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NORTH ARC MULTI-FAMILY 208 STREET

7342 208 STREET
TOWNSHIP OF LANGLEY, BC

PROJECT # 24150.1
CITY FILE # -

NORTH ARC PROPERTIES

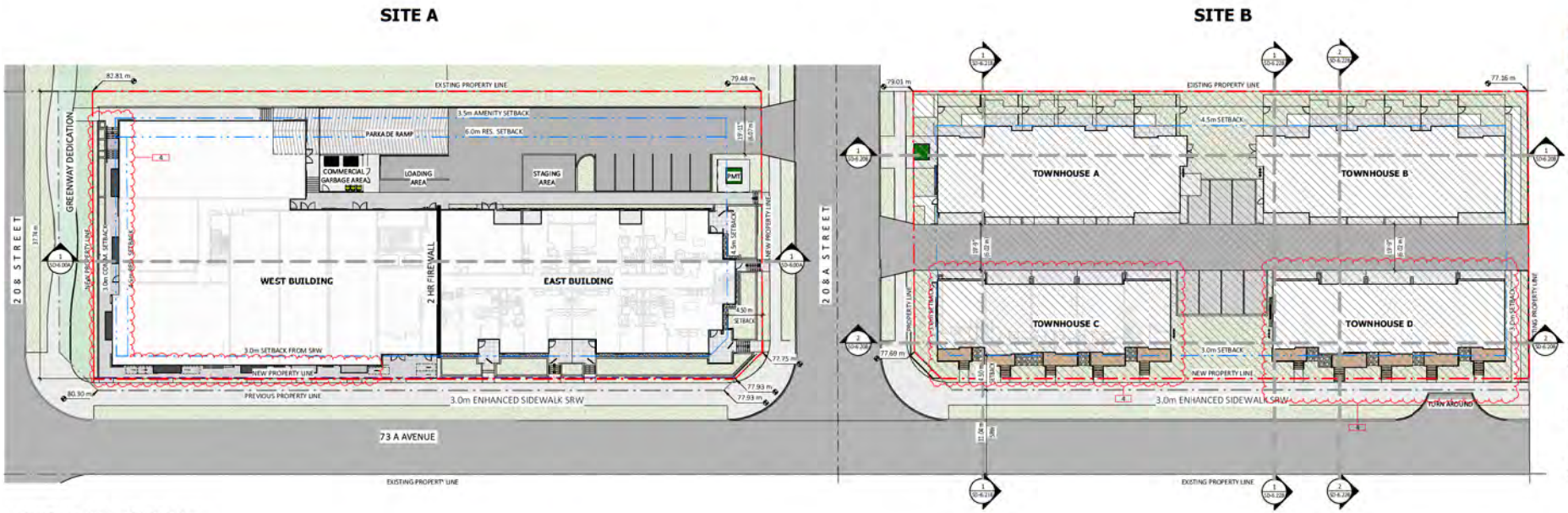
FSR DATA AND PLANS - SITE B

SCALE 1" = 20'-0"

F.1

SD-1.23B

KEYSTONE
ARCHITECTURE
ABBOTSFORD BC | 300-33131 SOUTH FRASER WAY
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SITE PLAN - OVERALL
3/64" = 1'-0"

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NORTH ARC MULTI-FAMILY 208 STREET

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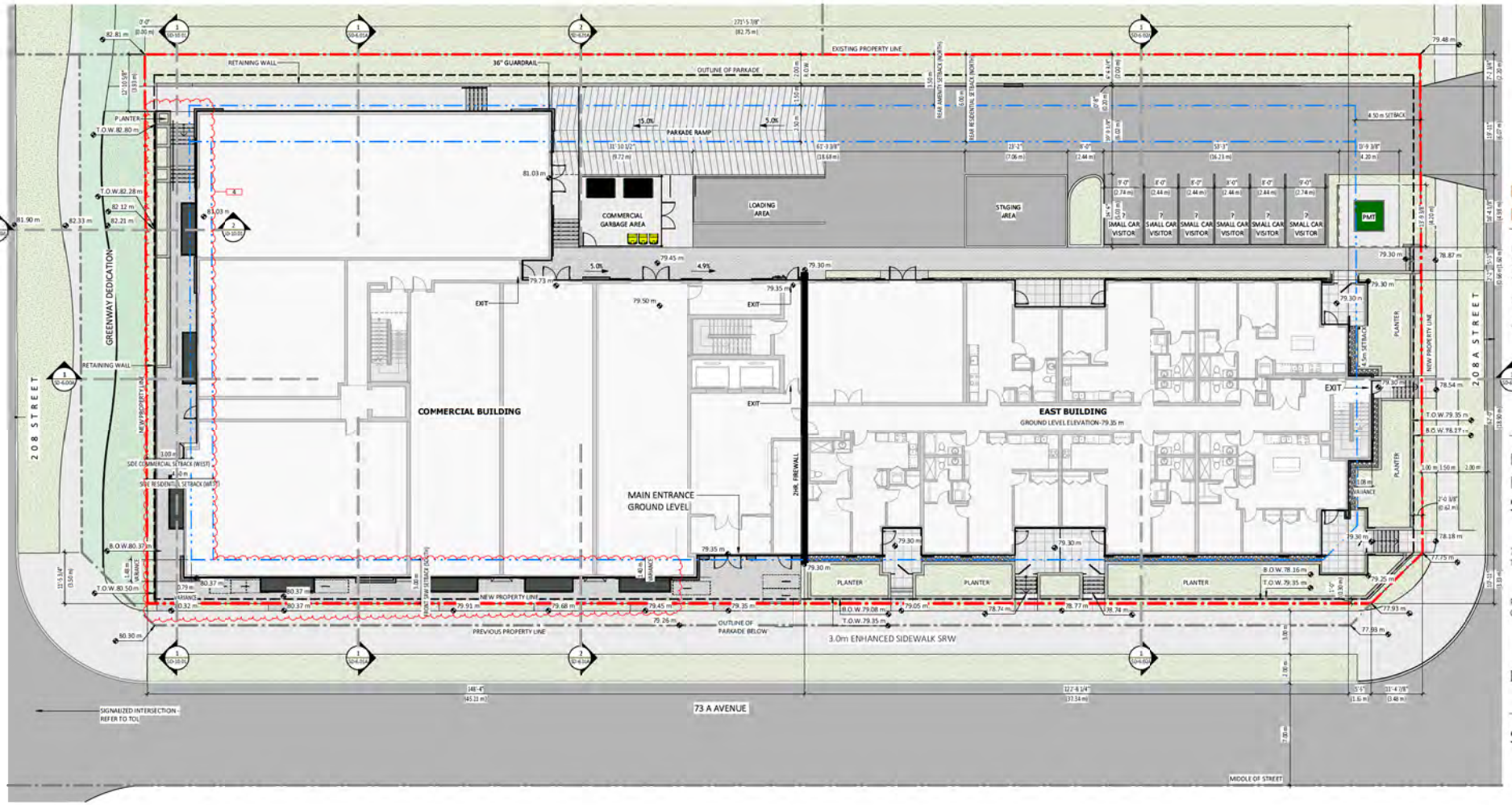
SITE PLAN - OVERALL

SCALE 3/64" = 1'-0"

F.1

SD-2.00

KEYSTONE
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NORTH ARC MULTI-FAMILY 208 STREET

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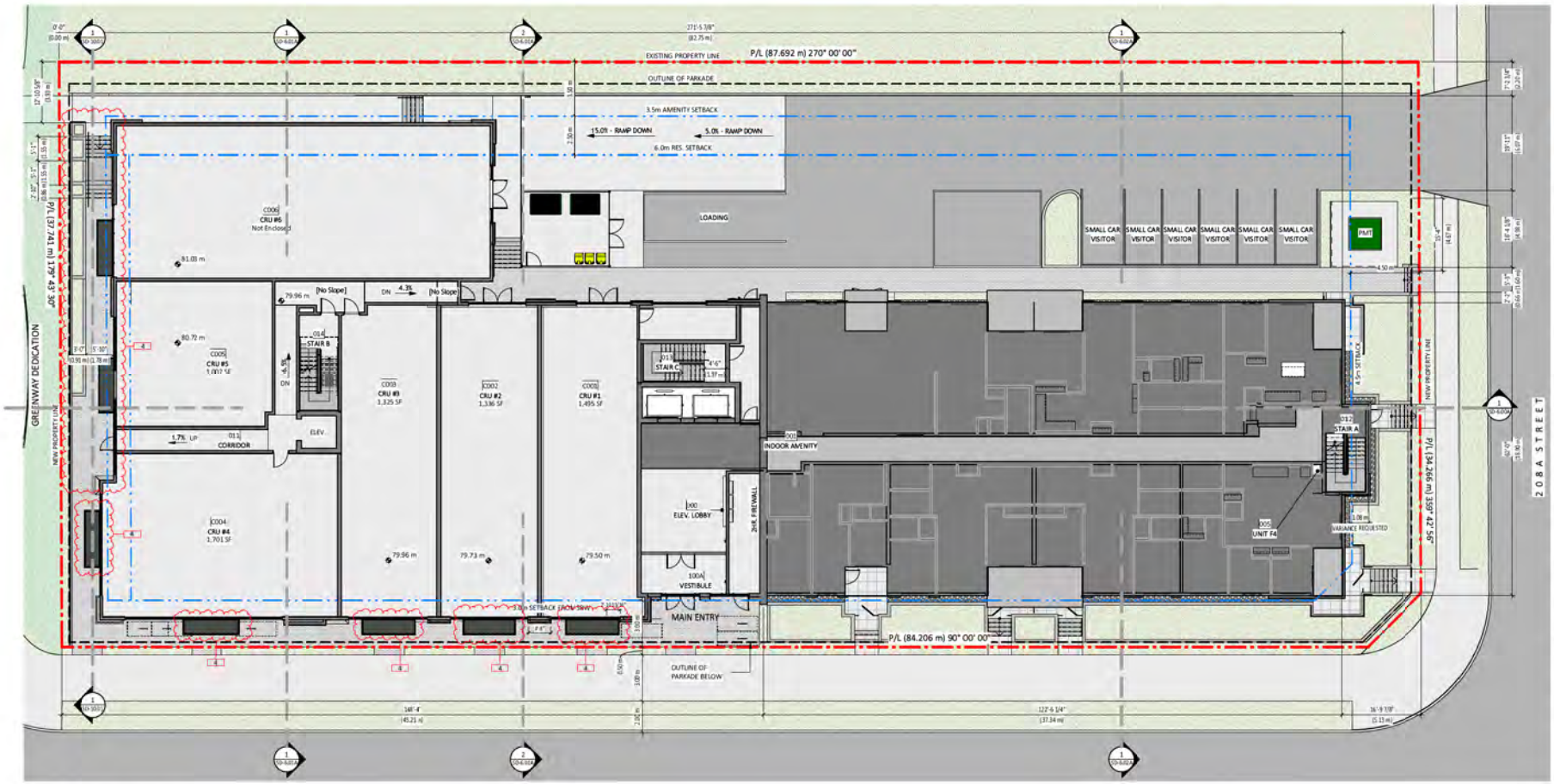
SITE PLAN - SITE A

SITE PLAN - SITE A
3/32" = 1'-0"

SCALE 3/32" = 1'-0"

F.1

SD-2.01A



GROUND LEVEL
3/32" = 1'-0"

KEYSTONE ARCHITECTURE

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2025-07-08

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NORTH ARC MULTI-FAMILY 208 STREET

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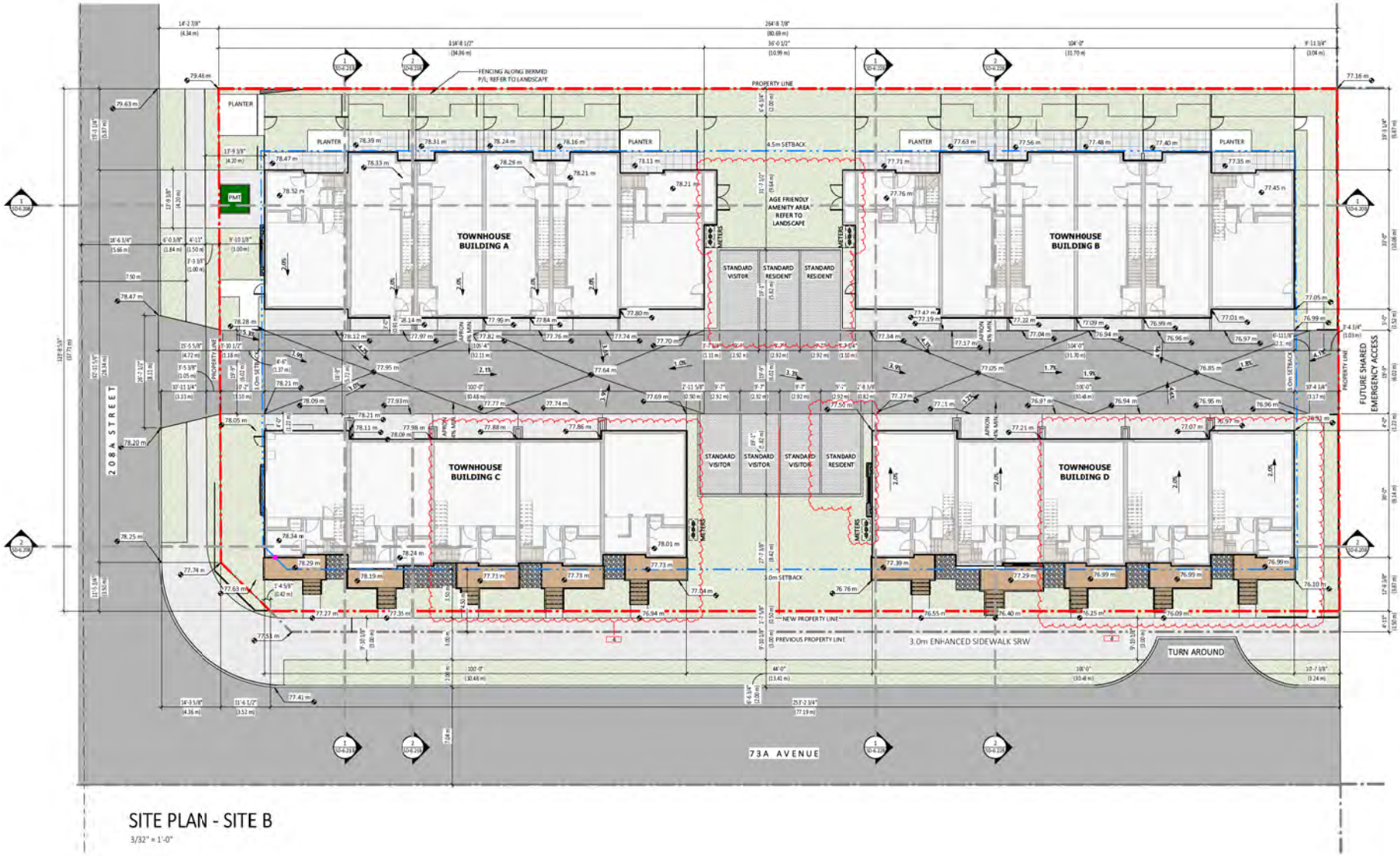
NORTH ARC PROPERTIES

GROUND LEVEL PLAN

SCALE 3/32" = 1'-0"

F.1

SD-2.13A



SITE PLAN - SITE B

3/32" = 1'-0"

KEYSTONE ARCHITECTURE

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NORTH ARC MULTI-FAMILY 208 STREET

7342 208 STREET
TOWNSHIP OF LANGLEY, BC

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NORTH ARC PROPERTIES

SITE PLAN - SITE B

SCALE 3/32" = 1'-0"

F.1

SD-2.30B



SOUTH ELEVATION

3/32" = 1'-0"



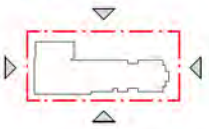
WEST ELEVATION

3/32" = 1'-0"



NORTH ELEVATION - MIXED USE AGAINST WALL

3/32" = 1'-0"



KEYSTONE ARCHITECTURE
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NORTH ARC MULTI-FAMILY 208 STREET

7342 208 STREET
TOWNSHIP OF LANGLEY, BC

PROJECT # 24150.1
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NORTH ARC PROPERTIES

BUILDING ELEVATIONS - SITE A

SCALE 3/32" = 1'-0"

F.1

SD-3.00A



NORTH ELEVATION
3/32" = 1'-0"

ELEVATION IN PROGRESS AND TO BE DEVELOPED DEPENDENT ON 73 A AVENUE- AND 208 STREET-FACING ELEVATIONS

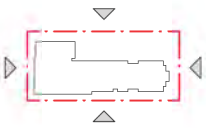


EAST ELEVATION
3/32" = 1'-0"

ELEVATION IN PROGRESS AND TO BE DEVELOPED DEPENDENT ON 73 A AVENUE- AND 208 STREET-FACING ELEVATIONS



EAST ELEVATION - MIXED USE RECESSED
3/32" = 1'-0"



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REGISTERED ARCHITECT JEFFREY S. KEYSTONE BRITISH COLUMBIA 2025-04-15

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2	ISSUED FOR DP RESUBMISSION	25-01-31

NORTH ARC MULTI-FAMILY 208 STREET

7342 208 STREET
TOWNSHIP OF LANGLEY, BC

PROJECT # 24150.1
CITY FILE # -

NORTH ARC PROPERTIES

BUILDING ELEVATIONS - SITE A

SCALE 3/32" = 1'-0"

F.1

SD-3.01A



TH A&B NORTH ELEVATION

3/32" = 1'-0"



TH A&B SOUTH ELEVATION

3/32" = 1'-0"

KEYSTONE ARCHITECTURE

ABBOTSFORD BC | 300-33131 SOUTH FRASER WAY
V2S 2B1 | 604.850.0577
CALGARY AB | 1601 - 330 11TH AVENUE SW
T2R 1L9 | 587.391.4768
MAIL@KEYSTONEARCH.CA

ISSUED FOR DP RESUBMISSION

NO.	ISSUE/REVISION	DATE
1	ISSUED FOR DP	25-01-07
2	ISSUED FOR DP RESUBMISSION	25-01-31
3	ISSUED FOR DP RESUBMISSION	25-07-18

NORTH ARC MULTI-FAMILY 208 STREET

7342 208 STREET
TOWNSHIP OF LANGLEY, BC

PROJECT # 24150.1
CITY FILE # -

NORTH ARC PROPERTIES

TOWNHOUSE ELEVATIONS - SITE B

SCALE 3/32" = 1'-0"

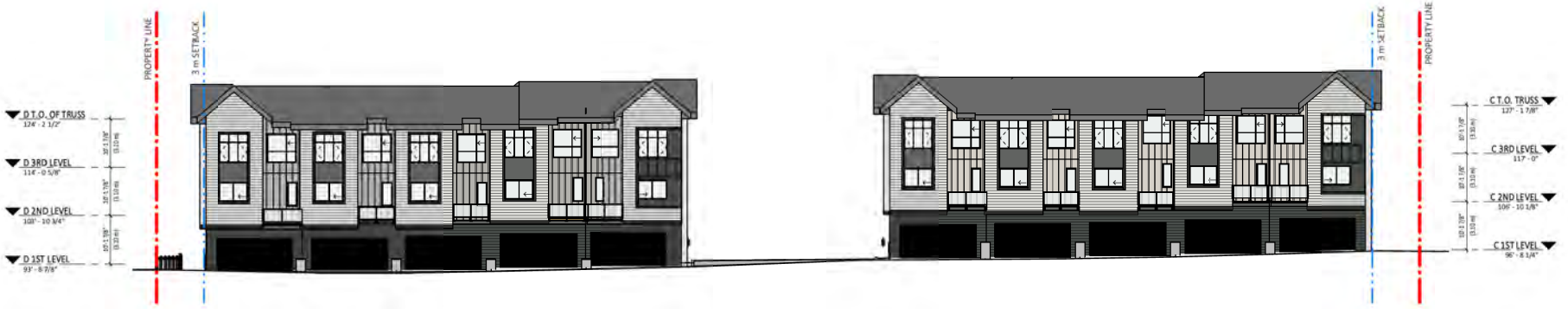
F.1

SD-3.10B



TH C&D SOUTH ELEVATION

3/32" = 1'-0"



TH C&D NORTH ELEVATION

3/32" = 1'-0"

KEYSTONE
ARCHITECTURE
ABBOTSFORD BC | 300-33131 SOUTH FRASER WAY
V2S 2B1 | 604.850.0577
CALGARY AB | 1601 - 330 12TH AVENUE SW
T2R 1L9 | 587.391.4768
MAIL@KEYSTONEARCH.CA

ISSUED FOR DP RESUBMISSION

NO.	ISSUE/REVISION	DATE
1	ISSUED FOR DP	25-01-07
2	ISSUED FOR DP RESUBMISSION	25-01-31
3	ISSUED FOR DP RESUBMISSION	25-07-18
4	ISSUED FOR DP RESUBMISSION	25-11-04

NORTH ARC MULTI-FAMILY 208 STREET

7342 208 STREET
TOWNSHIP OF LANGLEY, BC

PROJECT # 24150.1
CITY FILE # -

NORTH ARC PROPERTIES

TOWNHOUSE ELEVATIONS - SITE B

SCALE 3/32" = 1'-0"

F.1

SD-3.11B



TH A&C EAST ELEVATION

3/32" = 1'-0"



TH A&C WEST ELEVATION

3/32" = 1'-0"

KEYSTONE
ARCHITECTURE
ABBOTSFORD BC | 300-33131 SOUTH FRASER WAY
V2S 2B1 | 604.850.0577
CALGARY AB | 1601 - 330 11TH AVENUE SW
T2R 1L9 | 587.391.4768
MAIL@KEYSTONEARCH.CA

ISSUED FOR DP RESUBMISSION

NO.	ISSUE/REVISON	DATE
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3	ISSUED FOR DP RESUBMISSION	25-07-18
4	ISSUED FOR DP RESUBMISSION	25-11-04

NORTH ARC MULTI-FAMILY 208 STREET

7342 208 STREET
TOWNSHIP OF LANGLEY, BC

PROJECT # 24150.1
CITY FILE # -

NORTH ARC PROPERTIES

TOWNHOUSE ELEVATIONS - SITE B

SCALE 3/32" = 1'-0"

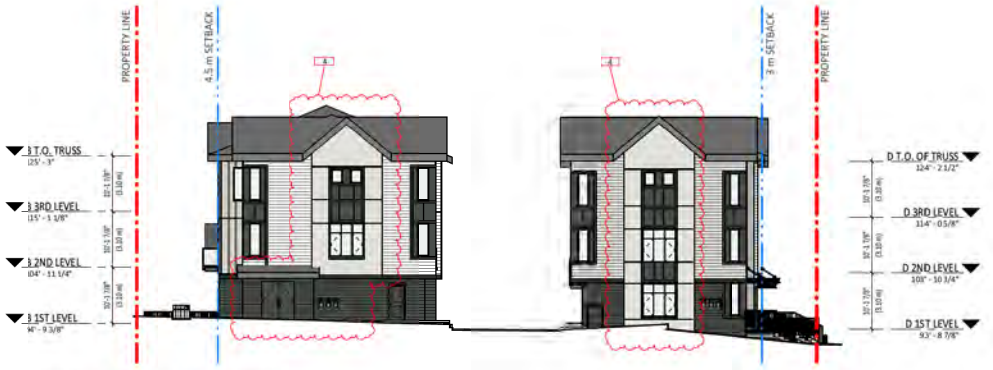
F.1

SD-3.12B



TH B&D EAST ELEVATION

3/32" = 1'-0"



TH B&D WEST ELEVATION

3/32" = 1'-0"

KEYSTONE
ARCHITECTURE
ABBOTSFORD BC | 300-33131 SOUTH FRASER WAY
V2S 2B1 | 604.850.0577
CALGARY AB | 1601 - 330 11TH AVENUE SW
T2R 1L9 | 587.391.4768
MAIL@KEYSTONEARCH.CA

ISSUED FOR DP RESUBMISSION

NO.	ISSUE/REVISON	DATE
1	ISSUED FOR DP	25-01-07
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4	ISSUED FOR DP RESUBMISSION	25-11-04

NORTH ARC MULTI-FAMILY 208 STREET

7342 208 STREET
TOWNSHIP OF LANGLEY, BC

PROJECT # 24150.1
CITY FILE # -

NORTH ARC PROPERTIES

TOWNHOUSE ELEVATIONS - SITE B

SCALE 3/32" = 1'-0"

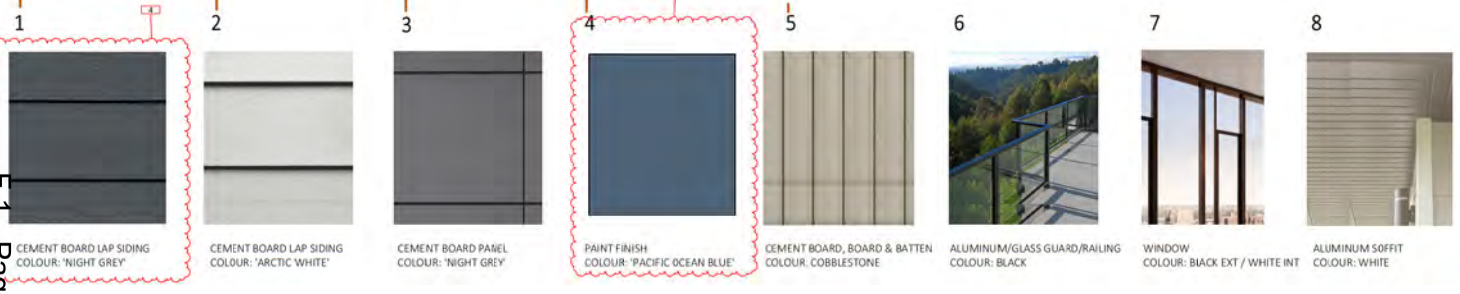
F.1

SD-3.13B

MATERIAL BOARD - SITE B SCHEME 1

TOWNHOUSE A & D





KEYSTONE
ARCHITECTURE
ABBOTSFORD BC | 300-33131 SOUTH FRASER WAY
V2S 2B1 | 604.850.0577
CALGARY AB | 1601 - 330 11TH AVENUE SW
T2R 1L9 | 587.391.4768
MAIL@KEYSTONEARCH.CA

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2	ISSUED FOR DP RESUBMISSION	25-01-31
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4	ISSUED FOR DP RESUBMISSION	25-11-04

NORTH ARC MULTI-FAMILY 208 STREET

7342 208 STREET
TOWNSHIP OF LANGLEY, BC

PROJECT # 24150.1
CITY FILE # -

NORTH ARC PROPERTIES

MATERIAL BOARD - SITE B SCHEME 1

SCALE As indicated

F.1

SD-4.10B

MATERIAL BOARD - SITE B SCHEME 2

TOWNHOUSE B & C





1 CEMENT BOARD LAP SIDING
COLOUR: 'NIGHT GREY'



2 CEMENT BOARD LAP SIDING
COLOUR: 'WHITE'



3 CEMENT BOARD PANEL
COLOUR: 'NIGHT GREY'



4 PAINT FINISH
COLOUR: 'AVON GREEN'



5 CEMENT BOARD, BOARD & BATTEN
COLOUR: PEARL GREY



6 ALUMINUM/GLASS GUARD/RAILING
COLOUR: BLACK



7 WINDOW
COLOUR: BLACK EXT / WHITE INT



8 ALUMINUM SOFFIT
COLOUR: WHITE

KEYSTONE
ARCHITECTURE
ABBOTSFORD BC | 300-33131 SOUTH FRASER WAY
V2S 2B1 | 604.850.0577
CALGARY AB | 1601 - 330 11TH AVENUE SW
T2R 1L9 | 587.391.4768
MAIL@KEYSTONEARCH.CA

ISSUED FOR DP RESUBMISSION

NO.	ISSUE/REVISION	DATE
1	ISSUED FOR DP	25-01-07
2	ISSUED FOR DP RESUBMISSION	25-01-31
3	ISSUED FOR DP RESUBMISSION	25-07-18
4	ISSUED FOR DP RESUBMISSION	25-11-04

NORTH ARC MULTI-FAMILY 208 STREET

7342 208 STREET
TOWNSHIP OF LANGLEY, BC

PROJECT # 24150.1
CITY FILE # -

NORTH ARC PROPERTIES

MATERIAL BOARD - SITE B SCHEME 2

SCALE As indicated

F.1

SD-4.10C

MATERIAL BOARD - SITE A



1	2	3	4	5	6	7
						
BRICK COLOUR: 'TBD'	CEMENT BOARD PANEL COLOUR: 'MIDNIGHT BLACK'	CEMENT BOARD PANEL COLOUR: 'PEARL GREY'	CEMENT BOARD PANEL COLOUR: 'NIGHT GRAY'	WINDOW COLOUR: BLACK EXT / WHITE INT	ALUMINUM/GLASS GUARD/RAILING COLOUR: BLACK	ALUMINUM SOFFIT COLOUR: WHITE

KEYSTONE
ARCHITECTURE
ABBOTSFORD BC | 300 - 33131 SOUTH FRASER WAY
V2S 2B1 | 604.850.0577
CALGARY AB | 1601 - 330 11TH AVENUE SW
T2R 1L9 | 587.391.4768
MAIL@KEYSTONEARCH.CA

REGISTERED ARCHITECT
BRITISH COLUMBIA
2025-04-15

ISSUED FOR DP RESUBMISSION

NO.	ISSUE/REVISON	DATE
1	ISSUED FOR DP	25-01-07
2	ISSUED FOR DP RESUBMISSION	25-01-31

NORTH ARC MULTI-FAMILY 208 STREET

7342 208 STREET
TOWNSHIP OF LANGLEY, BC

PROJECT # 24150.1
CITY FILE # -

NORTH ARC PROPERTIES

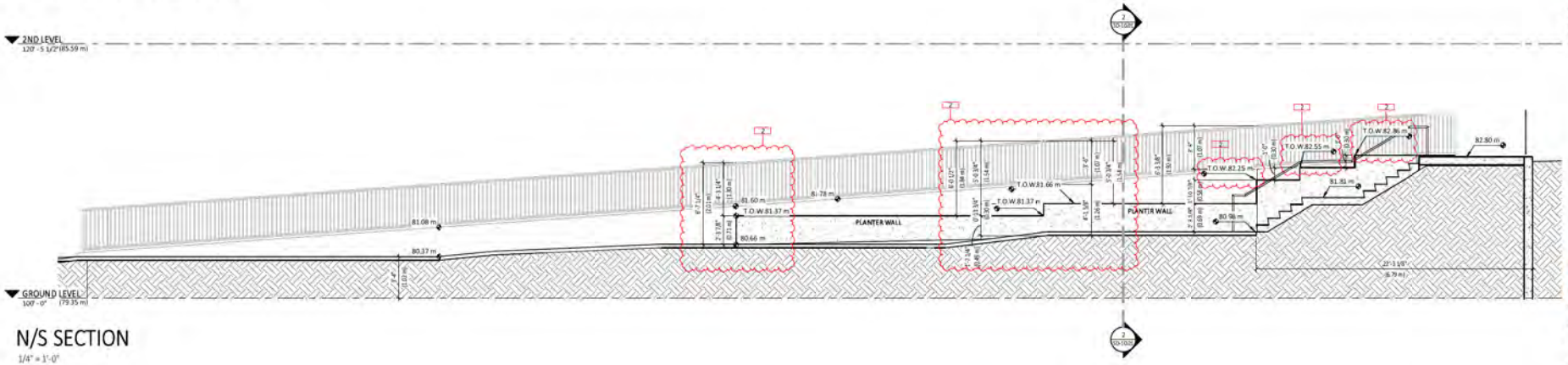
MATERIAL BOARD - SITE A

SCALE As indicated

F.1

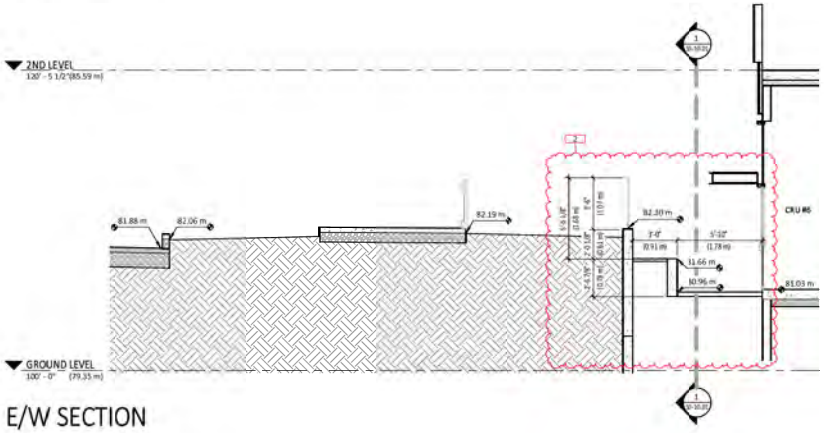
SD-4.00A

SITE A WALKWAY



N/S SECTION

1/4" = 1'-0"



E/W SECTION

1/4" = 1'-0"

KEYSTONE ARCHITECTURE

ABBOTSFORD BC | 300-33131 SOUTH FRASER WAY
V2S 2B1 | 604.850.0577
CALGARY AB | 1601 - 330 11TH AVENUE SW
T2R 1L9 | 587.391.4768
MAIL@KEYSTONEARCH.CA

ISSUED FOR DP RESUBMISSION

NO.	ISSUE/REVISION	DATE
1	ISSUED FOR DP RESUBMISSION	25-07-18
2	ISSUED FOR DP RESUBMISSION	25-11-04

NORTH ARC MULTI-FAMILY 208 STREET

7342 208 STREET
TOWNSHIP OF LANGLEY, BC

PROJECT # 24150.1
CITY FILE # -

NORTH ARC PROPERTIES

SITE A WALKWAY

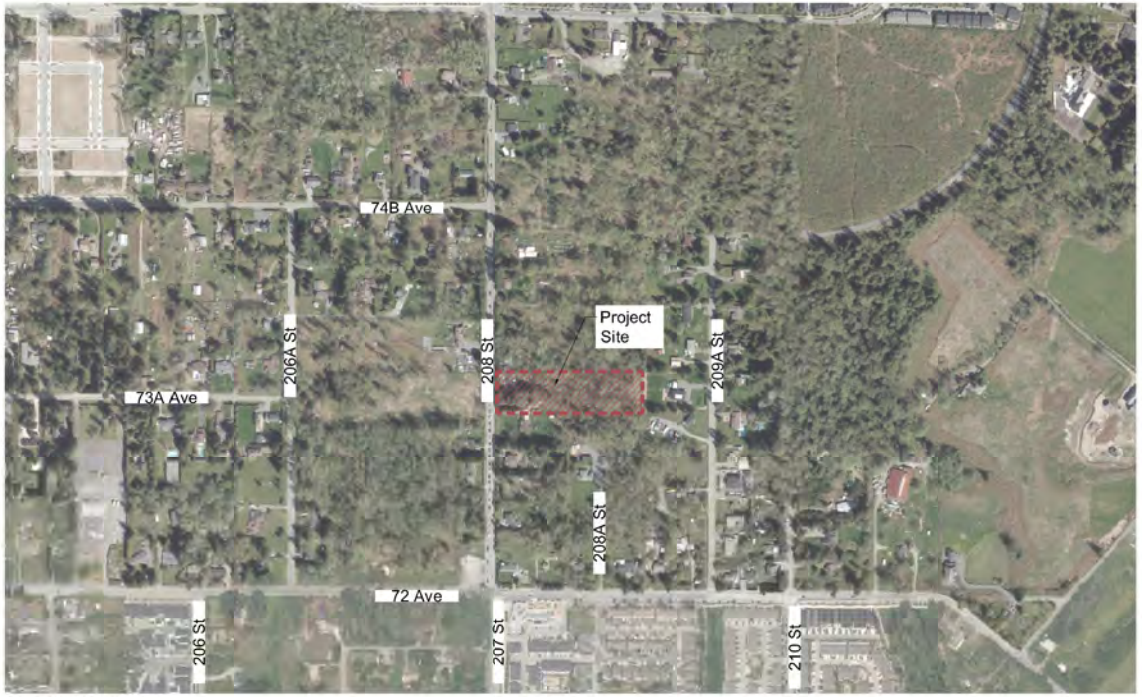
SCALE 1/4" = 1'-0"

F.1

SD-10.01

7342 208 STREET

Issued for Development Permit



Location Map (NTS)

Sheet List Table

Sheet Number	Sheet Title
L-01	COVER PAGE
AR-01	TREE MANAGEMENT PLAN
L-02A	SITE PLAN - OVERALL
L-02B	SITE PLAN - APARTMENT BUILDING
L-02C	SITE PLAN - TOWNHOMES
L-03A	GRADING PLAN - APARTMENT BUILDING
L-03B	GRADING PLAN - TOWNHOMES
L-04A	FENCING PLAN - APARTMENT BUILDING
L-04B	FENCING PLAN - TOWNHOMES
L-05	SITE PLAN - ROOF
L-06	PLANTING PALETTE
LS-01	SECTIONS
LS-02	SECTIONS
LD-01	DETAILS
LD-02	DETAILS
LD-03	DETAILS
LD-04	DETAILS
LD-05	DETAILS
LD-06	DETAILS
LD-07	DETAILS

Contact Information
VDZ+A
Project Landscape Architecture

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102 - 9181 Church Street
Fort Langley, British Columbia, V1M 2R8

Mount Pleasant Studio
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Vancouver, British Columbia, V5T 3J7

Primary project contact:
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phoenix@vdz.ca
o. 604 546 0927

Alternate contacts (incase away):
Mark van der Zalm
Principal Landscape Architect
mark@vdz.ca
o. 604 546 0920

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Keystone Architecture
Project Building Architecture

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Abbotsford, BC V2S 2B1
t. 587.391.4768

Contact Information
North Arch Properties
Client
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Surrey, BC V3R 8X8
t. 604.498.1958

VDZ+A
VAN DER ZALM + ASSOCIATES
KELOWNA
FORT LANGLEY
VANCOUVER

REV	BY	DESCRIPTION	DATE
3	PC	Issued for DP	2025-10-28
2	PC	Issued for DP	2025-07-10
1	PC	Issued for DP	2024-12-20
REV	BY	DESCRIPTION	DATE

REVISIONS TABLE FOR DRAWINGS

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REV	BY	DESCRIPTION	DATE

REVISIONS TABLE FOR SHEET

Project:
7342 208 St.

Location:
7342 208 St., Township of Langley, B.C.

SCHEDULE B

Drawn:	Stamp:
Checked:	
Approved: PC	Original Sheet Size: 24"x36"
NTS	Scale:

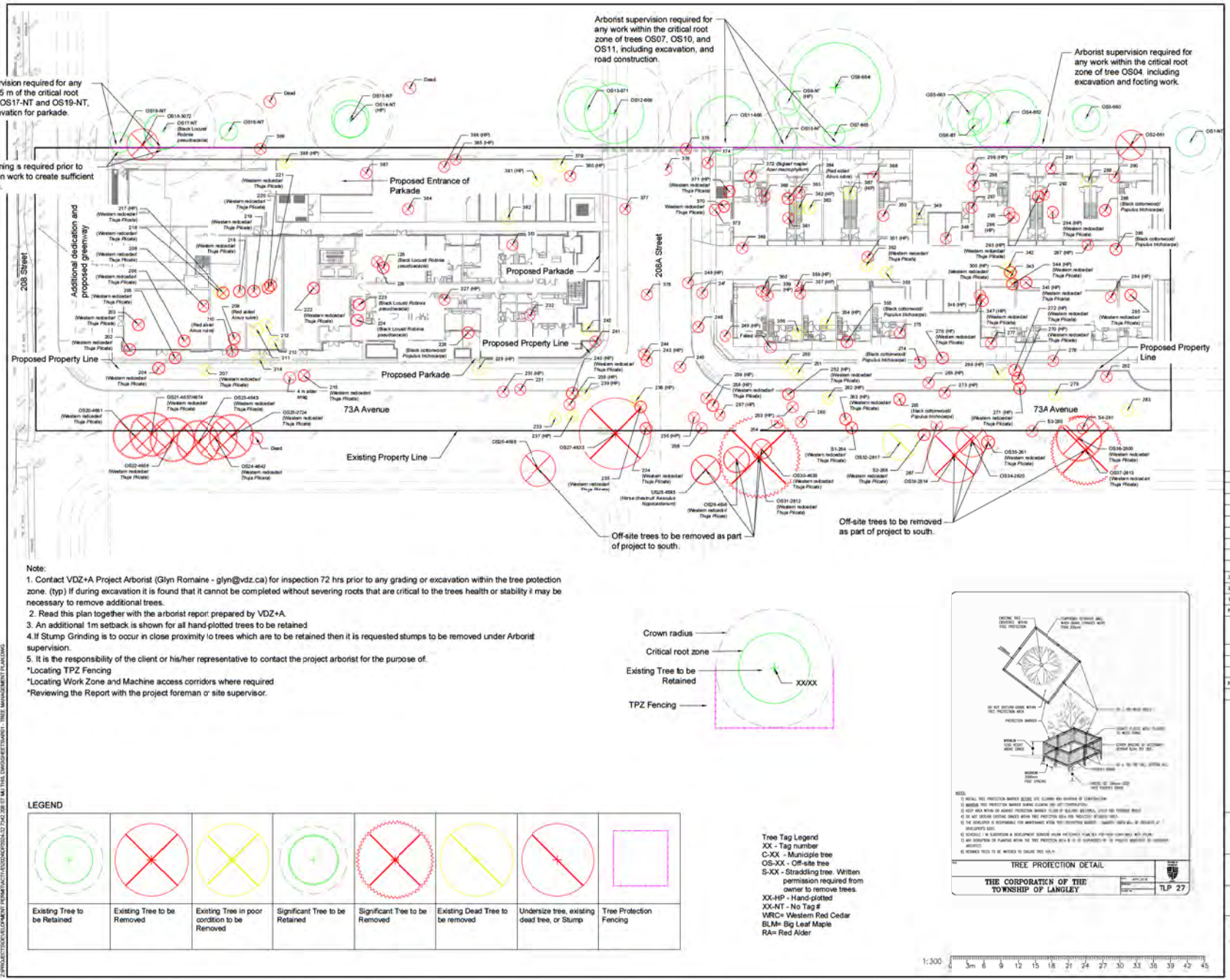
Drawing Title: COVER PAGE

VDZ Project #: DP2024-32

Drawing #: L-01

CONTRACTOR SHALL CHECK ALL DIMENSIONS ON THE WORK AND REPORT ANY DISCREPANCY TO THE CONSULTANT BEFORE PROCEEDING. ALL DIMENSIONS AND ELEVATIONS ARE TO BE CHECKED ON THE WORK AND ANY DISCREPANCY REPORTED TO THE CONSULTANT BEFORE THE COMPLETION OF THE WORK. ALL RESPONSIBILITY FOR DIMENSIONS MUST NOT BE TAKEN FROM UNCALIBRATED ISSUED FOR TENDER/CONSTRUCTION

Z:\PROJECTS\DEVELOPMENT PERMIT\ACTIVE\2024\DP2024-32 7342 208 ST MULTI\5 DWG\SHEETS\L-01 COVER PAGE.DWG



Note:
1. Contact VDZ+A Project Arborist (Glyn Romaine - glyn@vdz.ca) for inspection 72 hrs prior to any grading or excavation within the tree protection zone. (typ) If during excavation it is found that it cannot be completed without severing roots that are critical to the trees health or stability it may be necessary to remove additional trees.
2. Read this plan together with the arborist report prepared by VDZ+A.
3. An additional 1m setback is shown for all hand-plotted trees to be retained
4.If Stump Grinding is to occur in close proximity to trees which are to be retained then it is requested stumps to be removed under Arborist supervision.
5. It is the responsibility of the client or his/her representative to contact the project arborist for the purpose of:
*Locating TPZ Fencing
*Locating Work Zone and Machine access corridors where required
*Reviewing the Report with the project foreman or site supervisor.

LEGEND

Existing Tree to be Retained	Existing Tree to be Removed	Existing Tree in poor condition to be Removed	Significant Tree to be Retained	Significant Tree to be Removed	Existing Dead Tree to be removed	Undersize tree, existing dead tree, or Stump	Tree Protection Fencing

Tree Tag Legend
XX - Tag number
C-XX - Municiple tree
OS-XX - Off-site tree
S-XX - Straddling tree. Written permission required from owner to remove trees.
XX-HP - Hand-plotted
XX-NT - No Tag #
WRC= Western Red Cedar
BLM= Big Leaf Maple
RA= Red Alder

1:300 0 3m 6 9 12 15 18 21 24 27 30 33 36 39 42 45

VDZ+A
LANDSCAPE ARCHITECTURE · CIVIL ENGINEERING · URBAN FORESTRY
FORT LANGLEY STUDIO| MOUNT PLEASANT STUDIO
1(B)-9181 Church St| 102-355 Kingsway
Fort Langley, BC | Vancouver, BC
V1M 2R8 | V5T 3J7
www.vdz.ca | 604-882-0024

NOT FOR CONSTRUCTION

No.	By	Description	Date
3	PC	Issued for DP	2025-10-28
2	AL	Issued for Update	2024-12-10
1	AL	Issued for Arborist Report	2024-09-16

REVISIONS TABLE FOR DRAWINGS

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No.	By	Description	Date

REVISIONS TABLE FOR SHEET

Project:
7342 208 St.

Location:
7342 208 St., Township of Langley, B.C.

Drawn:	Stamp:
GYL	
Checked:	
DGR	
Approved:	Original Sheet Size:
MYDZ	24"x36"
Scale:	
1:300	

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Drawing Title: TREE MANAGEMENT PLAN

NORTH

VDZ Project #: DP2024-32

Drawing #: AR-1



REFERENCE NOTES SCHEDULE

SYMBOL	CODE	DESCRIPTION	DETAIL
FENCING, EDGING AND RAILINGS			
	FE-01	1.2m Unit Fence	8/LD-05
	FE-02	1.8m Privacy Fence	7/LD-05
	FE-03	1m Tall Greenway Fence	4/LD-03
	FE-04	Handrail	
	FE-05	Privacy Screen	
	FE-06	Patio Guardrail By Architecture	
	FE-07	Gate - Unit	
	FE-08	Gate - Maintenance	
	FE-09	5" x 6" Timber Edger	4/LD-04
	FE-10	150mm Concrete Edge/Curb	7/LD-02
LANDSCAPE AND PLANTING			
	LP-01	Shrub Planting	4/LD-01
	LP-02	Grass/Sod	
PLAYGROUND, SPLASH, FITNESS, SKATE			
	PF-01	PIP Rubber Surfacing	3/LD-04
	PF-02	Engineered Wood Fibre	1/LD-04
	PF-03	Sand	4/LD-04
PLAYGROUND EQUIPMENT			
	PF-102	Spring Toy	6/LD-05
	PF-103	Stepping Stump max. 300mm high	8/LD-07
	PF-104	Exerwalk	5/LD-05

SYMBOL	CODE	DESCRIPTION	DETAIL
PAVEMENT AND SURFACING			
	PS-01	Unit Pavers (Pedestrian)	2/LD-02
	PS-02	Concrete Slab	1/LD-02
	PS-03	Hydrapressed Slabs - Colour: Sand	6/LD-02
	PS-06	Wood Deck Patio	7/LD-03
	PS-07	Drip Strip	7/LD-01
	PS-08	Stepping Slabs - Maintenance Access	3/LD-03
	PS-09	Permeable Pavers (Vehicular)	5/LD-02
	PS-10	Stamped Asphalt	6/LD-03
SITE FURNITURE AND STRUCTURES			
	S-02	Picnic Table	2/LD-05
	S-03	Table with Chairs	3/LD-05
	S-04	Bike Rack	4/LD-05
	S-05	AC; refer to Arch	
	S-07	Overhead Trellis	4/LD-06
RETAINING WALLS			
	W-01	CIP Concrete Wall	1/LD-03

PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	CONT	SIZE	QTY
DECIDUOUS				
	Acer palmatum 'Bloodgood' / Bloodgood Japanese Maple	B&B	2.5m ht	4
	Amelanchier canadensis 'Glenform' / Rainbow Pillar® Canadian Serviceberry	B&B	6cm cal.	12
	Cercis canadensis 'JN2' / The Rising Sun™ Eastern Redbud	B&B	6cm cal.	6
	Cornus x 'Eddie's White Wonder' / Eddie's White Wonder Dogwood	B&B	6cm cal.	4
	Magnolia x soulangeana 'Susan' / Susan Magnolia	B&B	6cm cal.	4
	Malus fusca / Oregon Crab Apple	B&B	4cm cal.	7
	SUBTOTAL:			37
STREET TREE				
	Acer macrophyllum / Big Leaf Maple	B&B	8cm cal.	14
	Betula papyrifera / Paper Birch	B&B	6cm cal.	8
	Quercus garryana / Oregon Oak	B&B	6cm cal.	1
	SUBTOTAL:			22

PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	CONT	SIZE	QTY
CONIFER				
	Abies amabilis / Pacific Silver Fir	B&B	3.0m ht	4
	Picea omorika / Serbian Spruce	B&B	2.5m ht	4
	Picea omorika 'Bruns' / Bruns Spruce	B&B	2.5m ht	17
	Taxus brevifolia / Western yew	B&B	3.0m ht	6
	Thuja plicata / Western Red Cedar	B&B	2.5m ht	6
	SUBTOTAL:			37

1:300 0 3m 6 9 12 15 18 21 24 27 30 33 36 39 42 45

VDZ+A
VAN DER ZALM + ASSOCIATES
LANDSCAPE ARCHITECTURE · CIVIL ENGINEERING · URBAN FORESTRY
KELOWNA
FORT LANGLEY
VANCOUVER

Key Map (NTS)



REV	BY	DESCRIPTION	DATE
3	PC	Issued for DP	2025-10-28
2	PC	Issued for DP	2025-07-10
1	PC	Issued for DP	2024-12-20

REVISIONS TABLE FOR DRAWINGS

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REV	BY	DESCRIPTION	DATE

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Project:
7342 208 St.

Location:
7342 208 St., Township of Langley, B.C.

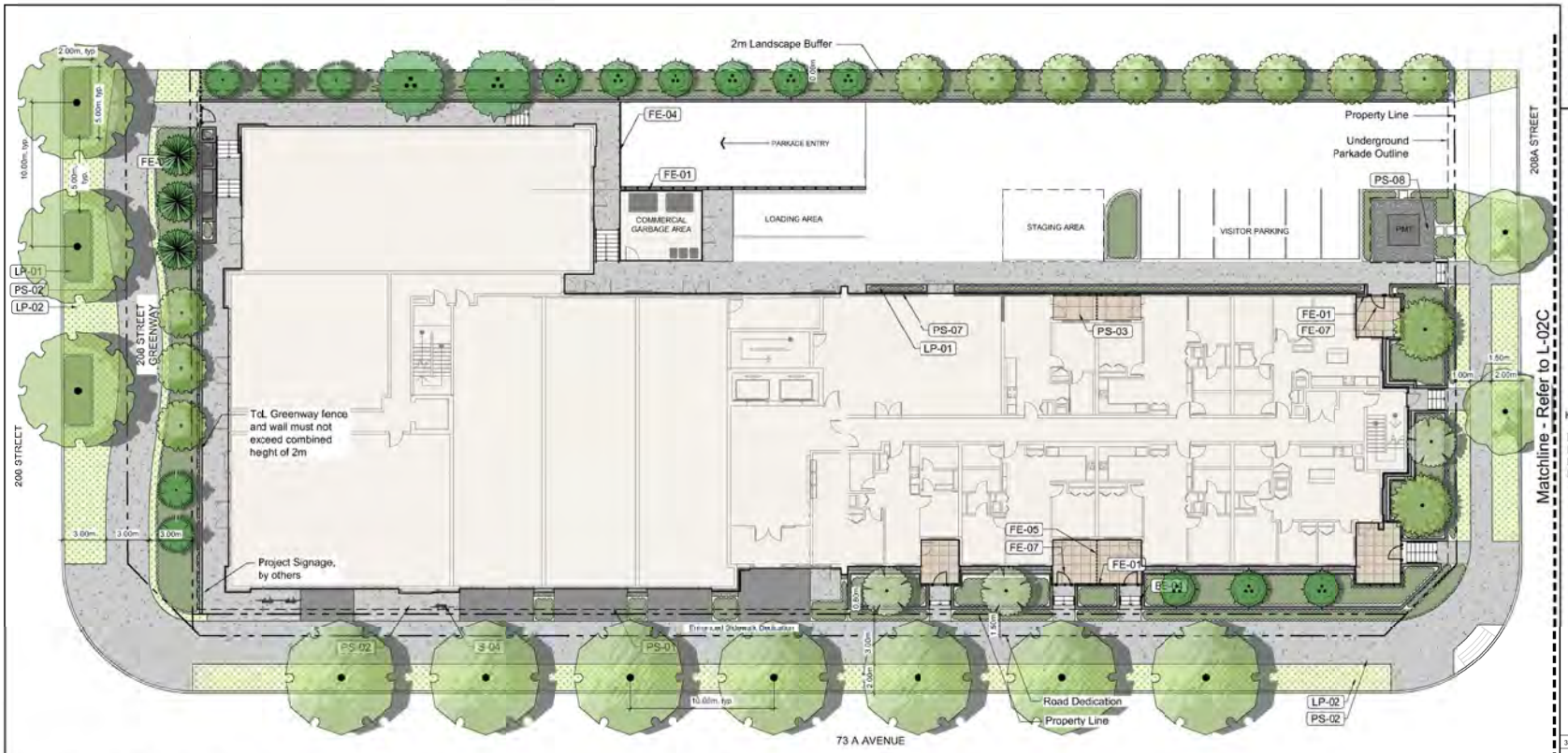
Drawn: AF AF	Stamp:
Checked: PC	
Approved: PC	Original Sheet Size: 24"x36"
NORTH	Scale: 1:300

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Drawing Title: SITE PLAN - OVERALL

VDZ Project #: DP2024-32

Drawing #: L-024



Key Map (NTS)



REFERENCE NOTES SCHEDULE

SYMBOL	CODE	DESCRIPTION	DETAIL
FENCING, EDGING AND RAILINGS			
	FE-01	1.2m Ht ll Fence	8/LD-05
	FE-02	1.8m Privacy Fence	7/LD-05
	FE-03	1m Tnl. Greenway Fence	4/LD-03
	FE-04	Handrail	
	FE-05	Privacy Screen	
	FE-06	Paint/Guestrail By Architecture	
	FE-07	Gate - Unit	
	FE-08	Gate - Maintenance	
	FE-09	6" x 6" Trench Edge	4/LD-04
	FE-10	150mm Concrete Edge/Curb	7/LD-02
LANDSCAPE AND PLANTING			
	LP-01	Shrub Planting	4/LD-01
	LP-02	Grass/Sod	
PLAYGROUND, SPLASH, FITNESS, SKATE			
	PF-01	PIP Rubber Surfacing	3/LD-04
	PF-02	Engineered Wood Fibre	1/LD-04
	PF-03	Sand	4/LD-04

PLAYGROUND EQUIPMENT			
	PF-102	Spring Toy	8/LD-05
	PF-103	Stepping Stump max. 300mm high	8/LD-07
	PF-104	Excavator	5/LD-05
PAVEMENT AND SURFACING			
	PS-01	Unit Pavers (Pedestrian)	2/LD-02
	PS-02	Concrete Slab	1/LD-02
	PS-03	Hydrapressed Slabs - Colour: Sand	6/LD-02
	PS-06	Wood Deck Patio	7/LD-03
	PS-07	Drip Strip	7/LD-01
	PS-08	Stepping Stone - Maintenance Access	3/LD-03
	PS-09	Permeable Pavers (Vehicular)	5/LD-02
	PS-10	Stamped Asphalt	6/LD-03
SITE FURNITURE AND STRUCTURES			
	S-02	Picnic Table	2/LD-05
	S-03	Table with Chairs	3/LD-05
	S-04	Bike Rack	4/LD-05
	S-05	AC, refer to Arch.	
	S-07	Overhead Trees	8/LD-06
RETAINING WALLS			
	W-01	CIP Concrete Wall	1/LD-03

PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	CONT	SIZE	QTY
DECIDUOUS				
	Acer palmatum 'Bloodgood' / Bloodgood Japanese Maple	B&B	2.5m ht	4
	Amelanchier canadensis 'Glenform' / Rainbow Pillar® Canadian Serviceberry	B&B	6cm cal.	12
	Cercis canadensis 'JN2' / The Rising Sun™ Eastern Redbud	B&B	6cm cal.	6
	Cornus x 'Eddie's White Wonder' / Eddie's White Wonder Dogwood	B&B	6cm cal.	4
	Magnolia x soulangeana 'Susan' / Susan Magnolia	B&B	6cm cal.	4
	Malus fusca / Oregon Crab Apple	B&B	4cm cal.	7
	SUBTOTAL:			37
STREET TREE				
	Acer macrophyllum / Big Leaf Maple	B&B	8cm cal.	14
	Betula papyrifera / Paper Birch	B&B	6cm cal.	5
	Quercus garryana / Oregon Oak	B&B	6cm cal.	3
	SUBTOTAL:			22

SYMBOL	BOTANICAL / COMMON NAME	CONT	SIZE	QTY
CONIFER				
	Abies amabilis / Pacific Silver Fir	B&B	3.0m ht	4
	Picea omorika / Serbian Spruce	B&B	2.5m ht	4
	Picea omorika 'Bruns' / Bruns Spruce	B&B	2.5m ht	17
	Taxus brevifolia / Western yew	B&B	3.0m ht	6
	Thuja plicata / Western Red Cedar	B&B	2.5m ht	6
	SUBTOTAL:			37

1:150 0 1.5m 3 4.5 6 7.5 9 10.5 12 13.5 15 16.5 18 19.5 21 22.5

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Drawing Title: SITE PLAN - APARTMENT BUILDING

VDZ Project #: DP2024-32

Drawing #: L-02B



REFERENCE NOTES SCHEDULE

SYMBOL	CODE	DESCRIPTION	DETAIL
FENCING, EDGING AND RAILINGS			
	FE-01	1.2m Ht Fence	8/LD-05
	FE-02	1.8m Privacy Fence	7/LD-05
	FE-03	1m Tall Greenway Fence	4/LD-05
	FE-04	Handrail	
	FE-05	Privacy Screen	
	FE-06	Panel Guardrail By Architecture	
	FE-07	Gate - Unit	
	FE-08	Gate - Maintenance	
	FE-09	6" x 6" Timber Edge	4/LD-04
	FE-10	150mm Concrete Edge/Curb	7/LD-02
LANDSCAPE AND PLANTING			
	LP-01	Shrub Planting	4/LD-01
	LP-02	Grass/Sod	
PLAYGROUND, SPLASH, FITNESS, SKATE			
	PF-01	PIP Rubber Surfacing	3/LD-04
	PF-02	Engineered Wood Fibre	1/LD-04
	PF-03	Sand	4/LD-04

PLAYGROUND EQUIPMENT			
	PF-102	Spring Toy	8/LD-05
	PF-103	Stepping Stump max. 300mm high	8/LD-07
	PF-104	Excavator	5/LD-05
PAVEMENT AND SURFACING			
	PS-01	Unit Pavers (Pedestrian)	2/LD-02
	PS-02	Concrete Slab	1/LD-02
	PS-03	Hydrapressed Slabs - Colour: Sand	6/LD-02
	PS-06	Wood Deck Patio	7/LD-03
	PS-07	Drip Strip	7/LD-01
	PS-08	Stepping Stairs - Maintenance Access	3/LD-03
	PS-09	Permeable Pavers (Vehicular)	5/LD-02
	PS-10	Stamped Asphalt	6/LD-03
SITE FURNITURE AND STRUCTURES			
	S-02	Picnic Table	2/LD-05
	S-03	Table with Chairs	3/LD-05
	S-04	Bike Rack	4/LD-05
	S-05	AC, refer to Arch.	
	S-07	Overhead Trellis	4/LD-06
RETAINING WALLS			
	W-01	CIP Concrete Wall	1/LD-03

PLANT SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	CONT	SIZE	QTY
DECIDUOUS				
	Acer palmatum 'Bloodgood' / Bloodgood Japanese Maple	B&B	2.5m ht	4
	Amelanchier canadensis 'Glenform' / Rainbow Pillar® Canadian Serviceberry	B&B	6cm cal.	12
	Cercis canadensis 'JN2' / The Rising Sun™ Eastern Redbud	B&B	6cm cal.	6
	Cornus x 'Eddie's White Wonder' / Eddie's White Wonder Dogwood	B&B	6cm cal.	4
	Magnolia x soulangeana 'Susan' / Susan Magnolia	B&B	6cm cal.	4
	Malus fusca / Oregon Crab Apple	B&B	4cm cal.	7
	SUBTOTAL:			37
STREET TREE				
	Acer macrophyllum / Big Leaf Maple	B&B	8cm cal.	14
	Betula papyrifera / Paper Birch	B&B	6cm cal.	5
	Quercus garryana / Oregon Oak	B&B	6cm cal.	3
	SUBTOTAL:			22
CONIFER				
	Abes amabilis / Pacific Silver Fir	B&B	3.0m ht	4
	Picea omorika / Serbian Spruce	B&B	2.5m ht	4
	Picea omorika 'Bruns' / Bruns Spruce	B&B	2.5m ht	17
	Taxus brevifolia / Western yew	B&B	3.0m ht	6
	Thuja plicata / Western Red Cedar	B&B	2.5m ht	6
	SUBTOTAL:			37

1:150 0 1.5m 3 4.5 6 7.5 9 10.5 12 13.5 15 16.5 18 19.5 21 22.5

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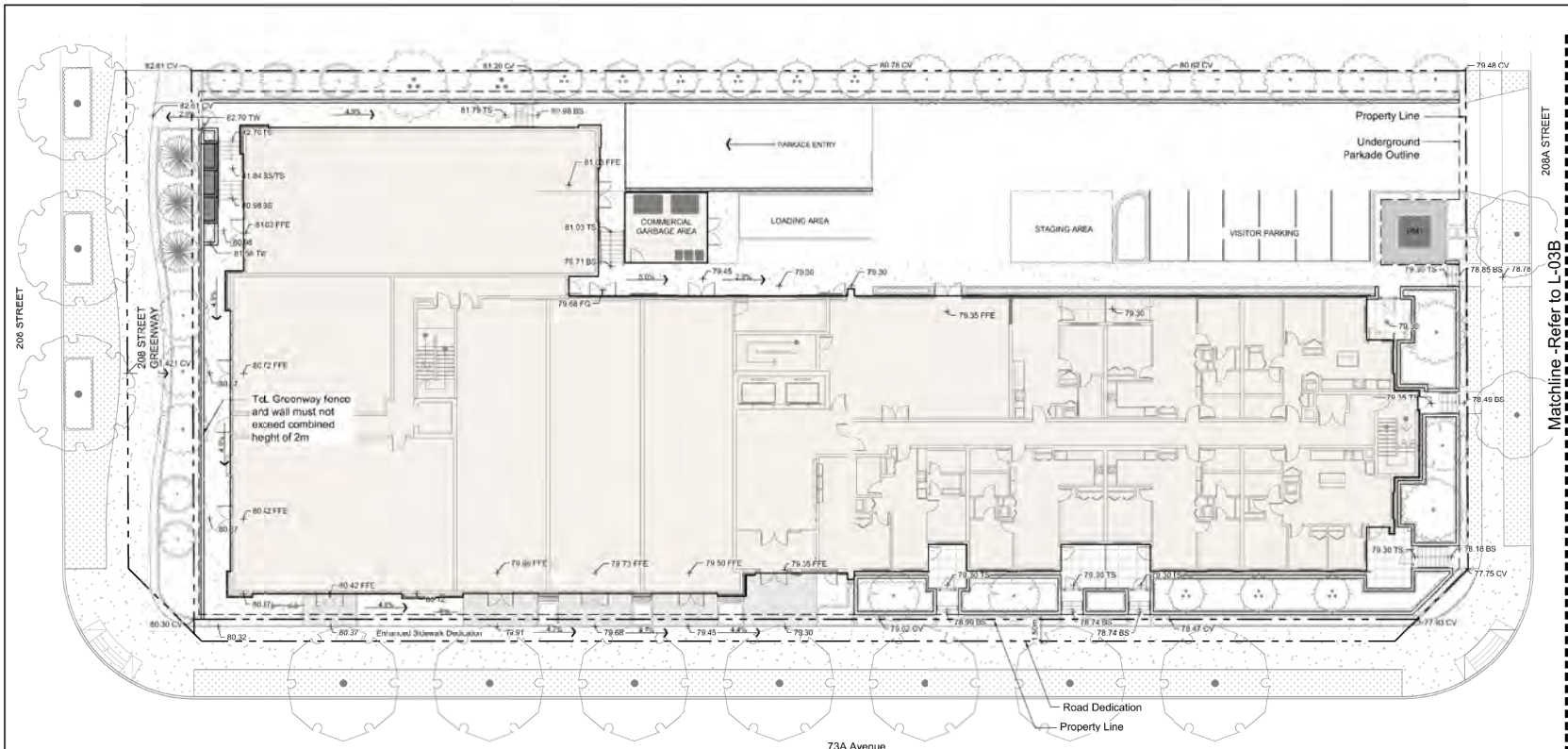
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Drawing Title: SITE PLAN - TOWNHOMES

VDZ Project #: DP2024-32

Drawing #: L-02



REFERENCE NOTES SCHEDULE

SYMBOL	CODE	DESCRIPTION	DETAIL
═══	W-01	CIP Concrete Wall	1/LD-03

1:150 0 1.5m 3 4.5 6 7.5 9 10.5 12 13.5 15 16.5 18 19.5 21 22.5

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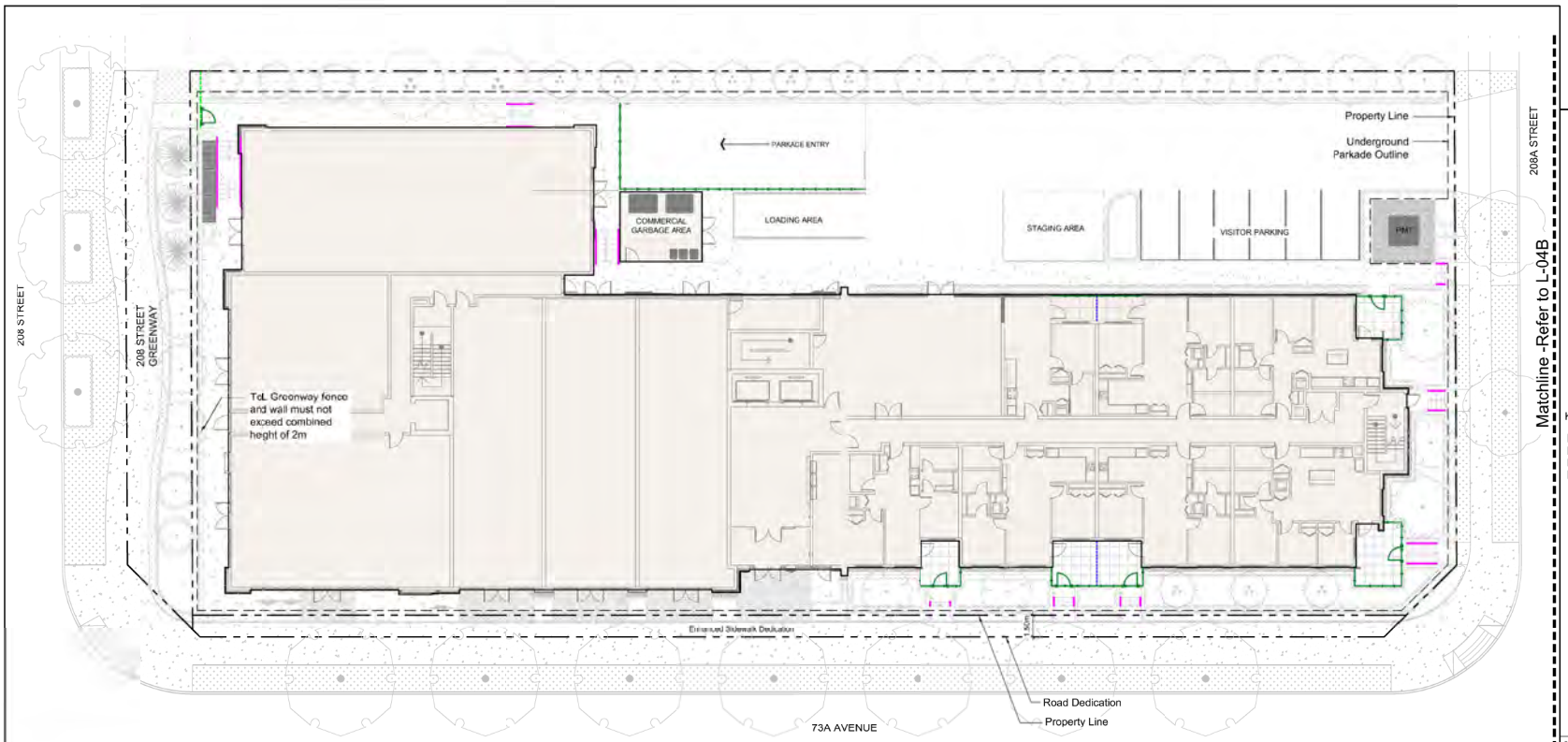
Drawing Title:
GRADING PLAN - APARTMENT BUILDING

VDZ Project #:
DP2024-32

Drawing #
L-03A

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Drawing Title:
GRADING PLAN - TOWNHOMES
VDZ Project #:
DP2024-32
Drawing #
L-03
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Matchline -Refer to L-03A
208A STREET
73 A AVENUE
Property Line
Road Dedication
Property Line
Townhouse patios and
stairs by Architecture, typ.
2 VISITOR
PARKING STALLS
4 VISITOR
PARKING STALLS
PMT
REFERENCE NOTES SCHEDULE
SYMBOL | CODE | DESCRIPTION | DETAIL
W-01 | CIP Concrete Wall | 1/LD-03
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REFERENCE NOTES SCHEDULE

SYMBOL	CODE	DESCRIPTION	DETAIL
FENCING, EDGING AND RAILINGS			
	FE-01	1.2m Unit Fence	8/LD-05
	FE-02	1.8m Privacy Fence	7/LD-05
	FE-03	1m TcL Greenway Fence	4/LD-03
	FE-04	Handrail	
	FE-05	Privacy Screen	
	FE-06	Pane Guardrail By Architecture	
	FE-07	Gate - Unit	
	FE-08	Gate - Maintenance	
	FE-09	6" x 6" Timber Edger	4/LD-04

1:150 0 1.5m 3 4.5 6 7.5 9 10.5 12 13.5 15 16.5 18 19.5 21 22.5

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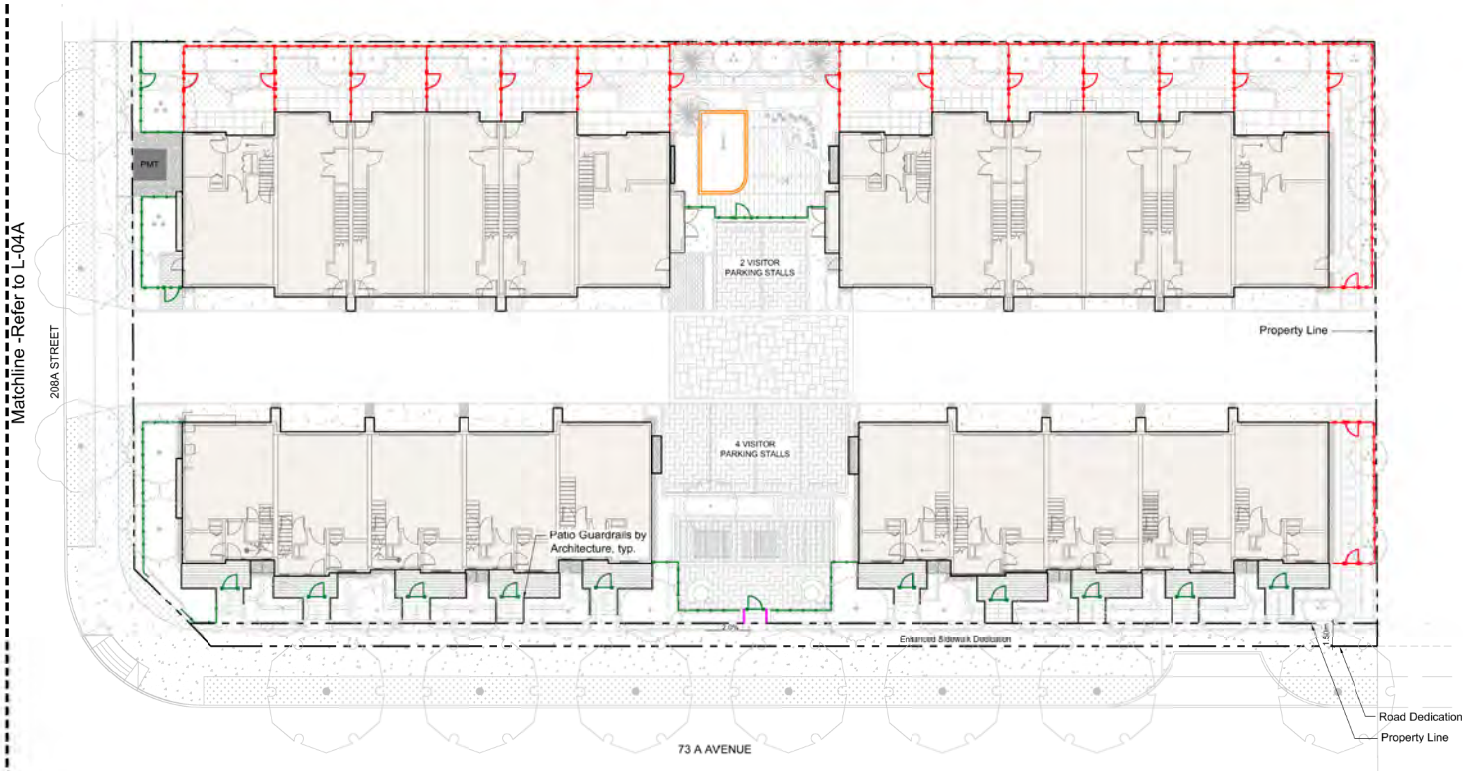
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Drawing Title: FENCING PLAN - APARTMENT BUILDING

VDZ Project #: DP2024-32

Drawing # L-04



REFERENCE NOTES SCHEDULE

SYMBOL	CODE	DESCRIPTION	DETAIL
FENCING, EDGING AND RAILINGS			
	FE-01	1.2m Unit Fence	8/LD-05
	FE-02	1.8m Privacy Fence	7/LD-05
	FE-03	1m ToL Greenway Fence	4/LD-03
	FE-04	Handrail	
	FE-05	Privacy Screen	
	FE-06	Patio Guardrail By Architecture	
	FE-07	Gate - Unit	
	FE-08	Gate - Maintenance	
	FE-09	6" x 6" Timber Edger	4/LD-04

1:150 0 1.5m 3 4.5 6 7.5 9 10.5 12 13.5 15 16.5 18 19.5 21 22.5

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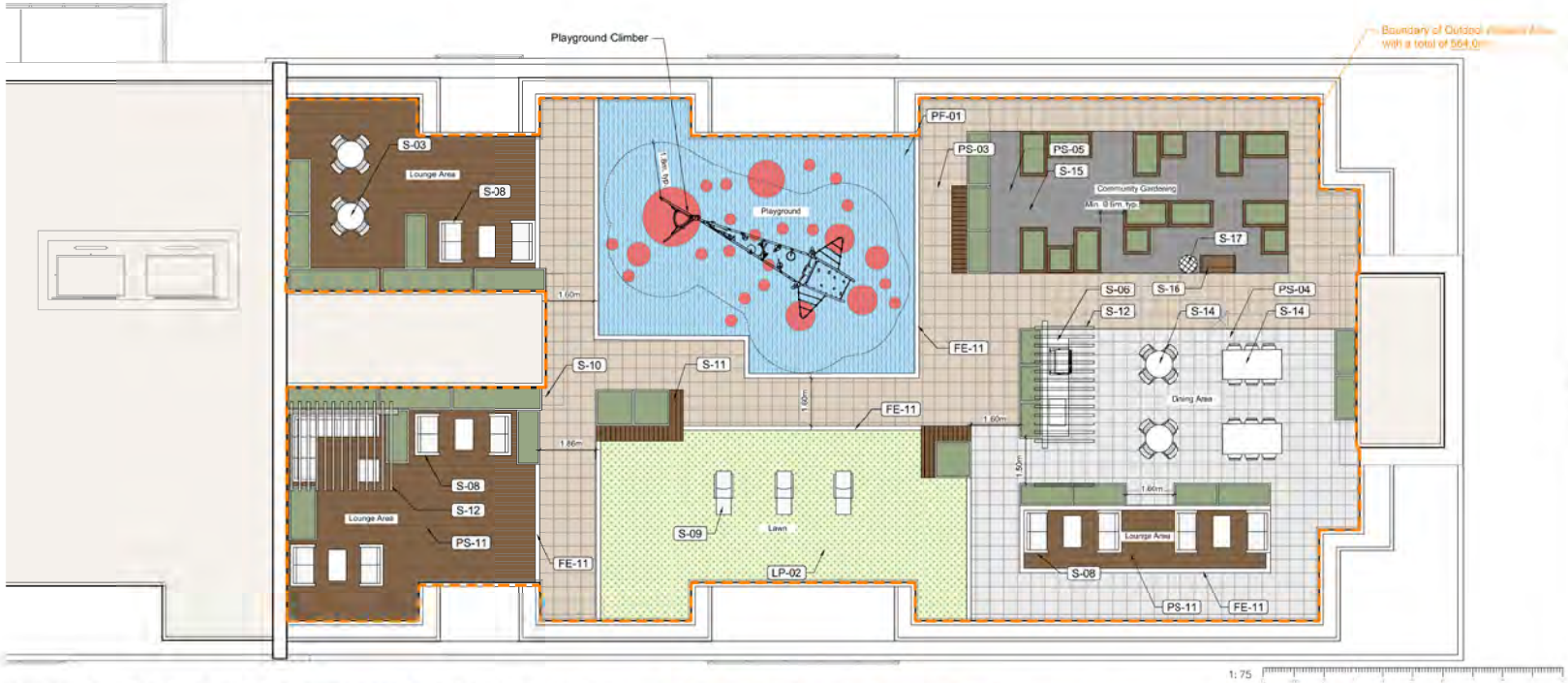
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Drawing Title: FENCING PLAN - TOWNHOMES
VDZ Project #: DP2024-32
Drawing # L-04B

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1: 75

REFERENCE NOTES SCHEDULE

SYMBOL	CODE	DESCRIPTION	DETAIL
FENCING, EDGING AND RAILINGS			
	FE-11	150mm Concrete Curb on Wood Frame Buildup	
LANDSCAPE AND PLANTING			
	LP-02	Grass/Sod	
PLAYGROUND, SPLASH, FITNESS, SKATE			
	PF-01	PIP Rubber Surfacing	
PAVEMENT AND SURFACING			
	PS-03	Hydrapressed Slate - Colour: Sand	
	PS-04	Hydrapressed Slate - Colour: Nature	
	PS-05	Hydrapressed Slate - Colour: Charcoal	
	PS-11	Wood Decking	

REFERENCE NOTES SCHEDULE

SYMBOL	CODE	DESCRIPTION	DETAIL
SITE FURNITURE AND STRUCTURES			
	S-03	Table with Chairs	
	S-06	Outdoor Kitchen	
	S-08	Lounge Seating	
	S-09	Sun Lounger	
	S-10	Movable Planter	
	S-11	Moveable Planter with Bench	
	S-12	Trellis	
	S-14	Dining Table	
	S-15	Community Planter	
	S-16	Potting Table	
	S-17	Compost Bin	


LOUNGE SEATING WITH TRELLIS


COMMUNITY PLANTER


COMMUNITY PLANTER


PLAYGROUND - CLIMBER


OUTDOOR KITCHEN

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Drawing Title: SITE PLAN - ROOF

VDZ Project #: DP2024-32

Drawing #: L-05

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PLANT SCHEDULE

CODE	BOTANICAL / COMMON NAME	CONT	SPACING
SHRUBS			
Ar	Arctostaphylos uva-ursi / Kinnikinnick	#1	0.5 m
Aj	Azalea japonica 'Hino White' / Hino White Japanese Azalea	#3	0.7 m
Bx2	Buxus microphylla 'Green Gem' / Green Gem Boxwood	#2	0.6 m
Ct	Camellia sinensis 'Teabreeze' / Tea	#3	0.9 m
Cv	Ceanothus thyrsiflorus 'Victoria' / Victoria Ceanothus	#2	0.9 m
Cy	Cornus sericea 'Bud's Yellow' / Yellow Twig Dogwood	#3	0.9 m
Cc	Cotinus coggygria 'Young Lady' / Young Lady Smoke Tree	#5	1.2 m
Ma	Mahonia aquifolium / Oregon Grape	#2	0.6 m
Nf	Nepeta faassenii / Catmint	#2	0.6 m
Pj	Pieris japonica 'Cavatine' / Cavatine Japanese Pieris	#5	1 m
Pl	Prunus laurocerasus 'Otto Luyken' / Otto Luyken English Laurel	#5	1 m
Re	Rhododendron x 'English Roseum' / English Roseum Rhododendron	#10	1.5 m
Tx	Taxus x media 'Hillii' / Hill's Anglo-Japanese Yew	1.5 m ht	0.6 m
Ts	Thuja occidentalis 'Smaragd' / Emerald Green Arborvitae	1.8m Ht	0.7 m
Vd	Viburnum davidii / David Viburnum	#2	0.9 m
GRASSES / PERENNIALS			
Em	Echinacea purpurea 'Magnus' / Magnus Purple Coneflower	#1	0.3 m
Ed	Eutrochium dubium 'Little Joe' / Little Joe Pye Weed	#2	0.6 m
H	Hemerocallis x 'Happy Returns' / Happy Returns Daylily	#1	0.6 m
Hc	Hosta x 'Catherine' / Catherine Hosta	#1	0.6 m
Lm2	Lavandula angustifolia 'Munstead' / Munstead English Lavender	#1	0.45 m
Pa	Pennisetum alopecuroides 'Red Head' / Red Head Fountain Grass	#1	0.6 m
Pm	Polystichum munitum / Western Sword Fern	#1	0.6 m
Sb	Salvia nemorosa 'Blue Marvel' / Blue Marvel Meadow Sage	#1	0.6 m
Ss	Sedum x 'Autumn Joy' / Autumn Joy Sedum	#1	0.3 m

1 PLANTING SCHEDULE
NTS

PLANTING CONCEPT:
The plant palette is purple, yellow and pink with a number of native plants used such as Kinnikinnick, Oregon grape, and Dogwood.

There are several key features that create bird and pollinator habitats including:
1. Conifer trees for nesting.
2. Mahonia and Dogwood for seed and fruit harvest.
3. A variety of pollinator plants for bees and butterflies.

BIRD FRIENDLY

BEE FRIENDLY

BUTTERFLY FRIENDLY

BLOOM SCHEDULE

CODE	BOTANICAL / COMMON NAME	EARLY SPRING	MID SPRING	LATE SPRING	EARLY SUMMER	MID SUMMER	LATE SUMMER	EARLY FALL	MID FALL	LATE FALL	EARLY WINTER	MID WINTER	LATE WINTER
SHRUBS													
Ar	Arctostaphylos uva-ursi / Kinnikinnick												
Aj	Azalea japonica 'Hino White' / Hino White Japanese Azalea												
Bx2	Buxus microphylla 'Green Gem' / Green Gem Boxwood												
Ct	Camellia sinensis 'Teabreeze' / Tea												
Cv	Ceanothus thyrsiflorus 'Victoria' / Victoria Ceanothus												
Cy	Cornus sericea 'Bud's Yellow' / Yellow Twig Dogwood												
Cc	Cotinus coggygria 'Young Lady' / Young Lady Smoke Tree												
Ma	Mahonia aquifolium / Oregon Grape												
Nf	Nepeta faassenii / Catmint												
Pj	Pieris japonica 'Cavatine' / Cavatine Japanese Pieris												
Pl	Prunus laurocerasus 'Otto Luyken' / Otto Luyken English Laurel												
Re	Rhododendron x 'English Roseum' / English Roseum Rhododendron												
Vd	Viburnum davidii / David Viburnum												
GRASSES / PERENNIALS													
Em	Echinacea purpurea 'Magnus' / Magnus Purple Coneflower												
Ed	Eutrochium dubium 'Little Joe' / Little Joe Pye Weed												
H	Hemerocallis x 'Happy Returns' / Happy Returns Daylily												
Hc	Hosta x 'Catherine' / Catherine Hosta												
Lm2	Lavandula angustifolia 'Munstead' / Munstead English Lavender												
Pa	Pennisetum alopecuroides 'Red Head' / Red Head Fountain Grass												
Sb	Salvia nemorosa 'Blue Marvel' / Blue Marvel Meadow Sage												
Ss	Sedum x 'Autumn Joy' / Autumn Joy Sedum												

2 BLOOM SCHEDULE
NTS


PINK STAR MAGNOLIA


RUBY VASE PERSIAN IRONWOOD


ERECT SCOTCH PINE


HOOPSII COLRADO SPRUCE


HILL'S YEW


BOXWOOD


KINNIKINNICK


MUNSTEAD ENGLISH LAVENDER


RED HEAD FOUNTAIN GRASS


HAPPY RETURNS DAYLILY


SUNDANCE MEXICAN MOCK ORANGE


CAVATINE JAPANESE PIERIS


LITTLE JOE PYE WEED


BUD'S YELLOW DOGWOOD


ENGLISH ROSEUM RHODODENDRON


AUTUMN JOY SEDUM


BLUE MARVEL MEADOW SAGE


YOUNG LADY SMOKE TREE


VICTORIA CEANOTHUS

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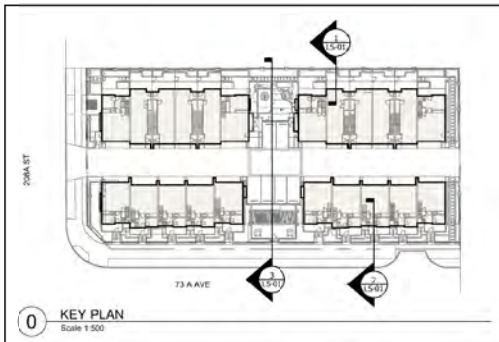
Drawing Title: PLANTING PALETTE

VDZ Project #: DP2024-32

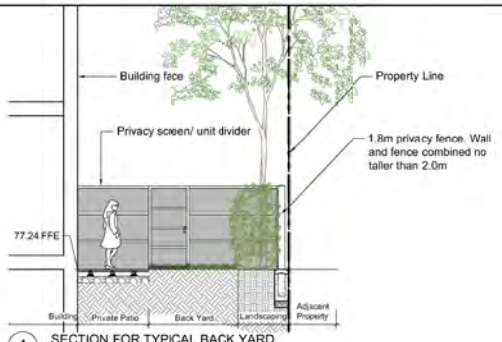
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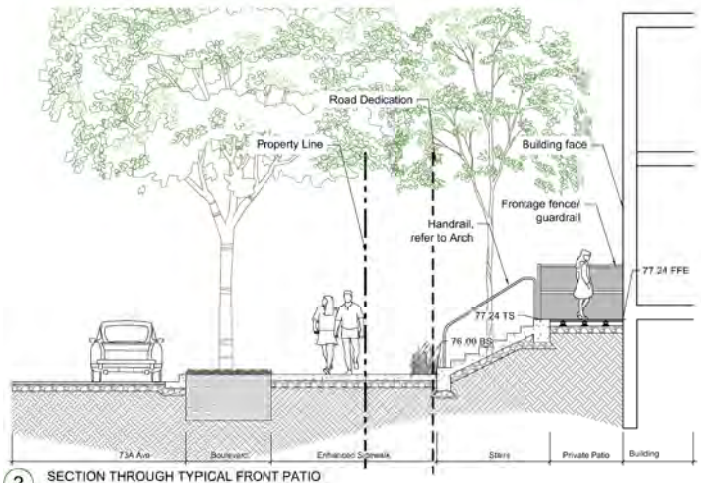
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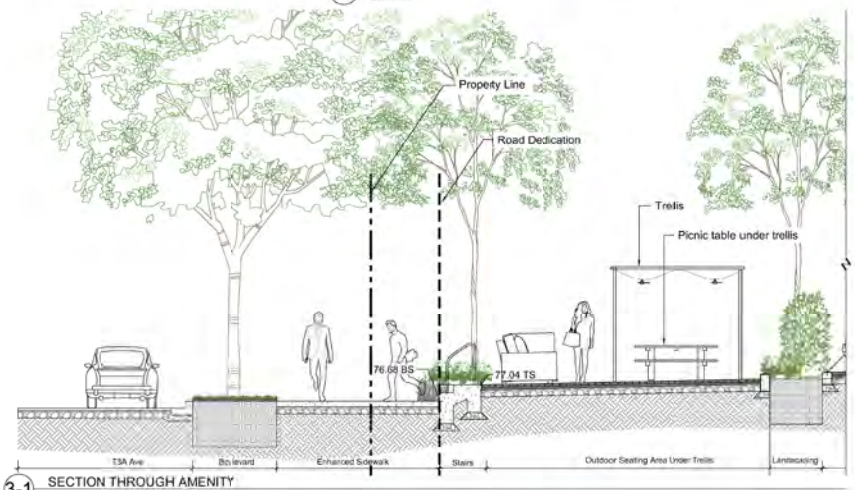
0 KEY PLAN
Scale 1:500



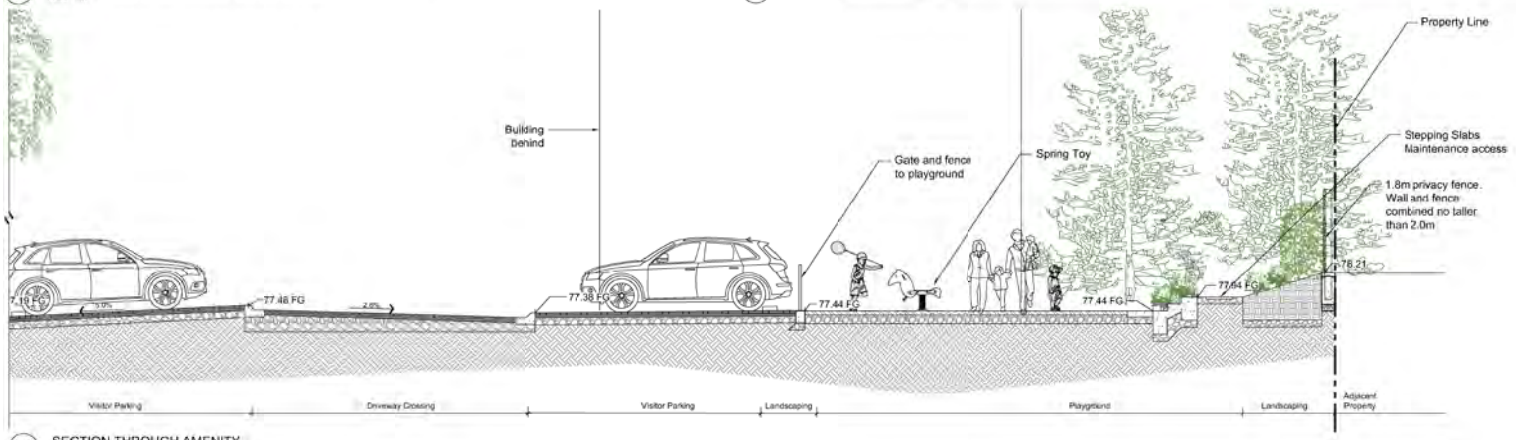
1 SECTION FOR TYPICAL BACK YARD
Scale 1:50



2 SECTION THROUGH TYPICAL FRONT PATIO
Scale 1:50



3-1 SECTION THROUGH AMENITY
Scale 1:50



3-2 SECTION THROUGH AMENITY
Scale 1:50

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REV	BY	DESCRIPTION	DATE

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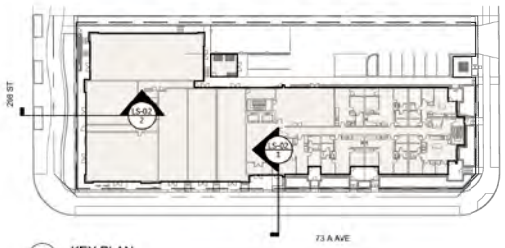
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7342 208 St., Township of Langley, B.C.

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Checked: PC
Approved: PC
Stamp:
Original Sheet Size: 24"x36"
Scale: 1:50

Drawing Title: SECTIONS
VDZ Project #: DP2024-32
Drawing # L9-01

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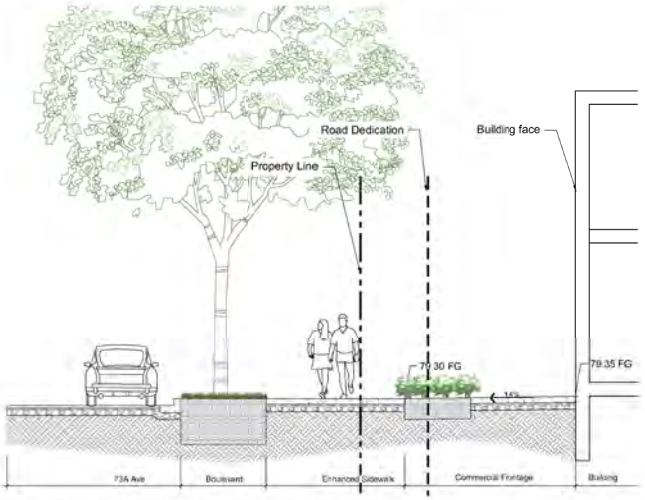
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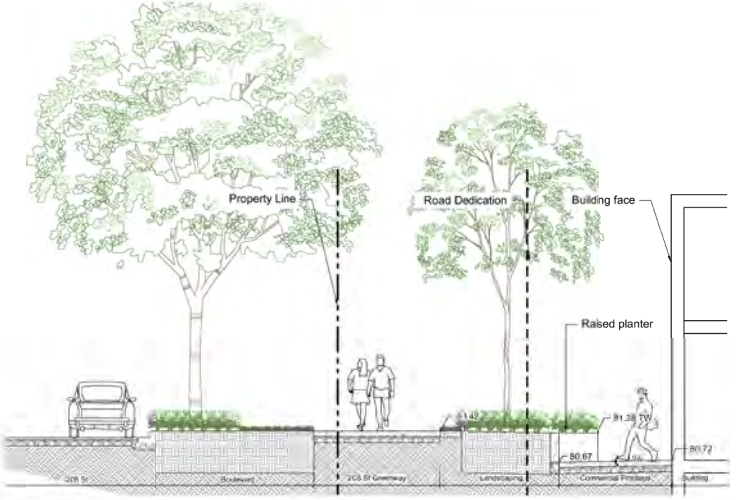
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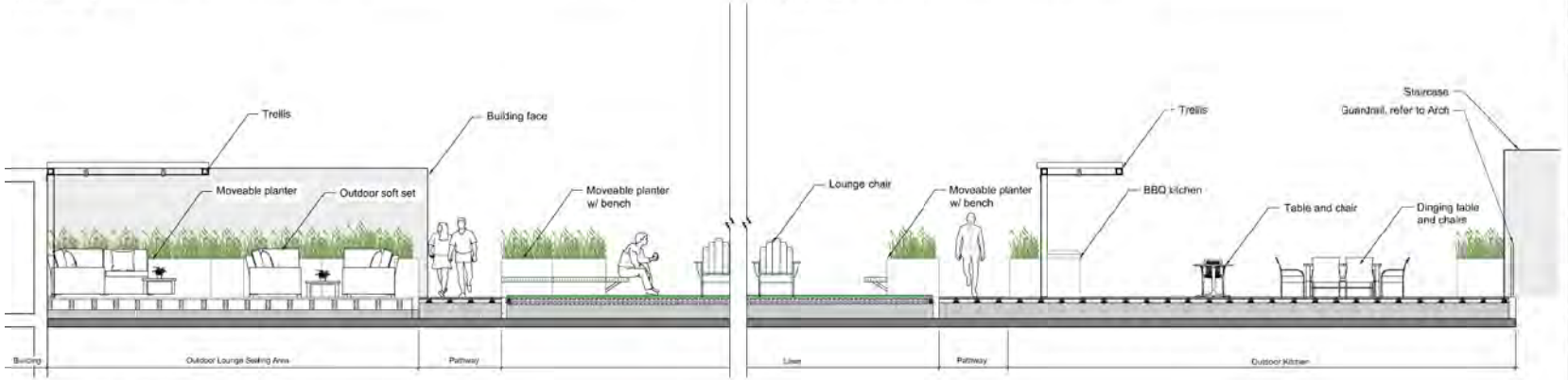
0 ROOFTOP KEY PLAN
Scale 1:500



1 SECTION THROUGH 73A COMMERCIAL FRONTAGE
Scale 1:50



2 SECTION THROUGH 208ST COMMERCIAL FRONTAGE
Scale 1:50



3 SECTION THROUGH ROOFTOP AMENITY
Scale 1:50

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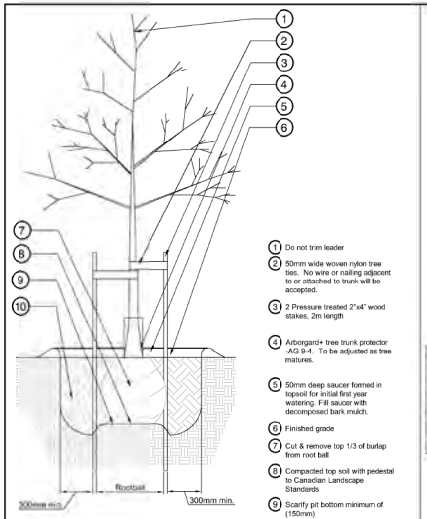
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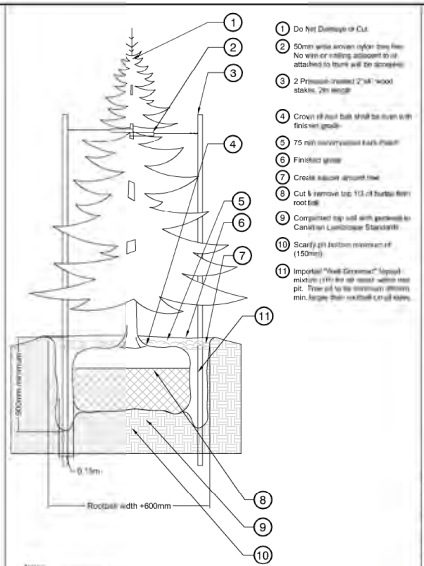
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Drawing #: L9-02 5

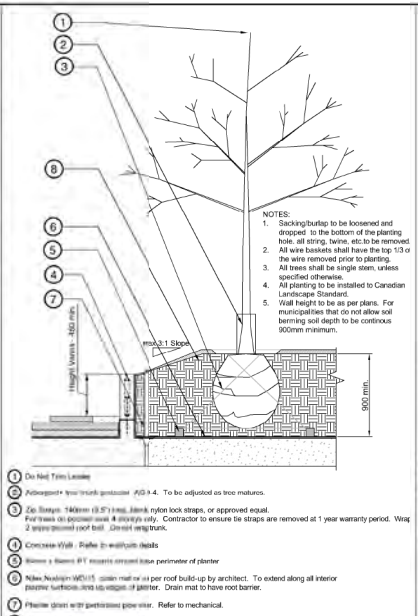
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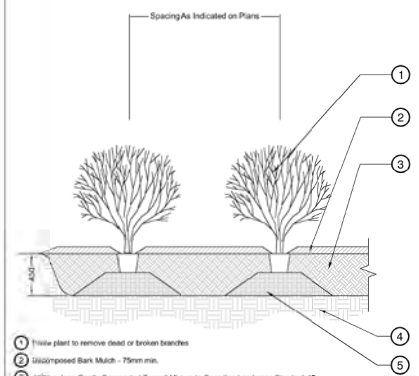
1 TREE PLANTING - DECIDUOUS TREE



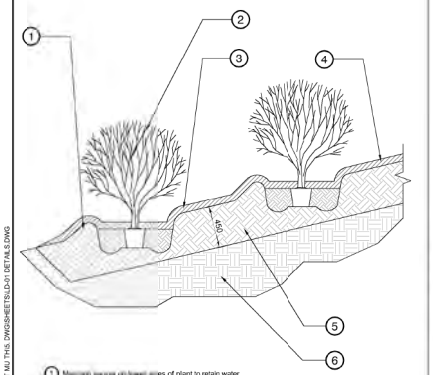
2 TREE PLANTING - CONIFEROUS TREE



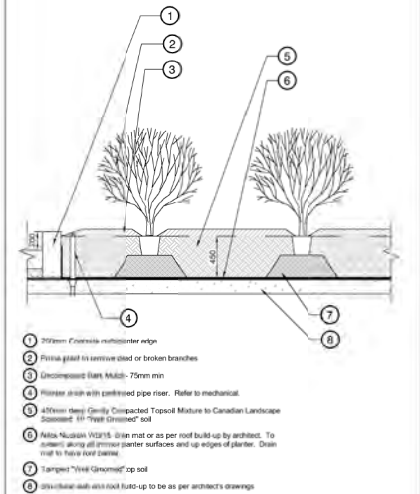
3 TREE PLANTING - ON SLAB



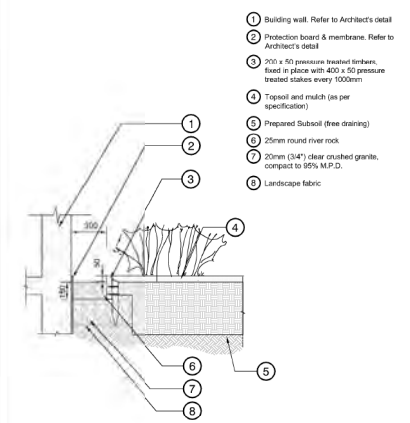
4 SHRUB PLANTING



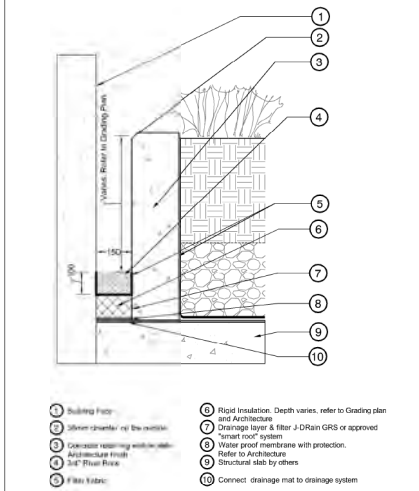
5 SHRUB PLANTING ON SLOPE



6 SHRUB PLANTING - ON SLAB



7 DRIP STRIP ADJACENT GARDEN BED



Notes:
1 Refer to drawings for drip-strip widths, minimum 150mm.
2 Pressure Treated Board to be used when Drip-Strip is adjacent to soft landscaping.

8 DRIP STRIP ADJACENT WALL

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7342 208 St.

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7342 208 St., Township of Langley, B.C.

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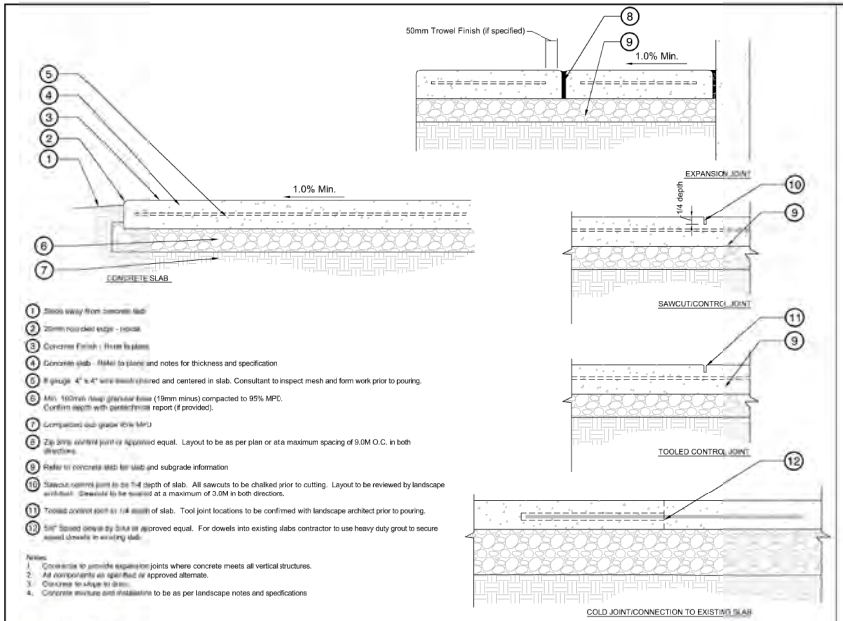
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Drawing Title: DETAILS

VDZ Project #: DP2024-32

Drawing # LD-04

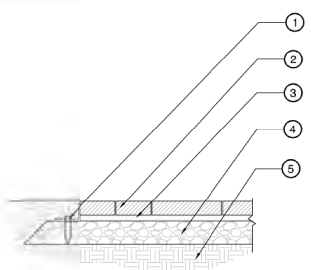
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1. Slope away from concrete slab
2. 25mm rounded edge - typical.
3. Concrete Finish - Refer to plans
4. Concrete slab - Refer to plans and notes for thickness and specification
5. 6 gauge, 4" x 4" wire mesh chaired and centered in slab. Consultant to inspect mesh and form work prior to pouring.
6. Min. 150mm deep granular base (19mm minus) compacted to 95% MPD. Confirm depth with geotechnical report (if provided).
7. Compacted sub grade 95% MPD
8. Zip strip control joint or equivalent equal. Layout to be as per plan or at a maximum spacing of 9.0M O.C. in both directions.
9. Refer to concrete slab for slab and subgrade information
10. Sawcut control joint to 1/4 depth of slab. All sawcuts to be chalked prior to cutting. Layout to be reviewed by landscape architect. Sawcut to be tooled at a maximum of 3.0M in both directions.
11. Tooled control joint to 1/4 depth of slab. Tool joint locations to be confirmed with landscape architect prior to pouring.
12. 5/8" Speed dowel @ 24in or approved equal. For dowels into existing slabs contractor to use heavy duty grout to secure speed dowels in existing slab.

Notes:
1. Contractor to provide expansion joints where concrete meets all vertical structures.
2. All components as specified or approved alternate.
3. Contractor to verify all dims.
4. Concrete mixture and installation to be as per landscape notes and specifications

1 CONCRETE SLAB - WIRE MESH



1. Snap Edge Paver Edging, install to manufacturers specifications
2. 60mm concrete unit paver
3. 25mm bedding sand (leveling course)
4. 150mm granular base (19mm minus) compacted to 95% MPD
5. Compacted sub grade 95% MPD. Refer to Geo-technical Report (if provided).

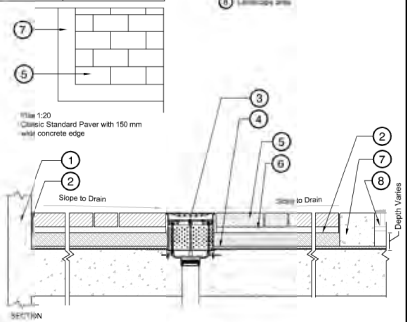
NOTES:
1. All bedding sand to meet ASTM C33 or CSA A23.1 FA1.
2. All joint sand to meet ASTM C144 or CSA A179.
3. All components as specified or approved alternate.
4. Contractor to provide cut sheets of all components for Landscape Architect approval.
5. Contractor to ensure no visible ponding occurs on paver surface. If ponding over 5mm depth occurs contractor to re-grade.
6. All joints to be tight fit.
7. All paver cuts to be minimum ½ of total paver dimension.

2 UNIT PAVERS - PEDESTRIAN

Unit Pavers Details:

Precedent Image	
Type:	Classic California
Pattern:	Running Bond
Colour:	Charcoal
Size:	301 x151 x 60mm
Manufacturer:	Belgard
Contact:	877-235-4273 https://www.belgard.com

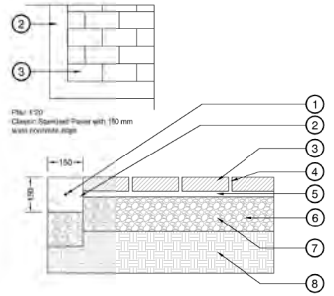
1. Retaining or parapet wall
2. Geotextile - turn up and back at drain and at all vertical surfaces
3. Perimeter sand drain- refer to mechanical
4. Geotextile - turn up and back at drain and at all vertical surfaces
5. Unit Pavers Refer to materials legend for specification
6. 25mm Bedding sand (leveling course)
7. Edge Contractor - If no wall or architectural structure exists provide a 150 wide concrete curb with architectural finish. All paver edges to have concrete support.
8. Landscape area



Plan 1:20
Classic Standard Paver with 150 mm wide concrete edge

NOTES:
1. All bedding sand to meet ASTM C33 or CSA A23.1 FA1.
2. All joint sand to meet ASTM C144 or CSA A179.
3. All components as specified or approved alternate.
4. Contractor to provide cut sheets of all components for Landscape Architect approval.
5. Contractor to ensure no visible pooling occurs on paver surface.
6. All joints to be tight fit.
7. All paver cuts to be minimum ½ Paver.

3 UNIT PAVERS - OVER SLAB



Plan 1:20
Classic Standard Paver with 150 mm wide concrete edge

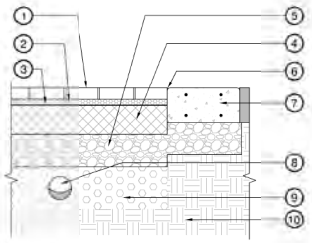
1. 15M Rebar
2. Concrete band
3. Mini pavers
4. 15-19mm bedding sand (leveling course)
5. 25mm sand setting bed
6. Confirm build up w/ civil drawings
7. 150mm granular base (19mm minus) compacted to 95% MPD
8. Prepared subgrade compacted to 95% MPD

Notes:
1. All bedding sand to meet ASTM C33 or CSA A23.1 FA1.
2. All joint sand to be Polymeric Sand.
3. All components as specified or approved alternate.
4. Contractor to provide cut sheets of all components for Landscape Architect approval.
5. Contractor to ensure no visible pooling occurs on paver surface. If ponding over 5mm depth occurs contractor to re-grade.
6. All joints to be tight fit.
7. All paver cuts to be minimum ½ of total paver dimension.

Unit Pavers Details:

Precedent Image	
Type:	Classic California
Pattern:	Running Bond
Colour:	Charcoal
Size:	301 x151 x 60mm
Manufacturer:	Belgard
Contact:	877-235-4273 https://www.belgard.com

4 UNIT PAVERS - VEHICULAR



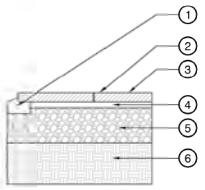
1. Permeable Pavers rated for vehicular traffic
2. 25mm depth leveling course
3. Filter fabric per AMOCO non-woven 4545
4. 150mm 19mm Minus crushed gravel base compacted to 95% MPD
5. 150mm granular subbase (100mm minus well graded, clean sand and gravel compacted to 95% MPD
6. Pavers to be flush with concrete curb
7. 200x150mm thick concrete curb
8. Granite. Refer to Civil Engineer Drawings
9. 600mm Structural fill per Canadian Landscape Standards
10. Subgrade compacted to 95% MPD

Paver Details:

Paver/Pattern:	Paver: Aqualine Series Pattern: Herringbone
Colour:	Natural, Midnight
Manufacturer:	Belgard
TEL:	877-235-4273
Website:	www.belgard.com

Notes:
1. Install all components as per manufacturer's specifications.
2. Centre cut curb control joint every 3m.
3. All unit pavers to be bound with concrete curb

5 PERMEABLE PAVERS



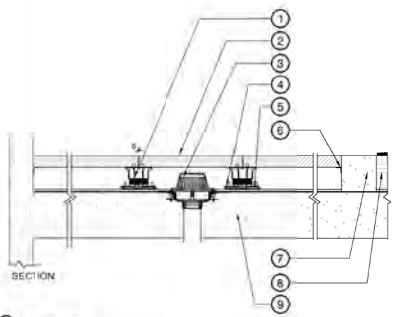
1. Edge of pavers to be supported by concrete haunching
2. Thin layer Sand between joints
3. Hydrapressed slabs
4. 25mm bedding sand
5. 150mm aggregate subgrade compacted to 95% MPD
6. Prepare subgrade compacted to 95% to MPD

Hydrapressed Slab Details:

Pattern:	Pattern: Texada
Colour:	Colour: Charcoal
Size:	457mm x 457mm x 40mm
Manufacturer	Belgard
TEL:	877-235-4273
Website:	www.belgard.com

Notes:
1. Contractor to provide shop drawings.
2. Install all components as per manufacturer's specifications.

6 HYDRAPRESSED SLABS ON GRADE



1. Backpack pedestals
2. Hydrapressed slab
3. Prefinished deck drain with perforated stainless steel strainer
4. Nilex WD-15 Drain mat, or as specified by Architect
5. Waterproof membrane by Architect
6. Continuous aluminum ledge
7. 150mm W x 150mm D concrete edge or wall
8. Landscape mud
9. Structural slab by others

NOTES:
1. All components as specified or approved alternate.
2. Contractor to provide cut sheets of all components for Landscape Architect approval.
3. Backpack Screwjack or OneStep system depending on depth required.
4. Aluminum ledge to be secured to walkouts with concrete screws.

7 HYDRAPRESSED SLAB ON SLAB

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1	PC	Issued for DP	2024-12-20

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Checked: PC	
Approved: PC	Original Sheet Size: 24"x36"
NOTE 6	Scale: AS SHOWN

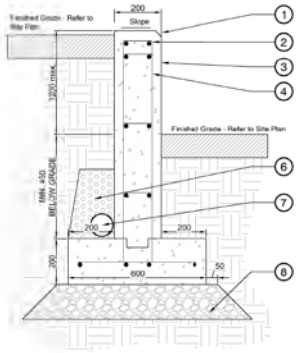
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VDZ Project #: DP2024-32

Drawing Title: DETAILS

Drawing #: LD-04

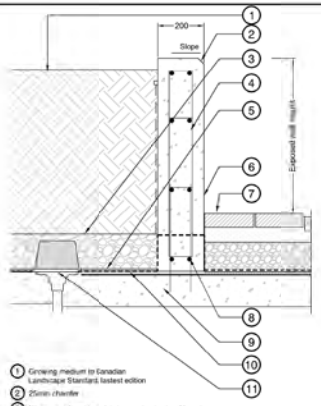
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1. R10mm Rebar (TYP)
2. 2-15M @ top, cont.
3. Concrete wall sandblast finish
4. 15M rebar reinforcement
   - 100mm from top
   - 50mm from side
   - Vertical @ 450mm O.C
   - Horizontal @ 450mm O.C
5. Geocth Drain, sea of drain 19mm minus rock
6. 100mm perforated PVC pipe 1:50mm
7. 150mm granular base (19mm minus) compacted to 95% MPD

Notes:
1. Vertical Control Joints Every 3000mm on center.
2. Wall Heights vary. Refer to Grading Plan.
3. Perforated pipe for drain to daylight or to tie into storm system.
4. Ensure 50mm concrete cover over all rebar.
5. Walls over 1200mm in height to be structurally engineered.

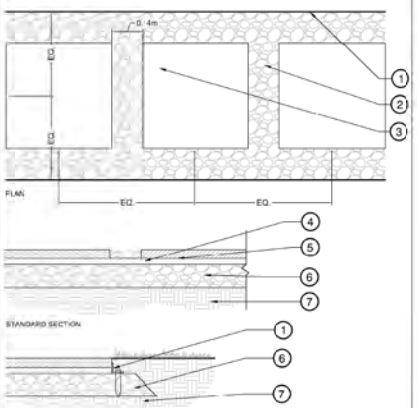
1 CIP CONCRETE WALL - ON GRADE



1. Growing medium to Canadian Landscape Standard, lastest edition
2. 25mm chamfer
3. Non-woven landscape fabric, termination bar 50mm lower than tow. Install as per manufacturer's specifications.
4. 10M rebar @ 300mm O.C. each way
5. Nilex NuDrain PD-20drain mat
6. Concrete wall, light sandblast finish
7. Finished grade, refer to site plan
8. 15M dowels
9. Structural slab, refer to Architects drawing
10. Waterproof membrane, by Architect
11. Plamse area drain, WADE 3200-PA or approved alternate

NOTES:
1. Coordinate wall tie in to slab with Architect and Structural Engineer.
2. Alt walls over 1.2m in height will need to be Structurally Engineered.
3. All planters to be connected to Slab drainage system.
4. Contractor to provide vertical control joint @ max. 3m o.c. joints to be centered between wall mounted lights

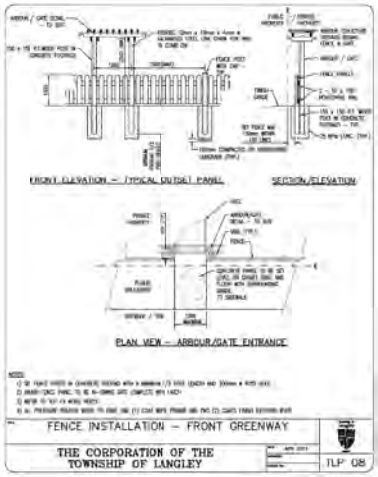
2 CIP CONCRETE WALL - ON SLAB



1. Snap Edge Paver Edging, adjacent o all softscape areas.
2. Clear, Granular, Material Between Slab Specification: XXXXXX
3. Hydrapressed Slabs
   - Type
   - Size: Lmm X Wmm X Tmm
   - Colours
   - Manufacturer:
   - Company
   - Contact Phone
4. 25mm Screed Sand Bedding (leveling course)
5. Nilex Nonwoven 4553 Filter Fabric Beneath Pavers and Granular Material
6. Granular Base Material - MMCD
7. Subbase Compacted to 95% MPD

Notes:
1. Install all components as per manufacturer's specifications.
2. Slabs to be spaced equally between adjacent surfaces.
3. Limit slab cuts to ½ slab.

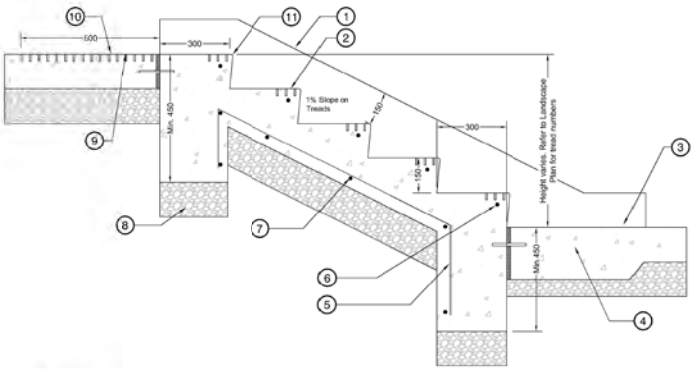
3 HYDRAPRESSED SLAB ACCESS PATH



4 TOL STD. DETAIL - FRONT GREENWAY FENCE

1. 150mm thick full height cheek wall on strip footing.
2. Typical tactile warning at stair nosing. Medium sandblast on each tread as per BCBC 3.8.3.9.
3. 1 Ht / Run mm riser rise
4. Poured reinforced 150mm with non-shrink grout
5. 10M rebar reinforcement, 50 mm clear from bottom
6. 10M mooing rebar, 50mm clear all sides
7. 10M rebar @ 400mm o.c.
8. Min. 150mm granular base (19mm minus) compacted to 95% MPD
9. Dowel and expansion joint if concrete walkway: 150mm dowel length @300mm o.c. spacing, 25mm fiberglass bituminous joint filler between concrete slabs
10. Medium sandblast with ripcut @ 37.5mm O.C. to full extent of tactile warning strip as per BCBC 3.8.3.9.
11. 85mm radius

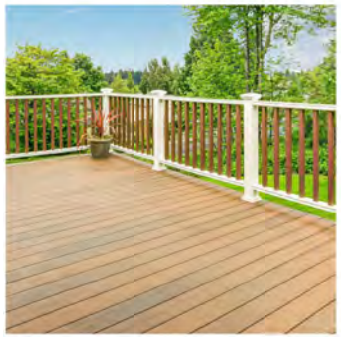
Notes:
1. Steps to have light broom finish.
2. Expansion joints required at side of steps when constructed adjacent to cheek walls. Seal expansion joints with a compatible joint sealing compound to prevent moisture infiltration.
3. Refer to Geo-Technical report for concrete subbase requirements.
4. Handrail by Architecture.



5 TREAD CONCRETE STAIRS W/CHEEKWALL



6 STAMPED ASPHALT



Notes:
1. All lumber to be pressure treated
2. Railing and stairs by Architecture.

7 WOOD DECK PATIOS

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Approved:	Original Sheet Size:
PC	24"x36"
	Scale:
	AS SHOWN

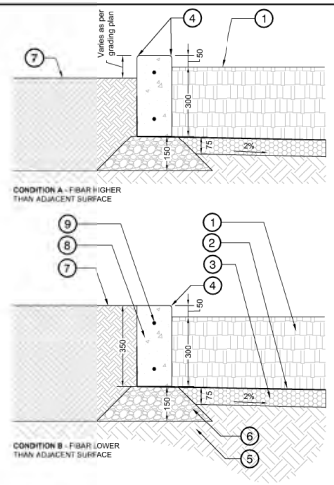
Drawing Title: DETAILS

VDZ Project #: DP2024-32

Drawing #: LD-01

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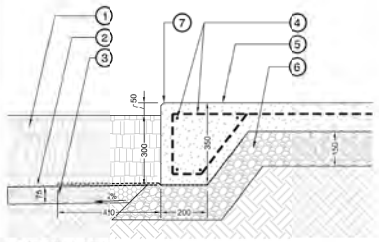
Z:\PROJECTS\DEVELOPMENT PERMIT\ACTIVE\2024\DP2024-32 7342 208 ST MULTHS DWG\SHEETS\LD-01 DETAILS.DWG



1. Engineered Wood Fiber
2. Landscape Fabric
3. 75mm depth of 25mm Clear Crush
4. 10mmØ trowled edge
5. Approved structural fill to a depth of 1.5-2.0m below existing grade as per geotechnical report. Approved structural fill compacted to 95% MPD.
6. Compacted granular base
7. Landscape as per plan
8. Concrete
9. 10M Rebar

Notes:
1. Engineered wood fiber to meet CSA fall requirements.

1 ENGINEERED WOOD FIBRE CONCRETE CURB

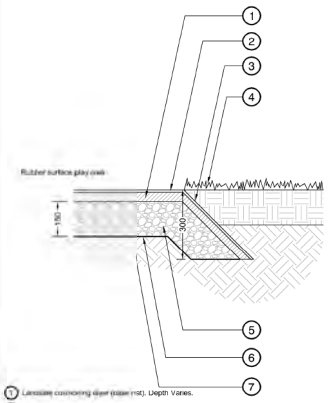


CONCRETE SLAB @ ENGINEERED WOOD FIBAR - TYPICAL CONDITION

1. Engineered Wood Fibre
2. Landscape Fabric - Typ.
3. 75mm depth of 25mm Clear Crush
4. 10m rebar spaced 400mm o.c. each way. 50mm Clear from Edge.
5. Finished Grade - Concrete Slab
6. 150mm aggregate base (19mm minus) compacted to 95% MPD.
7. 25mm bevel

Notes:
1. Engineered wood fibre to meet CSA fall requirements.
2. Subgrade to be prepared as per geotechnical requirements.

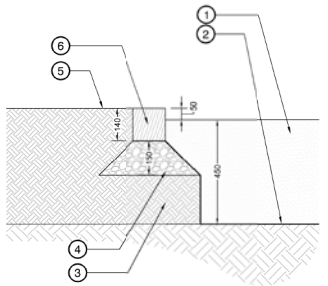
2 THICKENED SLAB AT ENGINEERED WOOD FIBRE



1. Laminate covering layer (paper mat). Depth Varies.
2. 12.7mm Landsafe or approved equal wearing layer
3. 45 Degree Disappearing Edge #40mm length
4. Lawn
5. 150mm permeable granular base course (19mm minus) compacted to 95% MPD. Slope towards drainage pipe.
6. Lightweight non sleeper geotextile Tilex 4545 (landscape fabric) or approved equal
7. Approved structural fill compacted to 95%MPD

Notes:
1. Poured-in-place rubber provided by Landsafe supplier Marathon Athletic Surfaces, or approved equal. Refer to supplier specifications and recommendations.
2. All depths to be as per manufacturer's recommendations.

3 RUBBER SURFACE TO TURF



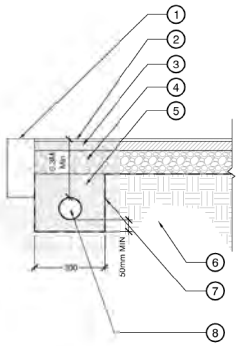
1. Panel, 450mm deep
2. Landscape Fabric, to continue under wood edger
3. Approved structural fill to a depth of 1.5-2.0m below existing grade as per geotechnical report. Approved structural fill compacted to 95% MPD.
4. Granular base compacted to 95% MPD.
5. Adjacent surface as per plan
6. 8"x6" pressure treated wood edger. Lengths to be connected using galvanized brackets and bolts.

Notes:
1. For curved layouts contractor to mitre edger and provide layout for approval prior to installation.
2. Refer to Civil for subgrade and drainage.

4 SAND BOX WITH WOOD EDGER

1:10

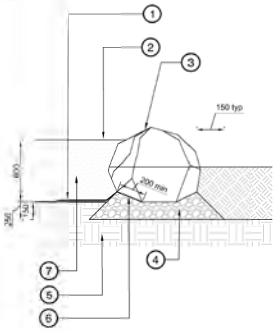
1. Adjacent surface / all edges to have 200mm wide concrete band if adjacent to soil
2. 13mm (min) Landsafe wearing layer
3. Landsafe cushioning layer (base mat), depth varies, refer to plans
4. 150mm permeable granular base course compacted to 95% MPD
5. Pea gravel in wrapped perforated pipe. Gravel to extend to underside of base course layer. Rever to Civil.
6. Existing subgrade compacted to 95%MPD
7. Geotextile to be placed around pea gravel and underside of base course aggragates
8. Proposed Ø100 HDPE channel flow single wall pipe with 3-perforated holes, 360°. Product code 9A225100N or approved similar



Notes:
Rubber Surfacing Detail
1. Thickness of cushioning layer to be confirmed by rubber contractor.

5 RUBBER SURFACING (XX FALL HEIGHT)

1. Laminated Fabric overlaps 450mm min.
2. Adjacent material varies, refer to plan
3. Basalt Boulder by Northwest Landscape & Stone Supply. Refer to plan for Sizing
4. 150mm granular base (19mm minus) compacted to 95% MPD
5. Subgrade compacted to 95% MPD
6. Landscape Fabric overlap with boulder 200mm - Typ.
7. Soil



Notes:
1. Boulders to be installed by the Contractor.
2. Set boulders 1/3 in 1/2 of below grade.
3. No cracked or broken edges shall be exposed above finish grade.
4. Mortar between consecutive boulders. Minimize acute upward facing angles to ensure no entrapment. Landscape architect to review and approve boulder placement prior to application of mortar.
5. Refer to plans and sections for size and location of boulders.
6. Boulders may require stacking to meet depth requirements.

6 BOULDER

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Drawing Title: DETAILS

VDZ Project #: DP2024-32

Drawing # LD-04

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Product: Iconic Bench, Backed
Product Number: MBE-2300
Frame Colour: Silver 14
Wood Finish: Thermally Modified Ash

Manufacturer: Maglin
e. sales@maglin.com
p. 1-800-716-5506

1 BENCH



Product: Iconic Picnic Table (1) with backless Iconic Bench (2), Backed
Product Number: MTB-2300, MBE-2300
Frame Colour: Silver 14
Wood Finish: Thermally Modified Ash

Manufacturer: Maglin
e. sales@maglin.com
p. 1-800-716-5506

2 PICNIC TABLE



Product: 2900 Series - FAV4 Cluster Seating
Product Number: MTB-2800D069
Type: Table Top and Attached Backless Single Seat (1) and Quad Seat (1)
Frame Colour: Silver 14
Wood Finish: Ipe

Manufacturer: Maglin
e. sales@maglin.com
p. 1-800-716-5506

3 TABLE WITH CHAIRS



Product: Iconic Bike Rack
Product Number: MBR-2300
Frame Colour: Silver 14

Manufacturer: Maglin
e. sales@maglin.com
p. 1-800-716-5506

4 BIKE RACK



Product: Excavator
Product Number: NR0024

Manufacturer: Kompan
Supplier: Parkworks
e. info@parkworksco.com
p. 604.940.0067

Notes:
1. Install as per manufacturer's specifications and CSA requirements.

5 EXCAVATOR

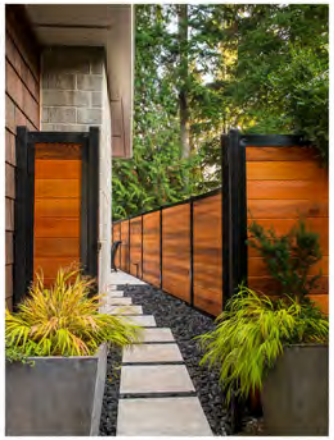


Product: Bee Springer
Product Number: NR0118
Colour: Robinia Black

Manufacturer: Kompan
Supplier: Parkworks
e. info@parkworksco.com
p. 604.940.0067

Notes:
1. Install as per manufacturer's specifications and CSA requirements.

6 SPRING TOY



Notes:
1. Retaining Wall and Fence combined no taller than 2.0m.
2. Detail to be provided in Building Permit Package

7 1.8M PRIVACY FENCE



Notes:
1. Retaining Wall and Fence combined no taller than 2.0m.
2. Detail to be provided in Building Permit Package

8 1.2M UNIT FENCE

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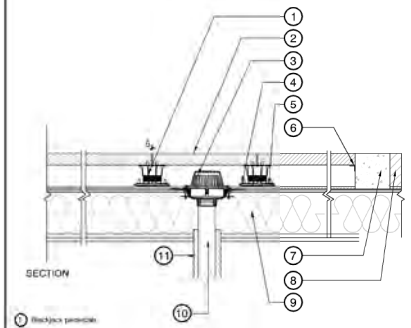
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Drawing Title: DETAILS

VDZ Project #: DP2024-32

Drawing # LD-05

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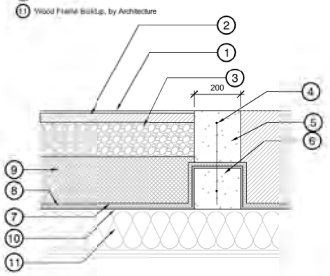


1 Blackjack pedestal
2 Hydrapressed slab
3 Permeable deck joint with stainless steel separator
4 Nilex WD-15 Drain mat, or as specified by Architect
5 Waterproof membrane by Architect
6 Continuous aluminum edge
7 150mm W x 100mm D concrete edge c wall
8 Adjacent Area, refer to Plan
9 Wood Frame Buildup, by Architect
10 Drain pipe to run within joist cavity and down wall see PCP/MECH
11 Insulate drain pipe per mechanical

NOTES:
1. All components are specified or approved alternate
2. Contractor to provide cut sheets of all components for Landscape Architect approval.
3. Blackjack Screwjack or OneStep system depending on depth to slab
4. Aluminum edge to be secured to wallcurb with concrete anchors

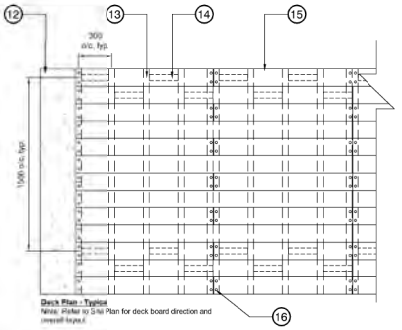
1 HYDRAPRESSED SLAB ON WOOD FRAME

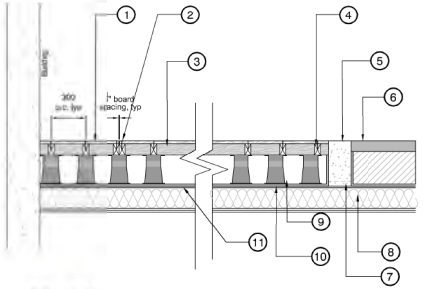
1 10mm Laminate Wearing Layer
2 40mm Laminate Cushioning Layer (Base Mat)
3 150mm permeable granular base (19mm minus) compacted to 95% MPD
4 10M rebar reinforcement @ 450 O.C.
5 150mm concrete curb
6 Subbase layer 150mm min. from up-stand to facilitate wall construction and to pass fill and reinforcement. Refer to Architectural and Structural Drawings
7 Fabric separator
8 Drainage layer & filter
9 Wood Frame, depth varies refer to Architecture.
10 Water proof membrane by others
11 Wood Frame Buildup, by Architecture



Notes:
1. Compliant Surface: Rubber play surface, filter fabric and drainage system as per manufacturers specifications.
2. Provide Additional Depth as Required in Accordance of Toy Heights and Manufacturer Specifications.

2 RUBBER SURFACE ON WOOD FRAME





Product: Timbertech
Type: Legacy Collection
Colour: Pecan
Supplier: www.timbertech.com

Notes:
1. Install as per manufacturer's specifications.
2. Contractor to provide shop drawings for Landscape Architect review and approval.
3. Refer to Site Plan for deck board direction and overall layout
4. All fasteners to be hot dipped galvanized

1 Decking boards, space 1/4" apart. Refer to site plan for deck board direction and overall layout.
2 Countersunk wood screw to end of boards, screwed at each end with 2 screws. Pre-drill holes for screw. Refer to Deck Plan
3 2x4" pressure treated blocking between joists, every 1.5m o/c (or 2x6" / 2x8" as per joist sizing). Refer to Deck Plan
4 2x4" pressure treated joist at 300mm spacing o/c (or 2x6" / 2x8" as depth permits)
5 Adjacent concrete curb with eased edge and scupper hole
6 Adjacent surface
7 Blockout through concrete curb for drainage
8 Wood frame structure and waterproofing by others
9 Pedestals. Blackjack ScrewJack with BJ Joist Holder or approved alternate
10 Nilex WD-15 drain mat, or as specified by Architect
11 Waterproof membrane, by Architect
12 Adjacent concrete curb with eased edge
13 2x4" pressure treated joist at 300mm spacing o/c (or 2x6" / 2x8" as depth permits)
14 2x4" pressure treated blocking between joists, every 1.5m o/c (or 2x6" / 2x8" as per joist sizing). Refer to Deck Plan
15 Decking boards, space 1/4" apart. Refer to site plan for deck board direction and overall layout.
16 Countersunk wood screw to end of boards, screwed at each end with 2 screws. Pre-drill holes for screw. Refer to Deck Plan

3 WOOD DECK ON WOOD FRAME





4 OVERHEAD TRELLIS



Planters in Rooftop Amenity Space



Movable Planter with Bench

5 MOVABLE PLANTER





6 LOUNGE SEATING



Table Product: Artiflex Self Watering Planter
Dimensions: 4' x 2'
Wood Finish: Clear Coat

Manufacturer: LifeSpace Gardens
w. www.lifespacegardens.com
p. (604) 770-3060

7 COMMUNITY PLANTER

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Drawing #: LD-05
5 of 7

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Note:
1. Custom drawings for outdoor amenity with sink and gas hookup

1 OUTDOOR KITCHEN



2 DINING TABLE



3 SUN LOUNGER



Product: Kontur Table with Chairs
Product Number: MTB-2000 (Table), MCH-2000 (Chair)
Colour: TBD

Manufacturer: Maglin
e. sales@maglin.com
p. 1-800-716-5506

4 TABLE WITH CHAIRS



5 POTTING TABLE



Product: 602 Trash Container
Product Number: MTI-3600
Colour: Powder Coated Black

Manufacturer: Maglin
e. sales@maglin.com
p. 1-800-716-5506

6 COMPOST BIN

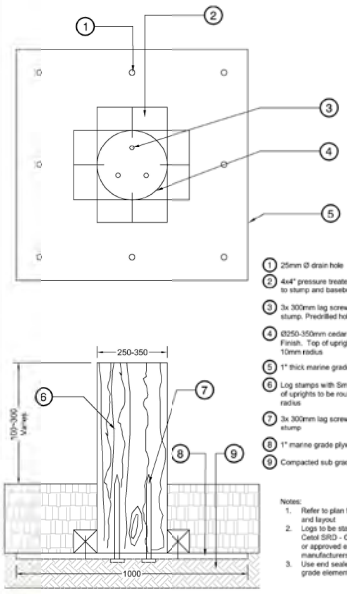


Product: Enf
Product Number: GXY902
Colour: Red

Manufacturer: Kompan
Supplier: Parkworks
e. info@parkworksco.com
p. 604.940.0067

Notes:
1. Install as per manufacturer's specifications and CSA requirements.

7 ROOF - PLAYGROUND CLIMBER



1. 25mm Ø drain hole
2. 4x4" pressure treated bracing screwed to stump and baseboard, typ.
3. 3x 300mm lag screw into base of stump. Predrilled holes
4. Ø250-350mm cedar posts. Smooth Finish. Top of uprights to be routed to 10mm radius
5. 1" thick marine grade plywood
6. Log stumps with Smooth Finish. Top of uprights to be routed to 10mm radius
7. 3x 300mm lag screw into base of stump
8. 1" marine grade plywood base
9. Compacted sub grade

Notes:
1. Refer to plan for post stump size and layout
2. Logs to be stained with Sikkens Cetol SRD – Colour 077-Cedar or approved equal. Apply as per manufacturers specifications.
3. Use end sealer on all below grade elements of log.

8 STEPPING STUMPS

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Scale: AS SHOWN

Drawing Title: DETAILS
VDZ Project #: DP2024-32
Drawing #: LD-01

Z:\PROJECTS\DEVELOPMENT PERMIT\ACTIVE\2024\DP2024-32 7342 208 ST MULTI\5. DWG\SHEETS\LD-01 DETAILS.DWG

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800
AMENDMENT (SMITH NEIGHBOURHOOD PLAN) BYLAW NO. 5973
AMENDMENT (1349557 BC LTD.) BYLAW NO. 6198

EXPLANATORY NOTE

Bylaw No. 6198 amends the Smith Neighbourhood Plan to increase the allowable density of the Low Density Apartment designation on a site-specific basis up to 2.99 FSR for a portion of 7342 – 208 Street and amends Map 2 Watercourse Setbacks.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800
AMENDMENT (SMITH NEIGHBOURHOOD PLAN) BYLAW NO. 5973
AMENDMENT (1349557 BC LTD.) BYLAW NO. 6198

A Bylaw to amend Smith Neighbourhood Plan Bylaw No. 6198

The Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Smith Neighbourhood Plan) Bylaw No. 5973 Amendment (1349557 BC Ltd.) Bylaw No. 6198".

2. Langley Official Community Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Smith Neighbourhood Plan) Bylaw No. 5973 as amended is further amended by:

   a) Adding to the Table of Contents "Section 5.2.8 Additional Land Use and Development Policies" and renumbering subsequent pages as appropriate

   b) Amending Map 1 to add a dashed black outline around the property identified in Schedule "A" to this bylaw and add to the legend a dashed black outline symbol and reference to Section 5.2.8.

   c) Adding the following as Section 5.2.8

   "5.2.8 Additional Land Use and Development Policies

   - Those lands identified outlined in dashed black on Map 1: Land Use Concept may be developed in accordance with the following site-specific densities:

#	Bylaw Number	Location	Permitted Density	Maximum Height
#	6198	Portion of 7342 - 208 Street	2.99 FSR	6 storeys

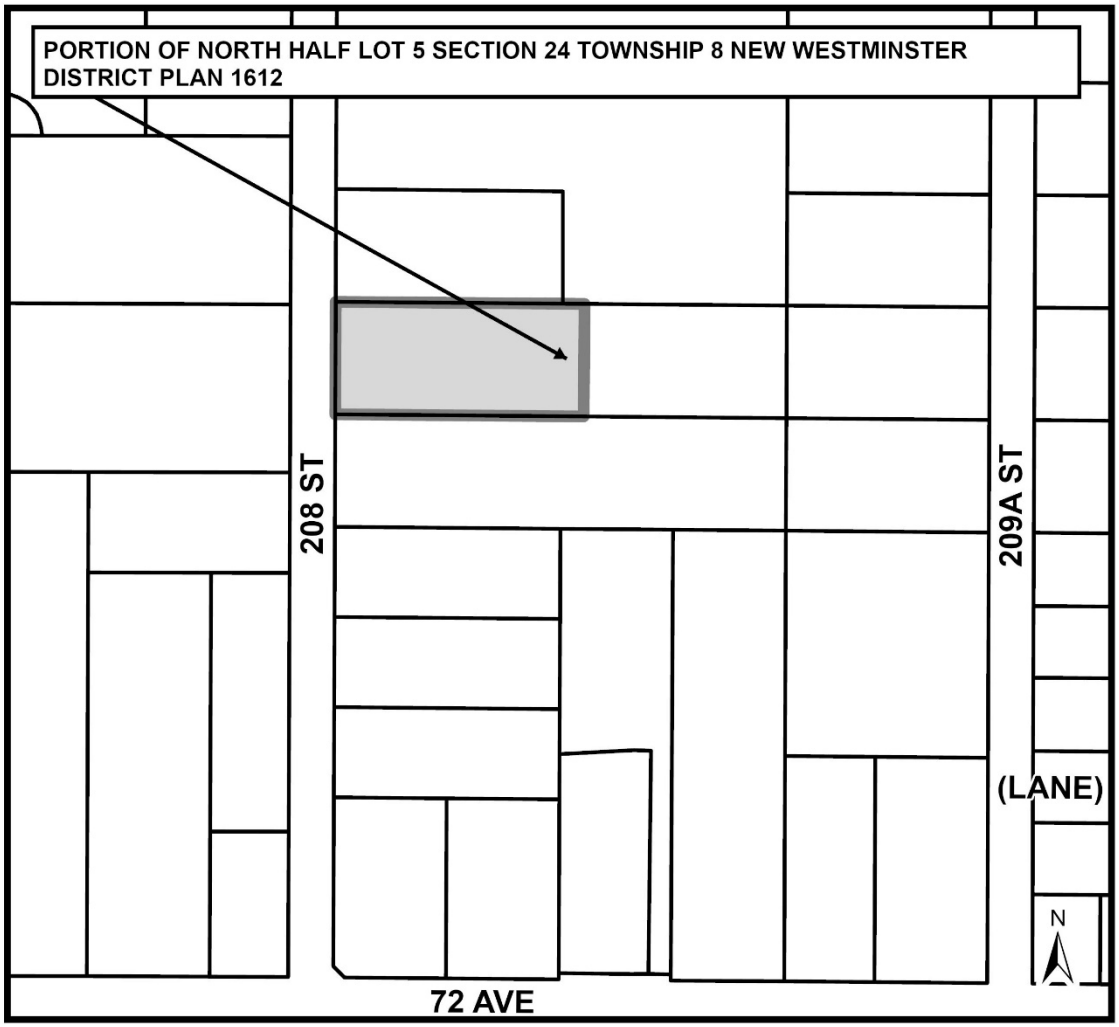
   All other provisions of Sections 5.2.2 to 5.2.4 continue to apply."

   d) Amending Map 2 Watercourse Setbacks to remove the Relocated and or Reconstructed Watercourse symbol from the site as shown in Schedule "B" to this Bylaw.

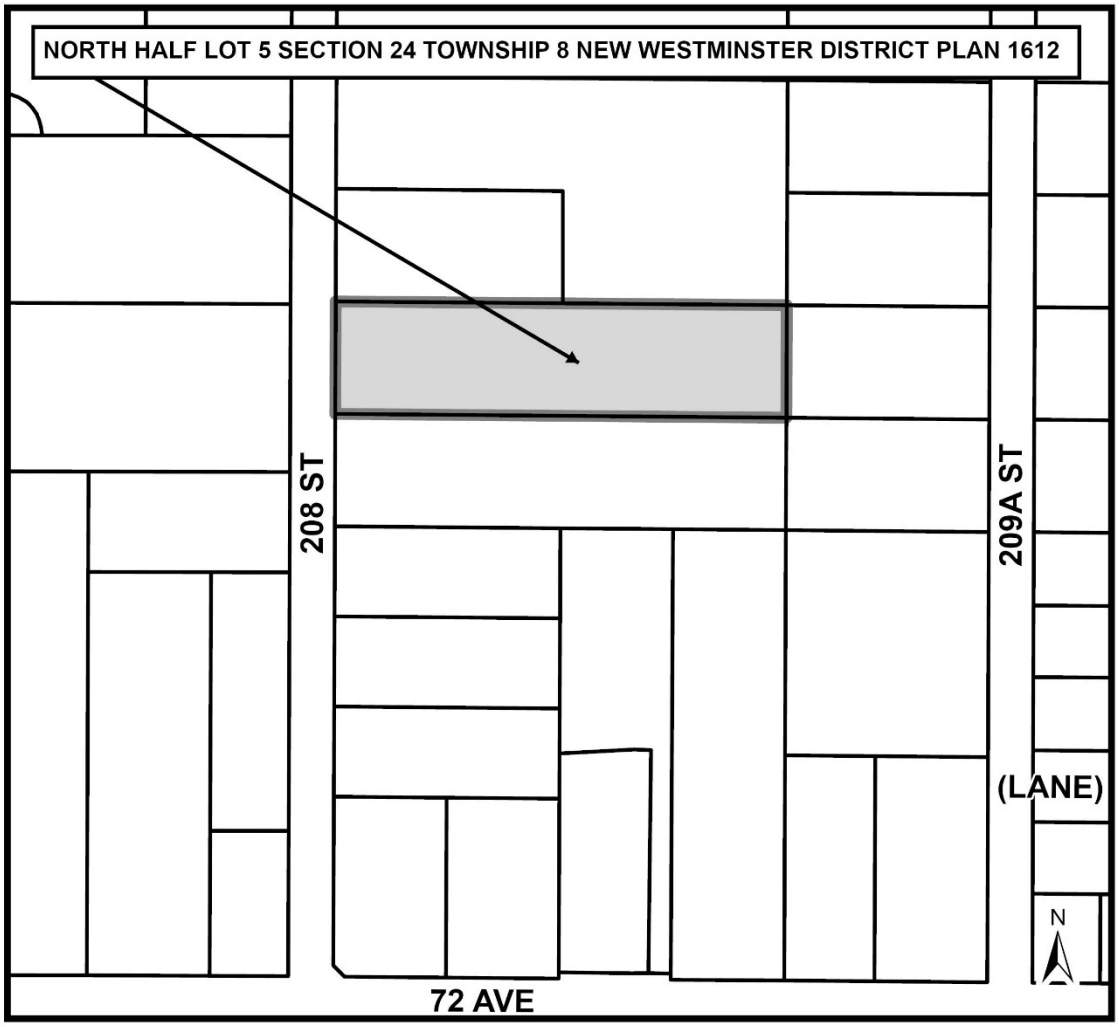
READ A FIRST TIME the	day of	, 2026
READ A SECOND TIME the	day of	, 2026
PUBLIC HEARING HELD the	day of	, 2026
READ A THIRD TIME the	day of	, 2026
ADOPTED the	day of	, 2026

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 6198



SCHEDULE 'B'
BYLAW NO. 6198



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (1349557 BC LTD.) BYLAW NO. 6199

EXPLANATORY NOTE

Bylaw No. 6199 rezones land located in the 7342 - 208 Street from Suburban Residential Zone SR-2 to Comprehensive Development Zones CD-217 and CD-218 to permit development consisting of a mixed use and townhouses.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (1349557 BC LTD.) BYLAW NO. 6199

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 (1349557 BC Ltd.) Bylaw No. 6199".

2. The "Township of Langley Zoning Bylaw 1987 No. 2500" as amended is further amended by:

   (1) Adding to the Table of Contents and Section 104.1 – Zones the words "Comprehensive Development Zone CD-217" and "Comprehensive Development Zone CD-218" after the words "Comprehensive Development Zone CD-216"
   (2) Adding to Section 110.1 after the words "CD-216" the words "CD-217 – 2000 m²" and "CD-218 – 2000 m²"
   (3) Adding after Section 1116 "Comprehensive Development Zone CD-216" the following as Section 1117 "Comprehensive Development Zone CD-217" and Section 1118 "Comprehensive Development Zone CD-218"

1117 **COMPREHENSIVE DEVELOPMENT ZONE CD-217**

Uses Permitted

1117.1 In the CD-217 Zone, only the following *uses* are permitted and all other *uses* are prohibited:

1) *accessory buildings* and *uses*
2) *accessory home occupations* subject to Section 104.3
3) *apartment uses*
4) *commercial uses* subject to 1117.2
5) *group children's day care* subject to 1117.2

Commercial Uses

1117.2 *Commercial uses* and *group children's day care uses* are not permitted above the ground floor.

Density

1117.3
1) The maximum *floor space ratio* of all *buildings* located on lands zoned CD-217 shall not exceed 3.0.
2) Sub-section 1) notwithstanding, the maximum *floor space ratio* for lands zoned CD-217 shall be in accordance with the applicable Community or Neighbourhood Plans.

Lot Coverage

1117.4 Lot coverage of *buildings* and *structures* shall be in accordance with the provisions of a Development Permit.

Siting of Buildings and Structures

1117.5 *Buildings* and *structures* shall be sited in accordance with the provisions of a Development Permit.

Height of Buildings and Structures

1117.6 Except as provided for in Section 104.5 the *height* of principal *buildings* and *structures* shall be in accordance with a Development Permit and not exceed six (6) *storeys* plus a rooftop patio access. The *height* of *accessory buildings* and *structures* shall not exceed 3.75m or one (1) *storey*, whichever is less.

Subdivision Requirements

1117.7 All *lots* created by *subdivision* shall comply with Section 110 of this Bylaw and the Subdivision and Development Servicing Bylaw 2019 No. 5382 as amended.

Landscaping, Screening and Fencing

1117.8 Landscaping areas, landscaping screens and fencing shall be provided in accordance with Section 111 and the Development Permit.

Parking and Loading

1117.9 Parking and loading shall be provided in accordance with Section 107.

Age-Friendly Amenity

1117.10 *Age-Friendly Amenity Areas* shall be provided in accordance with Section 111.5 and in accordance with the Development Permit.

Development Permit Requirements

1117.11 A Development Permit shall be issued by Council prior to issuance of a Building Permit.

1118 COMPREHENSIVE DEVELOPMENT ZONE CD-218

Uses Permitted

1118.1 In the CD-218 Zone, only the following *uses* are permitted and all other *uses* are prohibited:

1) *accessory buildings* and *uses*
2) *accessory home occupations* subject to Section 104.3
3) *townhouses*

Density

1118.2 The density permitted shall be no less than 15 units per hectare (8 units per acre) and no greater than 54 units per hectare (22 units per acre) in accordance with the provisions of the Willoughby Community Plan.

Lot Coverage

1118.3 Lot coverage of *buildings* and *structures* shall be in accordance with the provisions of a Development Permit.

Siting of Buildings and Structures

1118.4 *Buildings* and *structures* shall be sited in accordance with the provisions of a Development Permit.

Height of Buildings and Structures

1118.5 The *height* of *buildings* and *structures* shall not exceed three (3) *storeys.*

Subdivision Requirements

1118.6 All *lots* created by *subdivision* shall comply with Section 110 of this Bylaw and the Subdivision and Development Servicing Bylaw 2019 No. 5382 as amended.

Landscaping, Screening and Fencing

1118.7 Landscaping areas, landscaping screens and fencing shall be provided in accordance with Section 111 and the Development Permit.

Parking and Loading

1118.8 Parking and loading shall be provided in accordance with Section 107 and be in accordance with the provisions of the Development Permit. Units fronting arterial roads must provide a minimum of four (4) off-street parking spaces per *dwelling unit*.

Age-Friendly Amenity

1118.9 *Age-Friendly Amenity Areas* shall be provided in accordance with Section 111.5 and in accordance with the Development Permit.

Development Permit Requirements

1118.10 A Development Permit shall be issued by Council prior to issuance of a Building Permit.

3. The “Township of Langley Zoning Bylaw 1987 No. 2500” as amended is further amended by rezoning the lands described as:

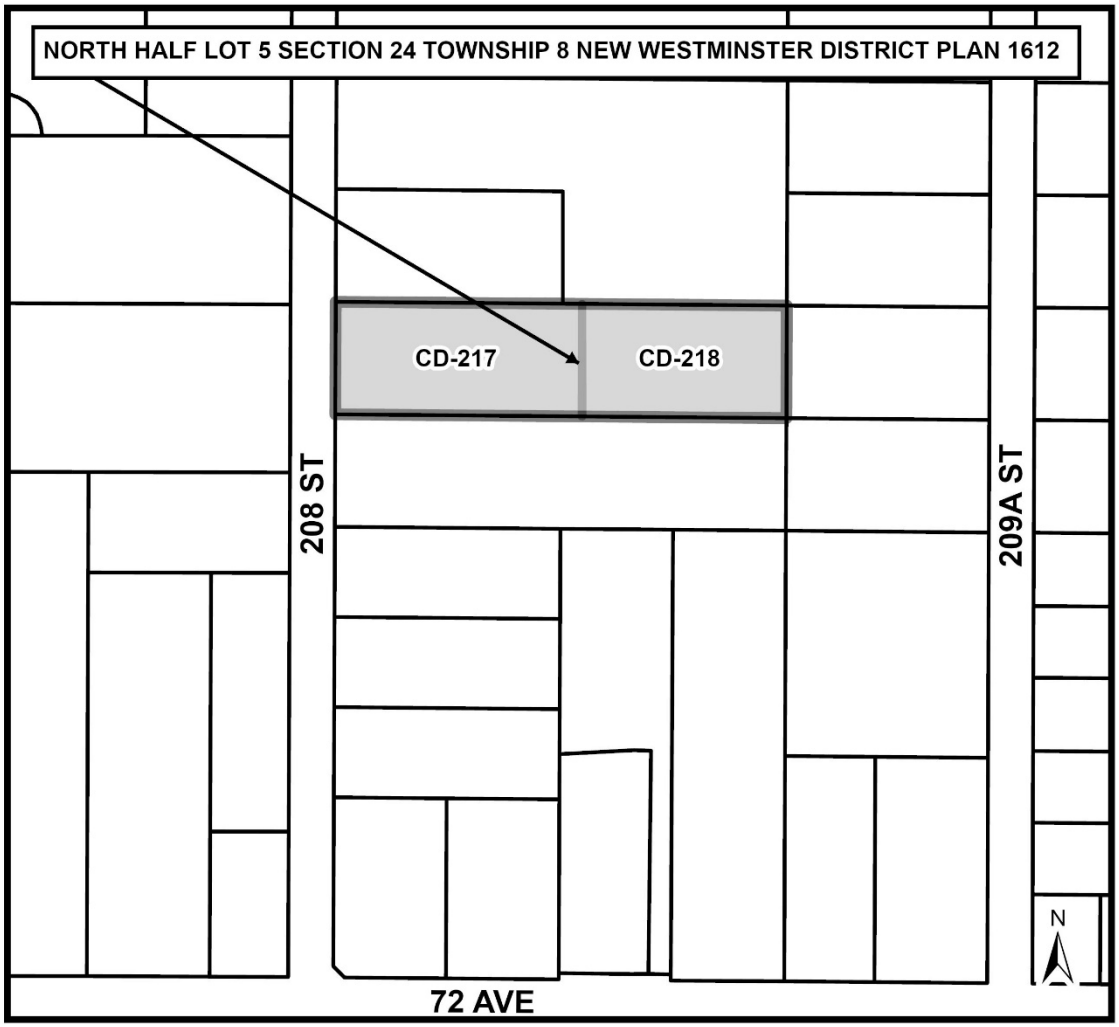
North Half Lot 5 Section 24 Township 8 New Westminster District Plan 1612

as shown delineated on Schedule “A” attached to and forming part of this Bylaw to Comprehensive Development Zone CD-217 and Comprehensive Development Zone CD-218.

READ A FIRST TIME the	day of	, 2026
READ A SECOND TIME the	day of	, 2026
PUBLIC HEARING the	day of	, 2026
READ A THIRD TIME the	day of	, 2026
ADOPTED the	day of	, 2026

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 6199



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (RURAL PLAN) BYLAW 1993 NO. 3250
AMENDMENT (SIDHU) BYLAW NO. 6033

EXPLANATORY NOTE

Bylaw No. 6033 amends the Official Community Plan and Rural Plan by adding provisions to the “Small Farms / Country Estates” designation to accommodate industrial uses on a site specific basis at 24281 Fraser Highway and includes the site as a mandatory Development Permit Area.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842

AMENDMENT (RURAL PLAN) BYLAW 1993 NO. 3250

AMENDMENT (SIDHU) BYLAW NO. 6033

A Bylaw to amend the Rural Plan 1993 No. 3250

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 Official Community Plan Bylaw 1979 No. 1842 Amendment (Rural Plan) Bylaw 1993 No. 3250 Amendment (Sidhu) Bylaw No. 6033”.

2. The “Township of Langley Official Community Plan Bylaw 1979 No. 1842” as amended is further amended by amending “Map 1 – Land Use” to change the designation of the lands from “Rural” to “Industrial” and further amending “Map A-1 RGS Land Use” from “Rural” to “Industrial” with respect to the lands described as:

   Lot 1 Except: The Northerly 297 Feet; Section 27 Township 10 New Westminster District Plan 10934

3. The “Township of Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Rural Plan) Bylaw 1993 No. 3250” as amended is further amended by:

   a) adding the following as Section 5.6.7

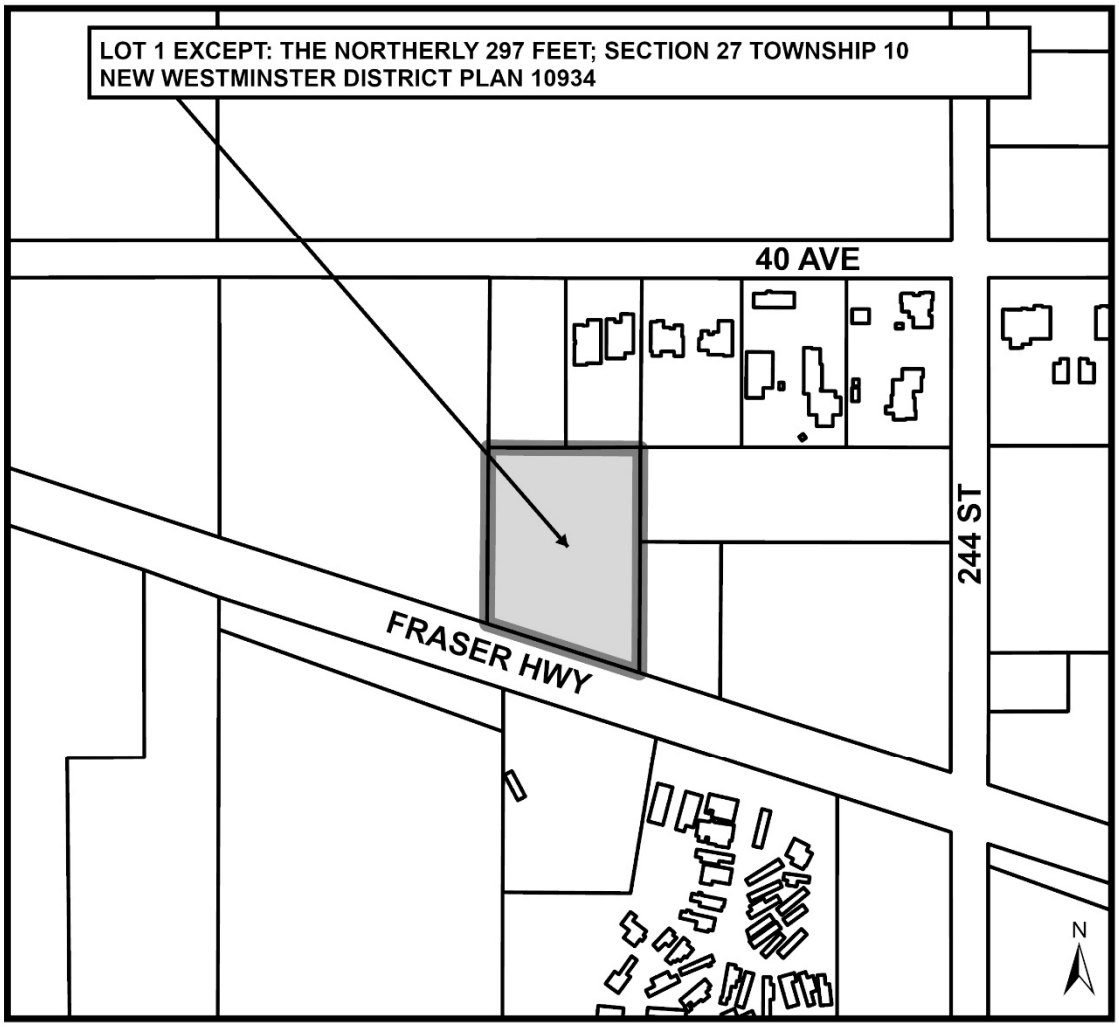
      Industrial uses are permitted on a site specific basis on lands described as Lot 1 Except: The Northerly 297 Feet; Section 27 Township 10 New Westminster District Plan 10934.

   b) amending “Map 2 Development Permit Area B – Fraser Highway” to include the lands identified in Schedule “A” attached and forming part of this Bylaw as Development Permit Area B – Rural Commercial / Industrial.

READ A FIRST TIME the	23	day of	September	, 2024
READ A SECOND TIME the	23	day of	September	, 2024
PUBLIC HEARING HELD the	07	day of	October	, 2024
READ A THIRD TIME the		day of		, 2026
ADOPTED the		day of		, 2026

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 6033



Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	SEPTEMBER 23, 2024 - REGULAR MEETING	**REPORT:**	24-182
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	10-27-0073
SUBJECT:	OFFICIAL COMMUNITY PLAN AMENDMENT APPLICATION NO. 100230 (SIDHU / 24281 FRASER HIGHWAY)		

PROPOSAL:

On July 15, 2024 Council considered an application to amend the Official Community Plan to redesignate approximately 0.88 ha (2.17 ac) of land located at 24281 Fraser Highway from Rural to Industrial; amend the Small Farms Country Estate designation to accommodate industrial use on a site specific basis; and designate the site "Development Permit Area 'B' – Rural Commercial/Industrial" within the Rural Plan to accommodate a future rezoning application for an industrial use and passed the following resolution:

> *"That Council direct staff to process the application to amend Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Rural Plan) Bylaw 1993 No. 3250."*

Consistent with Council's resolution, staff have prepared an amendment bylaw for Council's consideration.

RECOMMENDATIONS:

That Council consider first and second reading of Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Rural Plan) Bylaw 1993 No. 3250 Amendment (Sidhu) Bylaw No. 6033 amending the Official Community Plan and Rural Plan to redesignate the site from Rural to Industrial, and to amend the Rural Plan Small Farms / Country Estate land use designation to allow industrial uses on a site specific basis, and designate the site "Development Permit Area 'B' – Rural Commercial/Industrial" subject to the following development prerequisite being satisfied to the acceptance of the Township of Langley, prior to final reading:

1. Approval of the necessary amendments to the Metro Vancouver Regional Growth Strategy.

That Council consider that Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Rural Plan) Bylaw 1993 No. 3250 Amendment (Sidhu) Bylaw No. 6033 is consistent with the Township's Five-Year Financial Plan as updated annually and with Metro Vancouver's Integrated Liquid Waste Resource Management Plan and Integrated Solid Waste Resource Management Plan, Housing Needs Report and with the consultation requirement of Official Community Plan Consultation Policy (07-160).

That (at the time of third reading of Bylaw No. 6033) Council authorize staff to advance the application to Metro Vancouver for the proposed amendments to the Regional Growth Strategy.

That Council authorize staff to schedule the required Public Hearing for the Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Rural Plan) Bylaw 1993 No. 3250 Amendment (Sidhu) Bylaw No. 6033.

Respectfully submitted,

Rob Nordrum
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A Council Report 24-144

Township of Langley
Est. 1873

ATTACHMENT A

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JULY 15, 2024 - REGULAR MEETING	**REPORT:**	24-144
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	10-27-0073
SUBJECT:	OFFICIAL COMMUNITY PLAN AMENDMENT APPLICATION NO. 100230 (SIDHU / 24281 FRASER HIGHWAY)		

PROPOSAL:

Application to amend the Official Community Plan to redesignate approximately 0.88 ha (2.17 ac) of land located at 24281 Fraser Highway from Rural to Industrial; amend the Small Farms Country Estate designation to accommodate industrial use on a site specific basis; and designate the site "Development Permit Area 'B' – Rural Commercial/Industrial" within the Rural Plan to accommodate a future rezoning application for an industrial use.

RECOMMENDATION SUMMARY:

That Council not support the application.

RATIONALE:

The proposed amendments are inconsistent with the Regional Growth Strategy, Official Community Plan and Rural Plan regarding industrial land use. Additionally, the subject lands are beyond the limits of the Fraser Highway Employment Lands Area Plan currently undergoing a planning process. The applicant has requested Council consideration of the proposed industrial land use designation prior to providing further information in support of the application.

RECOMMENDATION:

That Council not support the application to amend Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Rural Plan) Bylaw 1993 No. 3250.

EXECUTIVE SUMMARY:

Greenline Management Ltd. has applied on behalf of the owner to amend the Official Community Plan (OCP) and Rural Plan to redesignate the site from Rural to Industrial; amend the Rural Plan Small Farms Country Estate land use designation to allow industrial uses on a site specific basis; and designate the site "Development Permit Area 'B' – Rural Commercial/Industrial".

Although the subject site is not located in the Agricultural Land Reserve (ALR) and fronts Fraser Highway, it is not adjacent to, or an extension of, an existing industrial use. Current policy in the Regional Growth Strategy (RGS), OCP and Rural Plan support rural/agricultural uses of the land.

On December 4, 2023 Council endorsed a Terms of Reference for the Fraser Highway Employment Lands Area Plan including a study area boundary 450 m (1,476 ft) west of the subject site.

Should Council elect to advance the application, staff will prepare the necessary bylaws for further consideration. An amendment to the Metro Vancouver Regional Growth Strategy (RGS) would be also required to amend the site's RGS designation from Rural to Industrial should the application advance.

PURPOSE:

The purpose of this report is to advise and make recommendations to Council with respect to proposed Official Community Plan and Rural Plan amendments for property located at 24281 Fraser Highway.

REFERENCE:

Owners:	Harpreet and Jaswinder Sidhu 5876 Buckingham Avenue Burnaby, BC V5E 2A3
Agent:	Greenline Management Ltd. 11579 – 196B Street Pitt Meadows, BC V3Y 1P2
Legal Description:	Lot 1 Except: The Northerly 297 Feet; Section 27 Township 10 New Westminster District Plan 10934
Location:	24281 Fraser Highway
Area:	0.88 ha (2.17 ac)
Official Community Plan: (existing)	Rural (non ALR)
Official Community Plan: (proposed)	Industrial
Regional Growth Strategy: (existing)	Rural (not within Urban Containment Boundary)
Regional Growth Strategy: (proposed)	Industrial (not within Urban Containment Boundary)
Rural Plan: (existing)	Small Farms Country Estates (1.7 ha (4.2 ac) minimum lot size
Rural Plan: (proposed)	Small Farms Country Estates (with site specific amendment to allow industrial use), Development Permit Area B – Rural Commercial/Industrial (1.7 ha (4.2 ac) minimum lot size
Zoning: (existing)	Rural Zone RU-1 (1.7 ha (4.2 ac) minimum lot size)

BACKGROUND/HISTORY:

- The subject site is currently zoned Rural Zone RU-1, designated Rural in the Official Community Plan and Small Farms / Country Estates outside the Urban Boundary in the Rural Plan. The site is also outside of the Urban Containment Boundary and designated Rural in the RGS.
- An application to amend the Rural Plan to align with the RGS and OCP and rezone three properties east of the subject site to accommodate the proposed expansion of Leavitt Holdings was defeated by Council at third reading on March 18, 2018 (ToL Project No.10-27-0057).

DISCUSSION/ANALYSIS:

- The property is designated Rural in both the RGS and OCP. To accommodate the proposed industrial use, amendments to the RGS, OCP, and Rural Plan are required. The applicant has submitted a letter of rationale in support of the application (Attachment B).
- According to the applicant, the intent of the proposal is as follows:

  "The client does not want to develop the property at this time so we are not including a development application. We wish to rezone the property for future use within the M-1B zoning. The client has not 100 percent decided on exactly what type of building they want to construct. We are requesting rezoning consideration with this application and if necessary we can include all the requirements for the development application when we have the indication that the rezoning application would be considered."

Adjacent Uses:

	Existing Use	Rural Community Plan Designation	RGS / OCP Designation	ALR	Existing Zoning
North:	Two rural properties, one containing two residential strata lots, beyond which is 40 Avenue	Small Farms / Country Estates	Rural	Not in ALR	Rural Zone RU-1
South:	Fraser Highway, beyond which is a rural property	Small Farms / Country Estates	Agriculture	In ALR	Rural Zone RU-1
East:	Two rural properties	Small Farms / Country Estates	Industrial	Not in ALR	Rural Zone RU-1
West:	A rural property	Small Farms / Country Estates	Agriculture	In ALR	Rural Zone RU-1

- The subject property is one of nine non-ALR parcels bordered by Fraser Highway to the south, 244 Street to the east, 40 Avenue to the north and the ALR to the west. All of these properties are zoned RU-1, except for a portion of 24389 Fraser Highway zoned Service Industrial Zone M-1B.
- South of Fraser Highway, a number of properties exist (in and out of the ALR) that accommodate a range of rural residential, residential mobile home and institutional uses.

Official Community Plan Amendment:

- The subject lands are currently designated Rural in the OCP which includes goals to maintain the existing rural residential character of the area.
- Section 2.1 of the OCP provides the following:
  - *2.1.2. Discourage urban development outside the urban development area to preserve agricultural land, the rural landscape, and the environment. New development that may be permitted outside the urban development area must conform to the policies of the relevant land use designation and the Rural Plan.*
  - *2.1.5. Recognize the impact of major transportation corridors on the community and give consideration to appropriate development options on major east-west*

transportation corridors, including along the Fraser Highway, at interchanges along the Trans-Canada Highway and at a key node along 16 Avenue.

- Section 2.2 of the OCP provides the following:
  - *2.2.6. Areas designated as Rural are intended to maintain the existing rural residential character of the area. Rural residential development and agricultural uses are permitted in conformity with the provisions of the Rural Plan and the Zoning Bylaw, unless otherwise approved by the Agricultural Land Commission. Development at gross densities based on the current Zoning Bylaw is permitted within the Salmon River Uplands area as defined in the Rural Plan, subject to the approval of the Agricultural Land Commission where applicable.*
  - *2.2.7. Commercial, industrial, and institutional uses are discouraged in this designation, except in conformity with the Regional Context Statement (Schedule 1) and the Rural Plan.*
- Schedule 1 – Regional Context Statement provides the following:
  - *The following types of amendment to the Township of Langley's OCP are deemed to be consistent with its Regional Context Statement, subject to the satisfaction of the conditions set out below:*
    - *From an 'Agricultural' or a 'Rural' designation to an 'Industrial' designation within the Township of Langley's OCP, where:*
      a. *the proposed use is consistent with the general intent of the 'Industrial' land use designation contained in the Township of Langley's OCP;*
      b. *the subject site is no more than 10 hectares in size;*
      c. *the subject site is contiguous with the existing Urban Containment Boundary specified in the Regional Growth Strategy; and*
      d. *the subject site is not contiguous with a site previously re-designated pursuant to Revised Context Statement Section 1.1.7.*

Rural Plan Amendment:

- The subject lands are currently designated Small Farms / Country Estates in the Rural Plan. Section 2.1 of the Rural Plan states "*The primary goal of the Rural Plan is to enhance agricultural viability through recognition and protection of the diverse agricultural lands, preservation of larger lot sizes, creation of policies that reinforce designation of much of the land as ALR and encouragement of the agricultural industry within Langley…"*
- Section 5.14 of the Rural Plan states the following with respect to commercial and industrial development:

  5.14.2 Industrial development shall not be permitted in the rural area, but shall be directed to areas designated industrial growth and, where it meets the criteria, the Agro Service Centre. Expansion of existing industrial uses on their present sites may be considered, subject to review of impacts on surrounding land and uses.
- The proposal is inconsistent with the location or expansion provisions of Section 5.14.2, as it is located approximately 1,250 m (4,101 ft) west of the Agro Service Centre designation.

Metro 2050 – Metro Vancouver Regional Growth Strategy (RGS):

- The subject lands are designated Rural in the RGS. This designation is intended to limit development to a scale, form, and density consistent with the intent of the rural land use, and to support agricultural uses within the ALR and, where appropriate, outside of the ALR. Staff note that the subject property is not located in the ALR. Given the proposed

OCP amendment and the need for the Township's OCP to align with the RGS, an amendment to the RGS would be necessary to accommodate the proposed industrial land use. A Type 2 amendment would be required to facilitate the proposal.

- A Type 2 – Minor Amendment to the Regional Growth Strategy requires a 'two-thirds weighted vote and regional public hearing' as identified in Section 6.3.3(c) of the RGS below:

  6.3.3(c) amendment from Rural land use designation to Industrial, Mixed Employment or General Urban land use designations;

Fraser Highway Employment Lands Area Plan:

- On February 27, 2023, Council directed staff to develop a Terms of Reference for the Fraser Highway Employment Lands Area Plan. The Terms of Reference was subsequently approved by Council on December 4, 2023.
- Community Planning and Policy (CPP) staff are currently in Phase 1: Planning Principles and Preliminary Development Concepts of the Fraser Highway Employment Lands Area Plan.
- The subject site is approximately 450 m (1,476 ft) east of the Fraser Highway Employment Lands Area Plan study area boundary and is separated by lands located in the ALR.

Policy Considerations:

The OCP, Rural Plan, and RGS emphasize the preservation of rural character and direct industrial uses to established urban areas. The subject site is outside the scope of the Fraser Highway Employment Lands Area Plan currently under development by CPP staff. Given the current policy context in the OCP, Rural Plan, and RGS, staff recommend that Council not support the application.

Should Council wish to further consider the application, staff will prepare the necessary bylaw noting that a RGS amendment to change the site's designation from Rural to Industrial would also be required.

Respectfully submitted,

Rob Nordrum
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

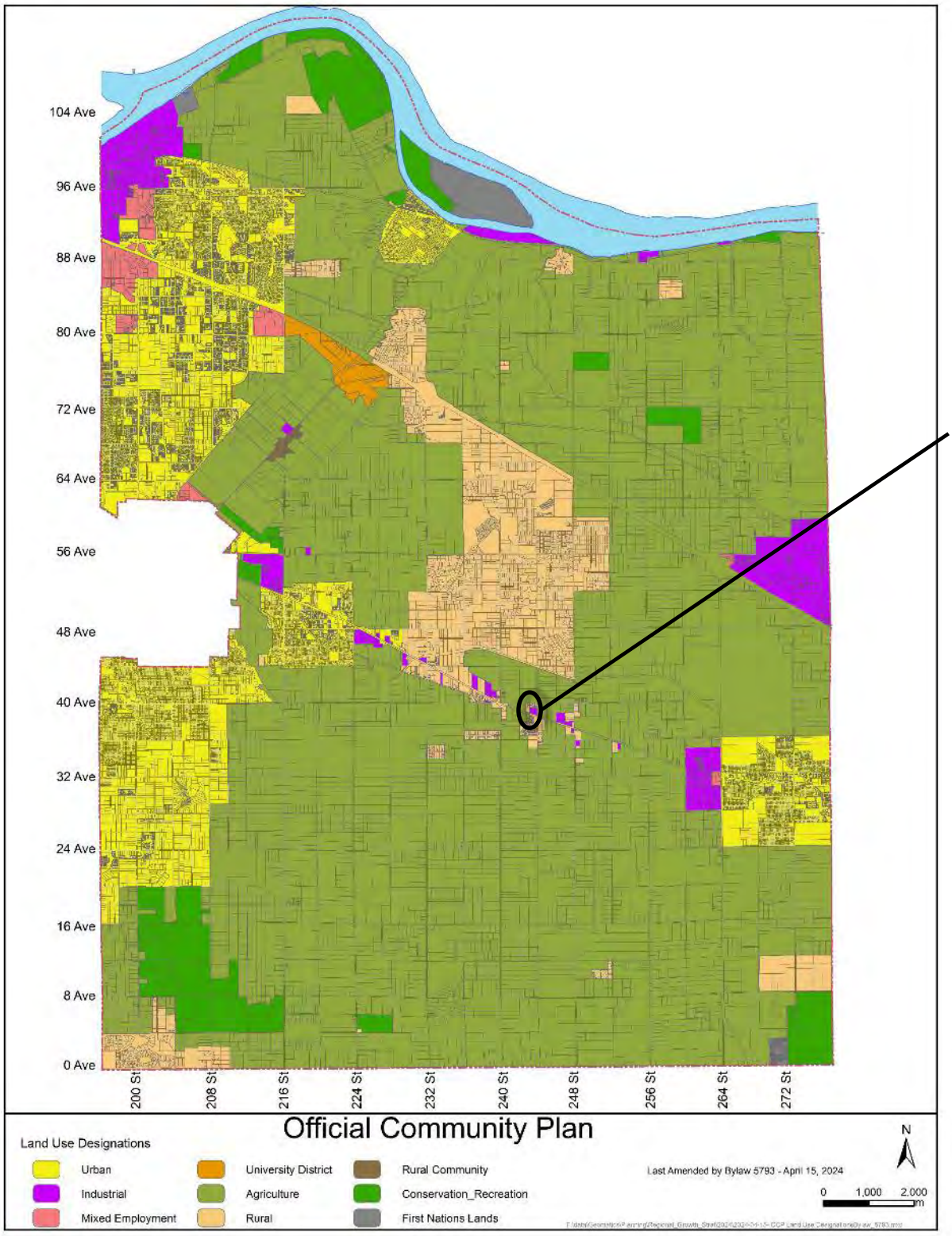
ATTACHMENT A Maps and Graphics

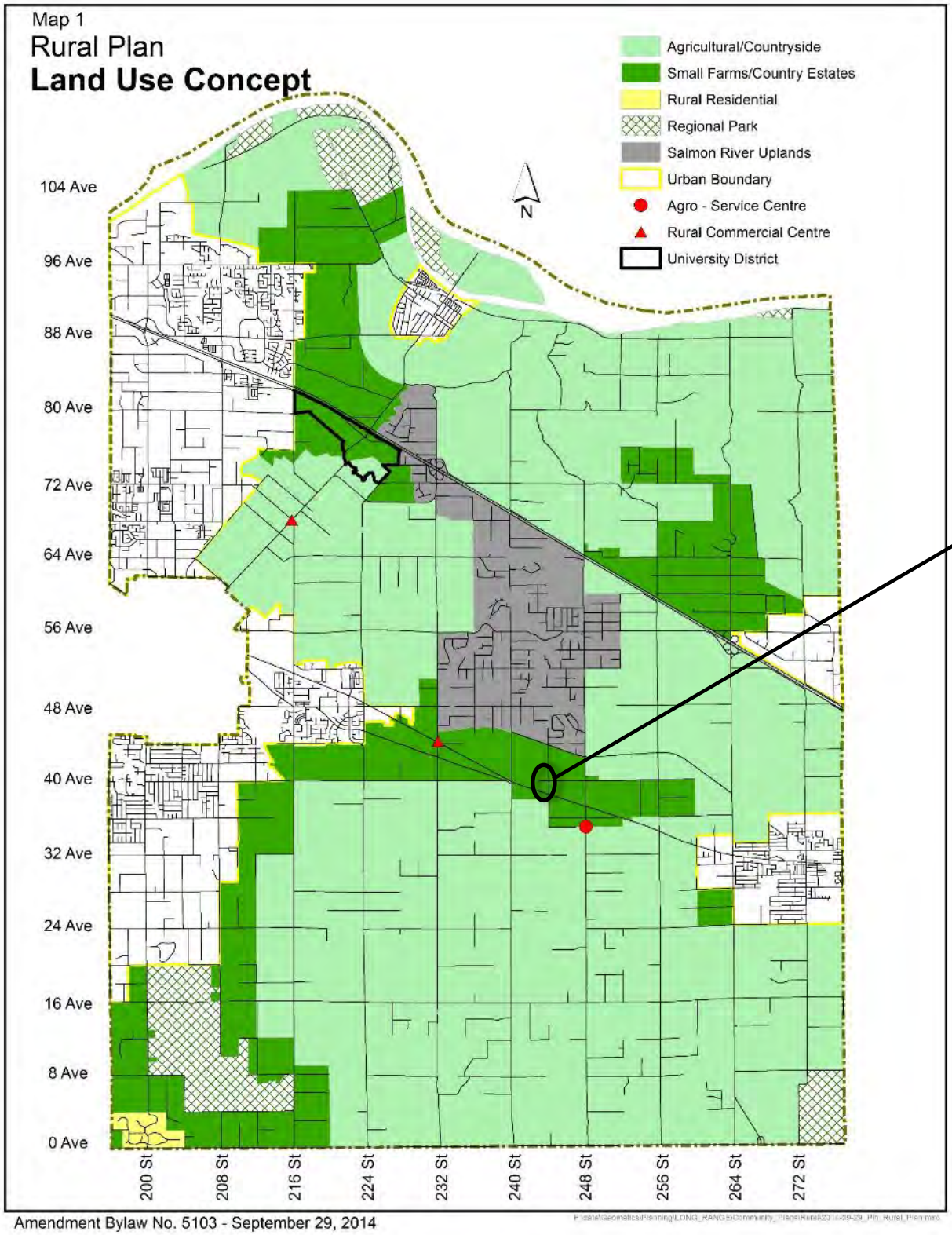
ATTACHMENT B Applicant Rationale

~~ATTACHMENT A~~



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
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
0
1,000
2,000
m

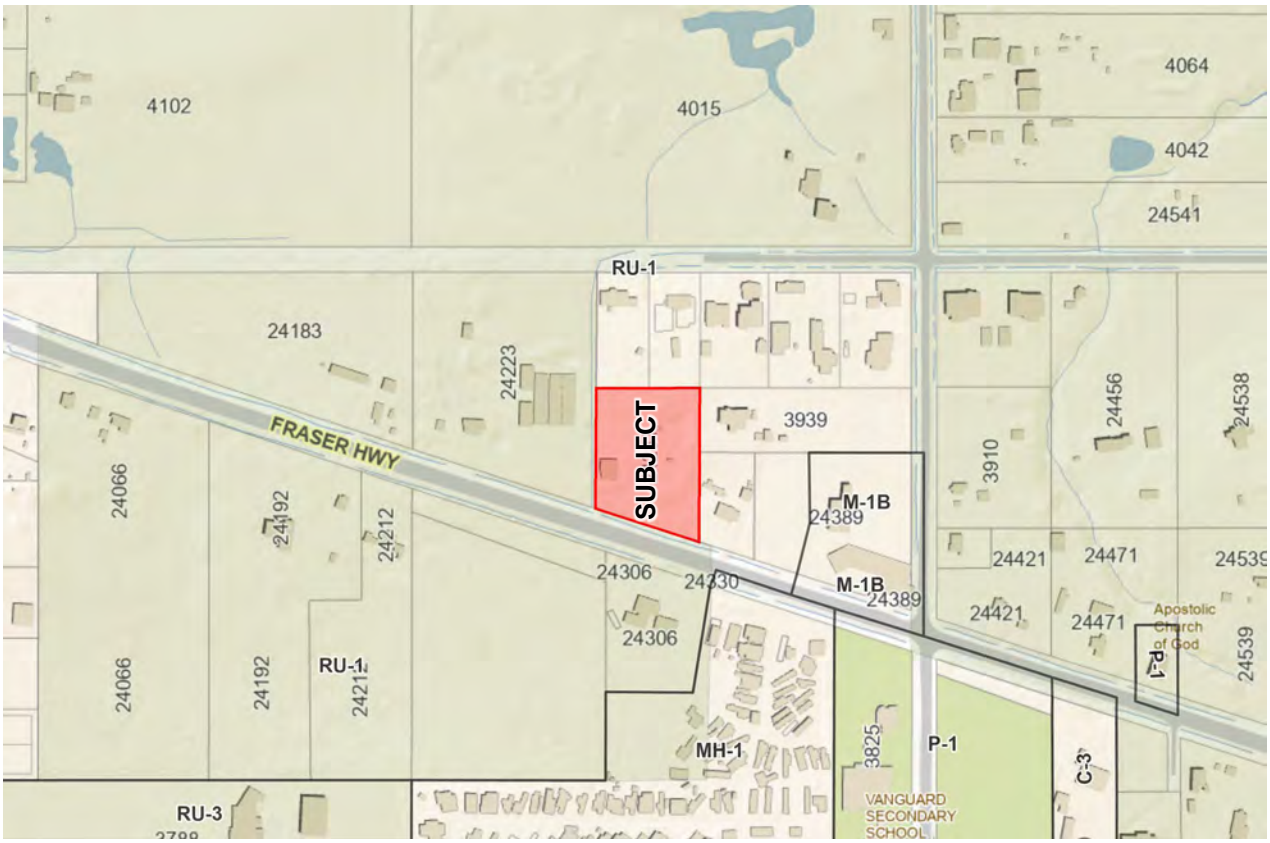

Map 1
Rural Plan
Land Use Concept
Agricultural/Countryside
Small Farms/Country Estates
Rural Residential
Regional Park
Salmon River Uplands
Urban Boundary
Agro - Service Centre
Rural Commercial Centre
University District
N
104 Ave
96 Ave
88 Ave
80 Ave
72 Ave
64 Ave
56 Ave
48 Ave
40 Ave
32 Ave
24 Ave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



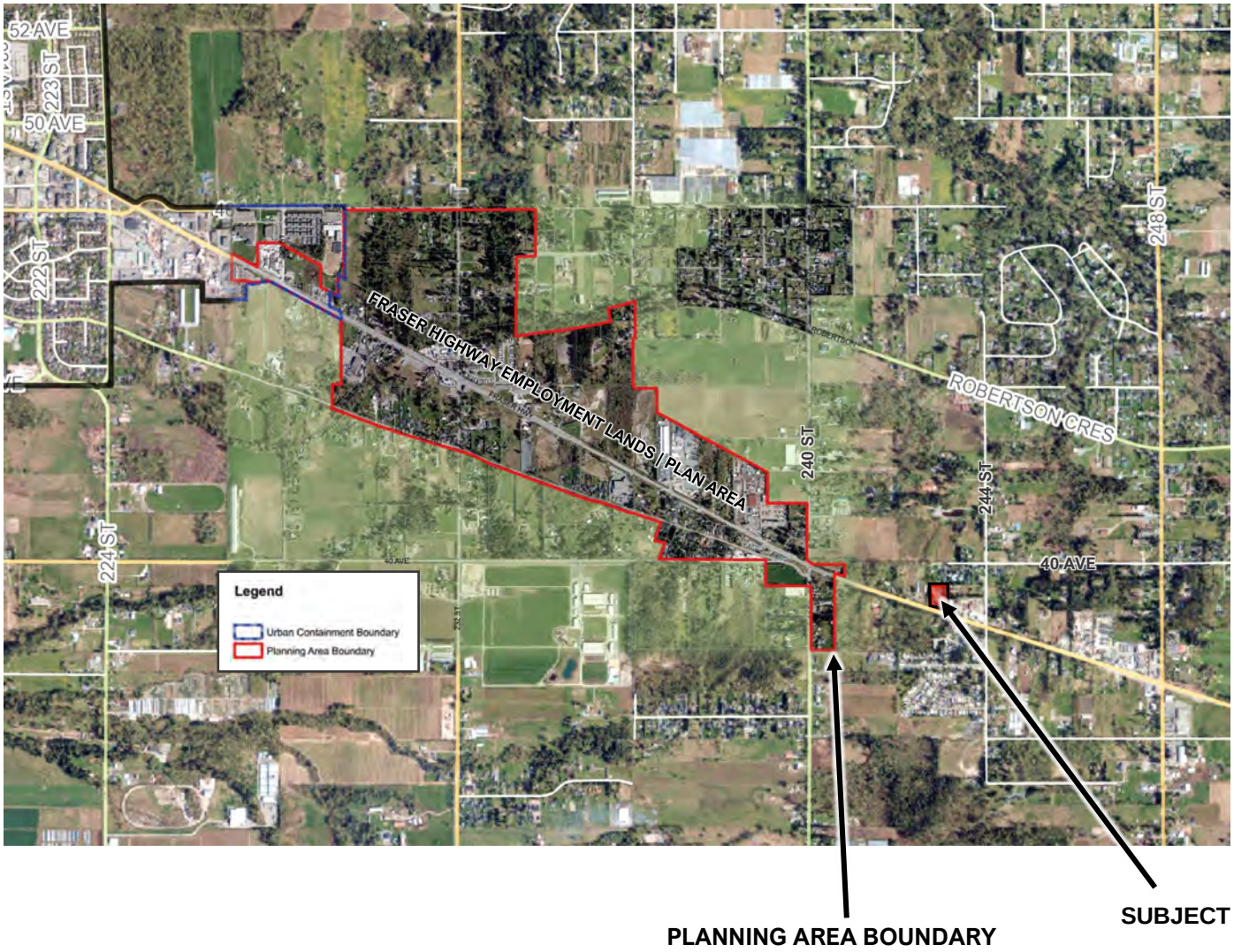
RGS LAND USE - DETAIL



OCP LAND USE - DETAIL



ZONING BYLAW NO. 2500



FRASER HIGHWAY EMPLOYMENT LANDS (2023) PLAN AREA

Greenline Management Ltd.
Project Management

11579-196 B St.
Pitt Meadows, B.C.
V3Y-1P2
Ph: 604-319-6638
Greenlinemgmt@gmail.com

ATTACHMENT B

Date : Feb 22 , 2022

To:Township of Langley
Re: Zoning Bylaw Amendment
Address: 24281 Fraser hwy
Langley B.C.

Letter of Intent

To whom It May Concern:

This application is for a zoning amendment for the above non ALR property from RU-1 to M-1B. The client does not want to develop the property at this time so we are not including a development application.We wish to rezone the property for future use within the M-1B zoning. The client has not 100 percent decided on exactly what type of building they want to construct. We are requesting rezoning consideration with this application and if necessary we can include all the requirements for the development application when we have the indication that the rezoning application would be considered.

The client is willing to engage the professionals and spending the money on required Engineers for the development portion of a rezoning application when it is clear that spending all the necessary money would not be wasted if the TOL would not consider the rezoning application.

I believe it is prudent to make this application without the development portion of the application and the IDSC until we have indication that the TOL would seriously consider the approval of the rezoning application only with a development application. The property is in the Rural plan and non ALR designation.

Included in this application are the following:

1- Letter of Intent
2- Land Title
3- Application Fee
4- Application form completed
5- Site survey
6- Arborist report
7- Parcel report
8- Maps of area and non ALR development close by

A-24281 Fraser Hwy property:

- Is cleared except trees along east lot line and south lot line
- Has a dwelling (if rezoning approved would be removed)
- Is approximately 2 acres
- In area of non ALR development
- Property is not is the ALR
- Has direct access to Fraser Hwy

B- Surrounding Area:

- M-1B zoned use at 24389 Fraser Hwy
- Non ALR development south of property at 24318-40th ave
- South lot line directly connects to Fraser Hwy
- Several non ALR properties are currently zoned along Fraser Hwy for Industrial use
- Fraser Hwy is a major corridor and is well suited for Industrial lot usage

C- Reasons for approving the M-1B zoning for 24281 Fraser hwy:

1- This lot is non ALR
2- Lot size is approx 2 acres which even the ALR does not consider large enough for viable farming
3- Several Non ALR residential properties are to the south of this lot therefore there would be restrictions on what kind of agriculture could happen if it was even viable on such a small lot.
- These conditions would make almost impossible to have a viable farming operation on this lot
4- The Fraser Hwy corridor is a major road way and is best suited for Industrial operations as there is access to major roads and close to Aldergove and Langley
5- There are several industrial zoned lots along the Fraser Hwy that are about the same size of this lot.
6- The M-1B zoning is consistent with several other properties along the Fraser Hwy corridor.

For clarity I have included in this application several maps of the area, the survey of the property, the arborist report. We can complete the Integrated Site Design Concept and pay for all the necessary Engineering to complete it when we know there is a reasonable chance this rezoning will be considered

Thank You For Your Time
Lee Mackenzie
Project Manager

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	MARCH 23, 2026 - REGULAR MEETING	**REPORT:**	26-27
FROM:	ENGINEERING DIVISION	**FILE:**	5260-26-025
SUBJECT:	ZONING BYLAW AMENDMENT – BUS RAPID TRANSIT PARKING REDUCTION		

RECOMMENDATION:

That Council give first, second, third and final reading to Township of Langley Zoning Bylaw 1987 No. 2500, Amendment Bylaw No. 6209.

EXECUTIVE SUMMARY:

In fall 2024, the Township retained Urban Systems Ltd. (USL), a qualified transportation engineering consulting firm, to complete a Township-wide Parking Study and Bylaw Review (the Study). The Study provides a comprehensive review of the Township's off-street parking requirements, on-street parking management practices, and cash-in-lieu policy, and includes recommendations to address evolving parking needs.

The Study supports a more flexible approach to parking regulations in areas with higher mobility options, including consideration of targeted parking reductions in locations with improved transit service, higher densities, and stronger transportation demand management (TDM) opportunities.

At the Regular Meeting on February 9, 2026, Council received the Study and endorsed a 15 percent reduction in residential parking requirements for one-bedroom apartment dwelling units located within 200 metres of future Bus Rapid Transit (BRT) stations and further directed staff to report back with draft Zoning Bylaw amendments to implement this direction.

Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Parking Study – BRT Parking Reduction) Bylaw No. 6209 is included for Council's consideration. The proposed parking reduction is expected to have a modest overall impact on the total required parking supply for a typical apartment development, while supporting broader objectives related to housing choice and reduced reliance on private vehicles.

PURPOSE:

The purpose of this report is to present an amendment to the Township of Langley Zoning Bylaw to implement Council's direction to reduce the minimum required off-street parking for one-bedroom apartment dwelling units by 15 percent where the subject development is located within 200 metres of future Bus Rapid Transit station areas along the Langley–Haney Place BRT corridor.

BACKGROUND/HISTORY:

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

At the Regular Meeting on February 9, 2026, Council received the Township-wide Parking Study and Bylaw Review Report (the Report) and passed the following resolutions:

> *That Council hereby endorses a 15 percent reduction in the residential parking requirements for 1-bedroom apartment units within a 200-metre radius of future Bus Rapid Transit stations.*
>
> *That Staff report to Council with draft Zoning Bylaw amendments regarding the potential parking reductions for Council consideration no later than the end of Q1, 2026.*

DISCUSSION/ANALYSIS:

Existing Parking Requirements:

Under the current Zoning Bylaw 1987 No.2500 (the Zoning Bylaw), apartment dwelling units containing one or more bedrooms are required to provide 1.5 off-street parking spaces per dwelling unit. Visitor parking is also required at a rate of 10 percent of the total required apartment parking supply. In addition, where 10 to 50 parking stalls are required, at least one accessible parking stall must be provided, and where more than 50 parking stalls are required, accessible parking stalls must be provided at a rate of one stall for every 50 stalls.

Township-wide Parking Study and Bylaw Review:

The Study examined the Township's current off-street parking requirement in the Zoning Bylaw and developed recommendations informed by a best practices review, the Metro Vancouver Regional Parking Study, the ICBC vehicle ownership survey, and public engagement.

The Study supports a more flexible and forward-looking approach to off-street parking requirements in areas with higher mobility options. This includes consideration of targeted parking reductions in locations with improved transit service, higher densities, and stronger transportation demand management (TDM) opportunities. In particular, the Study identifies future rapid transit corridors, including the planned Langley–Haney Place Bus Rapid Transit (BRT) corridor, as appropriate areas to consider parking reductions, with the greatest reductions generally focused closest to future station areas.

Proposed Amendment:

The proposed Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Parking Study – BRT Parking Reduction) Bylaw No. 6209 establishes the criteria for determining eligibility for the parking reduction based on the development parcel's proximity to future BRT stations. Two potential methods for measuring this distance were considered, as follows:

1. from the proposed station locations identified in the BRT conceptual design to the nearest point of the subject lot; and
2. from the intersection of the centre lines of the prescribed roadways adjacent to the anticipated station locations to the nearest point of the subject lot.

The potential implications of each measurement method on lot eligibility were analyzed and indicated that the lots captured within the 200-metre area would vary slightly depending on the method applied. However, because the BRT design remains at the conceptual stage and alternative station locations are still under consideration, measuring from the proposed station locations could introduce greater uncertainty.

To provide a clear, consistent, and easily administered approach for both staff and applicants, Option 2 was selected and included in the proposed Zoning Bylaw amendment. The lots that would be captured under Option 2 are illustrated in Attachment A.

It should be noted that inclusion within the 200-metre area does not result in a parking reduction for all lots. Any potential reduction would apply only to developments that include one-bedroom apartment dwelling units and would be subject to the permitted land use. As the Willoughby Transit Corridor Plan update is currently underway, land use and density in the area may change over time. Recognizing that both station locations and surrounding land use may evolve through future planning and design work, the bylaw may be reviewed and amended in the future once station locations have been finalized. The proposed amendment does not alter accessible parking or visitor parking requirements, which would continue to be calculated in accordance with the current Zoning Bylaw.

The future Willowbrook SkyTrain Station and Transit Exchange are not included in the proposed Zoning Bylaw amendment, as it is designated by the Province as a Transit-Oriented Area, where no minimum parking requirements apply within 800 metres of the station under provincial legislation.

Impact of Proposed Amendment:

A parking analysis for a hypothetical 160-unit apartment building with a typical unit mix of 10 percent studio units, 25 percent one-bedroom units, 40 percent two-bedroom units, and 25 percent three-bedroom units was undertaken. Based on this analysis, the proposed Zoning Bylaw amendment would reduce the total required residential parking supply by nine stalls. This indicates that the amendment would have a modest impact on the parking supply required on-site for a typical apartment development with a similar unit mix and, correspondingly, a limited potential to increase demand for on-street parking.

As the reduction applies only to one-bedroom apartment dwelling units, and only where a lot is located within 200 metres of an identified future BRT station area, the overall effect of the amendment is expected to be limited. However, because BRT service is not yet operational, and some areas continue to have gaps in the pedestrian, cycling, and roadway networks, together with the absence of shared mobility options and other transportation demand management measures, any future expansion of this parking reduction should be carefully considered and supported by further review of local transit service levels, network completeness, and available mobility options.

Respectfully submitted,

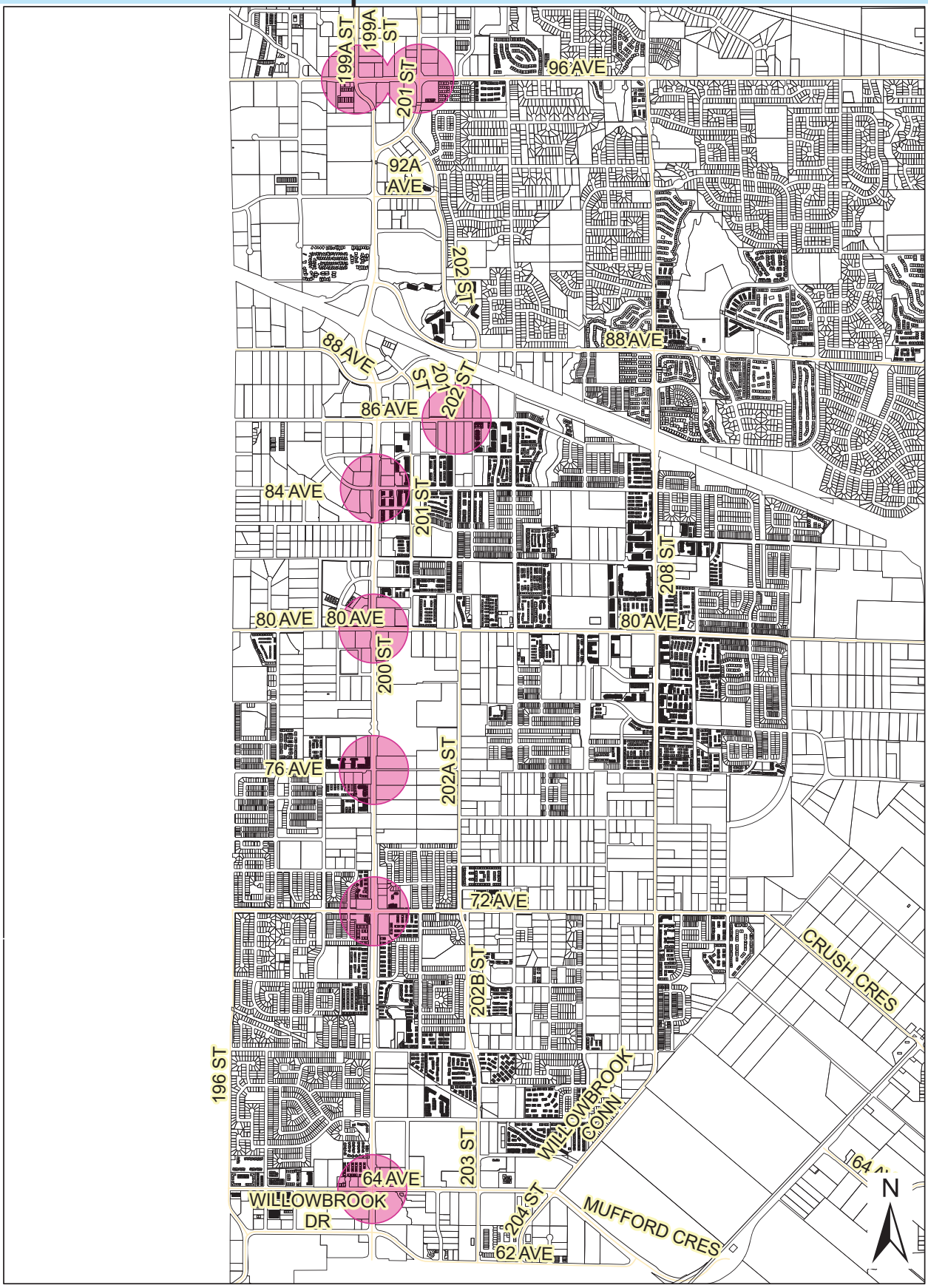
Paul Cordeiro
MANAGER, TRANSPORTATION ENGINEERING
for
ENGINEERING DIVISION

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

CONCURRENCES	
Division / Department	**Name**
COMMUNITY DEVELOPMENT DIVISION	S. Richardson

ATTACHMENT A Map of Lots within 200 Metres of Future BRT Station Intersections

BRT Stations | Intersections – 200 m Radius



Intersections – 200 m Radius

This is a conceptual plan prepared by staff for information purposes only.
The Township makes no warranty as to the accuracy, completeness, or utility of the information provided.
A detailed site plan prepared by the applicant will be required to assess compliance with all applicable Township of Langley bylaws.

Metres
0 250 500 1,000

Document Path: F:\data\Planning\Planning Tech\CustomMaps\Parcel Block Conceptual\Parcel Block Conceptual.aprx Date Saved: 10/03/2026 2:43 PM Author: MN

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (PARKING STUDY – BRT PARKING REDUCTION) BYLAW NO. 6209

EXPLANATORY NOTE

Bylaw No. 6209 amends the Zoning Bylaw to add a parking reduction of 15% for one-bedroom apartments within developments located 200 metres or less from the defined intersection of a future Langley – Haney Bus Rapid Transit Station.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (PARKING STUDY – BRT PARKING REDUCTION) BYLAW NO. 6209

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 (Parking Study – BRT Parking Reduction) Bylaw No. 6209".

2. The "Township of Langley Zoning Bylaw 1987 No. 2500" as amended is further amended by adding the following as a new section 107.1.4):

    4) Bus Rapid Transit Corridor
        a) The minimum required number of off-street parking spaces for one-bedroom *apartment dwelling units* in Section 107.3)a)iii) may be reduced by fifteen percent (15%) where the shortest horizontal distance is 200 metres or less from the closest point of the *lot* containing the development to the intersection of the centre lines of the *highways* prescribed below:
            i) 96 Avenue and 199A Street
            ii) 96 Avenue and 201 Street
            iii) 86 Avenue and 202 Street (Carvolth Exchange)
            iv) 84 Avenue and 200 Street
            v) 80 Avenue and 200 Street
            vi) 76 Avenue and 200 Street
            vii) 72 Avenue and 200 Street
            viii) 64 Avenue and 200 Street
        b) Notwithstanding subsection a), the minimum required number of visitor parking spaces shall be calculated and provided in accordance with Section 107.3)a)iii), without any reduction as a result of the parking reduction in subsection a).
        c) Notwithstanding subsection a), the minimum required number of accessible parking spaces shall be calculated and provided in accordance with Section 107.11, without any reduction as a result of the parking reduction in subsection a).

NOTICE WAS GIVEN the	16	day of	March	, 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

LANGLEY 2026 – 2030 FIVE-YEAR FINANCIAL PLAN BYLAW NO. 6207

EXPLANATORY NOTE

The Langley 2026 - 2030 Five-Year Financial Plan Bylaw No. 6207 authorizes the expenditure of funds for the Municipality. The Langley 2026 - 2030 Five-Year Financial Plan Bylaw No. 6207 is prepared pursuant to Section 165 of the *Community Charter* and is required to be adopted by Council prior to the Tax Rates Bylaw and May 15, 2026.

An expenditure that is not provided for in the 2026 - 2030 Five-Year Financial Plan is not lawful.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY 2026 - 2030 FIVE-YEAR FINANCIAL PLAN BYLAW NO. 6207

A bylaw to establish the Five-Year Financial Plan from 2026 to 2030.

WHEREAS Section 165 of the "*Community Charter*" requires that the Corporation of the Township of Langley adopt a Five-Year Financial Plan prior to approval of the Tax Rates Bylaw and May 15, 2026:

NOW THEREFORE, the Local Government Council of The Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This bylaw may be cited for all purposes as the "Langley 2026 - 2030 Five-Year Financial Plan Bylaw No. 6207".

2. Schedule "A", being the Revenue Plan Objectives and Policies, attached hereto and forming part of this bylaw is hereby adopted as the 2026 – 2030 Five Year Financial Plan of The Corporation of the Township of Langley.

3. Schedule "B", being the Financial Plan, attached hereto and forming part of this bylaw is hereby adopted as the 2026 - 2030 Five Year Financial Plan of The Corporation of the Township of Langley.

READ A FIRST TIME the	9	day of	March	, 2026
READ A SECOND TIME the	9	day of	March	, 2026
READ A THIRD TIME the	9	day of	March	, 2026
ADOPTED the		day of		, 2026

_____ Mayor _____ Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
LANGLEY 2026-2030 FIVE YEAR FINANCIAL PLAN BYLAW NO. 6207
SCHEDULE "A" – REVENUE PLAN OBJECTIVES AND POLICIES

In accordance with the *Community Charter* disclosure requirements, the Township of Langley discloses the following information.

1. The proportions of revenue proposed to come from the various funding sources.
2. The distribution of property taxes among property classes.
3. The use of permissive tax exemptions.

1. Proportion of total revenue from various funding sources

Revenue Source	Operating Budget Funding Sources	Capital Budget Funding Sources
Property taxes	50%	0%
Sale of Service – Utilities	20%	0%
Sale of Service - Other	8%	0%
Other sources	11%	28%
Transfer from own funds	11%	32%
Proceeds from borrowing	0%	40%
Total	**100%**	**100%**

The table above reflects Revenue raised from each funding source in 2026. Property Taxes form the greatest proportion of operating revenue for the Township, and they provide a stable and consistent source of revenue for many services that are difficult or undesirable to fund on a user-pay basis. Such services include parks, transportation, stormwater, fire protection, policing services, recreation and culture, facility maintenance and general government. For these reasons, property taxation will continue to be a major source of the Township revenue.

User fees and charges are the second largest portion of general operating revenue. Many Township services, such as water, sanitary sewer, and solid waste (including garbage and organics collection and disposal), are charged on a user-pay basis, which ensures they are paid for by taxpayers receiving these services.

The capital program is only partially funded from General and Utility Funds revenues, with most of the funding coming from sources such as reserves and surplus, development cost charges receipts, senior government grants, local area service funds and from debt financing.

2. Distribution of actual 2025 property taxes among the various property classes

Property Class	Property Class Description	2025 Property tax Revenue %
1	Residential	64.04%
2	Utilities	1.11%
4	Major Industry	0.18%
5	Light Industry	9.58%
6	Business	24.44%
8	Recreation	0.16%
9	Farm	0.49%
	Total	**100.00%**

The distribution of property tax revenue among the various property classes is presented in the table above. The practice of Council is to set tax rates in order to maintain reasonable tax stability in compliance with the *Community Charter*. This has been accomplished by maintaining the proportionate relationship provided above between property classes as impacted by annual average changes in assessed values of each class. (Property classes are defined and values determined by British Columbia Assessment).

3. Use of Permissive Tax Exemptions

The *Community Charter* provides Municipalities the ability to grant permissive exemptions under Sections 244, 225 and 226. The Township's permissive exemption policy sets the parameters under which Council considers applications for permissive exemptions from property taxes from organizations that are eligible for such exemptions.

The Township grants permissive exemptions for buildings for public worship; not-for-profit and charitable organizations and community halls; and heritage properties. Council supports, through permissive exemptions from property taxes, organizations that provide services that fulfill some basic need, improve the life of Township residents and are compatible with or are complimentary to the services offered by the Township.

Per Council Report 25-151, dated October 6, 2025, Council approved permissive tax exemptions calculated to be approximately $1,590,880.

Value of Permissive Tax Exemptions	Actuals 2025	Estimated 2026 before additions and deletions
Places of Worship	$839,520	$881,496
Not-For-Profit Organizations	$726,770	$763,108
Heritage properties	$22,465	$23,588
Partnering Property	$2,125	$2,232
TOTAL	$1,590,880	$1,670,424

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
LANGLEY 2026 – 2030 FIVE YEAR FINANCIAL PLAN BYLAW NO. 6207
SCHEDULE "B" – FINANCIAL PLAN

	2026 $	2027 $	2028 $	2029 $	2030 $
REVENUE					
Operating Plan					
Property Taxes and Levies	216,254,845	265,860,476	281,983,981	299,094,859	316,194,595
Sale of Services-Utilities	85,060,025	88,856,502	93,649,491	98,323,220	104,445,805
Sale of Services-Other	33,864,300	33,879,033	33,894,090	33,909,478	33,922,320
Other Revenue	47,783,985	48,861,925	50,645,812	51,495,899	52,221,445
Transfer from Surplus and Reserves	48,067,780	14,733,708	14,283,982	14,283,982	15,017,465
Operating Plan Sub-total	**431,030,935**	**452,191,644**	**474,457,356**	**497,107,438**	**521,801,630**
Capital Plan					
Contribution from Current Year Revenue	2,638,500	-	-	-	-
Transfer from Prior Year's Surplus	4,419,329	-	-	-	-
Transfer from Development Cost Charge Reserves	110,092,181	49,000,000	41,000,000	40,200,000	39,000,000
Transfer from Capital Surplus and Reserves	267,063,938	68,276,500	33,302,630	39,603,428	28,025,933
Private Funds and Other Sources	110,352,116	95,350,000	75,350,000	75,350,000	75,350,000
Proceeds From Borrowing	334,422,146	50,000,000	50,000,000	50,000,000	50,000,000
Capital Plan Sub-Total	**828,988,210**	**262,626,500**	**199,652,630**	**205,153,428**	**192,375,933**
TOTAL FINANCIAL PLAN REVENUE	**1,260,019,145**	**714,818,144**	**674,109,986**	**702,260,866**	**714,177,563**
EXPENDITURE					
Operating Plan					
Municipal Services	348,708,946	365,220,075	380,629,714	396,926,675	413,321,317
Debt Service	53,198,781	59,016,297	65,677,545	69,474,456	73,657,720
Contribution to Funds and Reserves	29,123,208	27,955,272	28,150,097	30,706,307	34,822,593
Operating Plan Sub-Total	**431,030,935**	**452,191,644**	**474,457,356**	**497,107,438**	**521,801,630**
Capital Plan	**828,988,210**	**262,626,500**	**199,652,630**	**205,153,428**	**192,375,933**
TOTAL FINANCIAL PLAN EXPENDITURES	**1,260,019,145**	**714,818,144**	**674,109,986**	**702,260,866**	**714,177,563**

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DEVELOPMENT COST CHARGE RESERVE FUND

EXPENDITURE BYLAW NO. 6206

EXPLANATORY NOTE

Bylaw No. 6206 provides for the 2026 Capital Expenditure Program (and related debt) from the Development Cost Charge Reserve Fund as provided by the 2026 – 2030 Five Year Financial Plan. The projects are for roads, drainage, sewer, water services and for parkland acquisition and development.

Expenditures have been included in the DCC Expenditure Bylaw, even when it looks like there are not enough funds available, in the event that enough DCC funds are received during the year. Projects will only proceed when sufficient funds are available.

Funds that become available in the Parkland Acquisition and Development DCC Reserve, Water DCC Reserve, Sewer DCC Reserve, Drainage DCC Reserve, and Roads DCC Reserve are first directed towards payment of the annual debt.

Presently, there are estimated expenditures under the bylaw in the amount of $129,122,428 which include capital carry-forwards from prior years, current debt payments and new capital projects for 2026.

Should any of the above-noted monies remain unexpended at the end of a project; the unexpended balance will be returned to the credit of the reserve fund.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DEVELOPMENT COST CHARGE RESERVE FUND

EXPENDITURE BYLAW NO. 6206

WHEREAS it is deemed expedient to expend monies set aside in the Development Cost Charge Reserve Fund established pursuant to Bylaw 1980 No.1946 and interest earned thereon for the following purposes:

	TOTAL
Roads	**55,376,633**
Drainage	**5,628,890**
Sewer	**5,193,190**
Water	**26,444,426**
Parkland Acquisition and Development	**36,479,289**
TOTAL	**129,122,428**

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 “Development Cost Charge Reserve Fund Expenditure Bylaw No. 6206”.

2. There is hereby authorized to be expended from the monies set aside and any interest earned thereon pursuant to the Bylaw entitled “Development Cost Charge Reserve Fund Bylaw 1980 No. 1946”, a sum not exceeding one hundred twenty-nine million one hundred twenty-two thousand and four hundred twenty-eight dollars for capital improvements and debt repayment as aforementioned.

Should any of the above-mentioned funds remain unexpended, after the expenditures hereby authorized have been made, the unexpended balance shall be returned to the credit of the said Reserve Fund.

READ A FIRST TIME the	9	day of	March	, 2026
READ A SECOND TIME the	9	day of	March	, 2026
READ A THIRD TIME the	9	day of	March	, 2026
ADOPTED the		day of		, 2026

_____ Mayor _____ Township Clerk

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	9	day of	March	, 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

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	MARCH 23, 2026
FROM:	CORPORATE PROJECTS DIVISION	**FILE NO:**	6125-20-LPAS1
SUBJECT:	DALE BALL PASSIVE PARK DISC GOLF UPDATE		

The purpose of this memorandum is to provide Council with an update on recent improvements at Dale Ball Passive Park, located at 20708 36 Avenue.

As part of the Servicing Agreement for rezoning and subdivision project #07-25-0038 (approved by Council on July 25, 2022), stormwater works were required at Dale Ball Passive Park to provide stormwater management for the catchment area. These works required modifications within the park, including impacts to the previously existing disc golf infrastructure.

Staff have continued to work collaboratively with the Langley Disc Golf Society (LDGS) leadership group since January of 2022 to plan and implement course alterations in response to revisions to the public access and servicing improvements being delivered through the development agreement.

Development-related improvements associated with the project are progressing. Stormwater infrastructure, trail construction, street frontages, and enhanced sidewalks/greenways along 208 Street and 36 Avenue have been completed. Construction of the new plumbed washroom building is expected to be completed by the developer by the end of April, 2026.

Using 2025 Parks Capital Budget funding, and with input from LDGS leadership, staff have advanced modifications to the disc golf course layout to reflect the anticipated changes in water levels within the park. New disc golf holes have been created following the identification and removal of hazardous trees, invasive plants, and other understory vegetation. New tee pads and target basket locations are currently under construction by LDGS, consistent with the attached course layout plan.

The updated course layout with twenty baskets (holes), as shown on the attached site plan, is intended to support consistent year-round play in both wet and dry conditions. Under the previous layout, the course alternated between a dry summer route and a wet winter route, as several holes were unplayable due to the rising stormwater in winter. Staff continue to work with LDGS to improve course signage to reflect the new design and layout.

LDGS will work cooperatively with Township staff to host an opening event for the updated course on a date to be determined this spring. Council will be notified and invited to attend once event details are confirmed.

Attachment – Site Plan, Dale Ball Passive Park Disc Golf Improvements



Township of Langley

DALE BALL PASSIVE PARK
DISC GOLF IMPROVEMENTS

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	MARCH 23, 2026
FROM:	ENGINEERING DIVISION	**FILE NO:**	5330-21-091
SUBJECT:	SALMON RIVER PUMP STATION UPGRADES – PUBLIC ENGAGEMENT SURVEY RESULTS		

The purpose of this memorandum is to provide Mayor and Council with an update on the online public engagement survey results for the Salmon River Pump Station Upgrades project.

Staff have retained qualified professionals to support project design and technical studies, and to assist with engagement activities, while ensuring compliance with applicable regulatory requirements and standards. The project is intended to improve flood protection in the area by increasing fish-friendly pumping capacity. The project scope includes two pump upgrades: installation of a second fish-friendly screw pump, replacement of the existing 1984 non-fish-friendly axial pump with a new fish-friendly axial pump, and updates to the pump station's operating guidelines.

On January 23, 2026, online public engagement was launched through a dedicated project webpage, which included an online survey to gather community input on the proposed improvements. The survey was open from January 23 to February 12, 2026.

Attachment A provides a summary of the survey results. A total of 156 responses were received through the online survey. Regarding flooding, 16% of respondents reported that their property has experienced flooding from the Salmon River. Impacts were most commonly identified in and around the Fort Langley area within the Agricultural Land Reserve. Based on the survey results, most flood events occur during the winter and spring months. The results related to the primary scope of work are summarized in the table below.

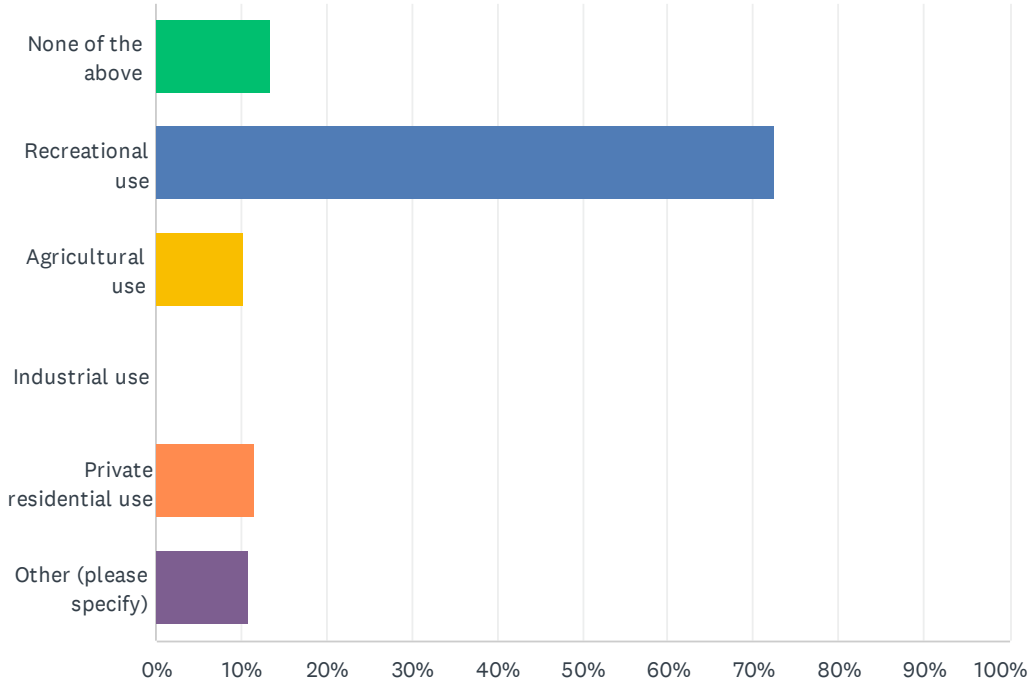
	Support	Neutral	Oppose
Increase Pump Capacity	82%	8%	10%
Year-round Pumping	66%	11%	23%
Overall Support for the Project	75%	9%	16%

An Environmental Assessment and Impact Analysis Report is currently being prepared for submission to Fisheries and Oceans Canada (DFO) and the Ministry of Water, Land and Resource Stewardship (WLRS). The report will support the agencies' review of the year-round operation of the fish-friendly pumps. DFO and WLRS will engage First Nations and other stakeholders to gather input and comments through the operational permit review process.

ATTACHMENT A Online Public Engagement – Survey Results

Q1 How do you make use of Salmon River water? (Select all that apply)

Answered: 156 Skipped: 0



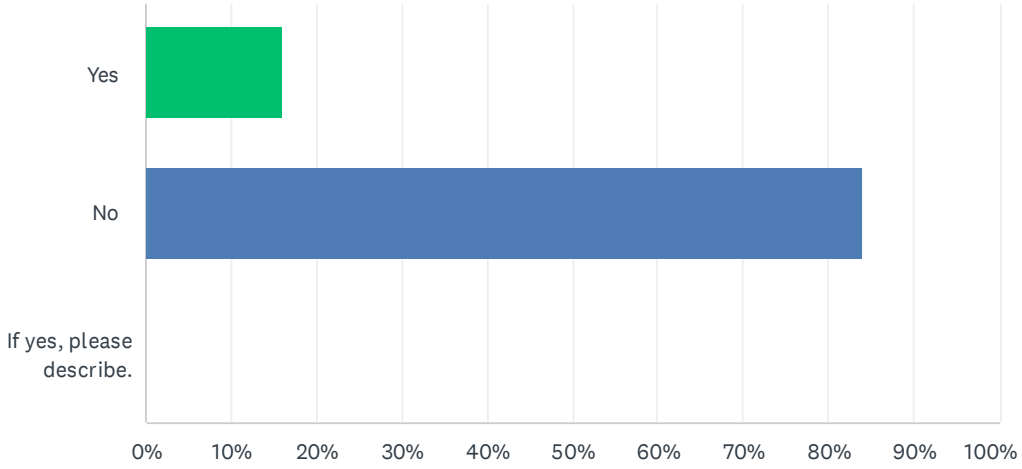
ANSWER CHOICES	RESPONSES	
None of the above	13.46%	21
Recreational use	72.44%	113
Agricultural use	10.26%	16
Industrial use	0.00%	0
Private residential use	11.54%	18
Other (please specify)	10.90%	17
Total Respondents: 156		

#	OTHER (PLEASE SPECIFY)	DATE
1	observe classrm salmon releases	2/11/2026 3:59 PM
2	natural habitat	2/9/2026 12:40 PM
3	Nature	2/9/2026 11:32 AM
4	I am a researcher studying the survival of salmon passing through pumpstations	2/9/2026 9:34 AM
5	Salmon River enhancement Society	2/7/2026 4:29 PM
6	Monitoring of salmon and there habitats	2/7/2026 10:49 AM
7	Fish & wildlife food production	2/6/2026 9:36 PM
8	eenvironmental education and habitat enhancement	2/5/2026 2:26 PM

9	Golfer	2/3/2026 12:18 PM
10	Most importantly, wildlife habitat	2/3/2026 12:02 PM
11	Fishing	2/3/2026 10:15 AM
12	My property boarders the river and floods regularly in the winter	2/2/2026 7:32 PM
13	I see it, I have driven past	2/2/2026 6:09 PM
14	I live neaeby and enjoy seeing it and am aware of the flooding.	2/2/2026 4:52 PM
15	Used to fish it years ago when there was a coho run	1/31/2026 5:36 AM
16	Work as a fish biologist	1/27/2026 7:53 PM
17	Work at golf course	1/23/2026 12:39 PM

Q2 Has your property experienced flooding from the Salmon River?

Answered: 156 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	16.03%	25
No	83.97%	131
If yes, please describe.	0.00%	0
TOTAL		156

#	IF YES, PLEASE DESCRIBE.	DATE
	There are no responses.	

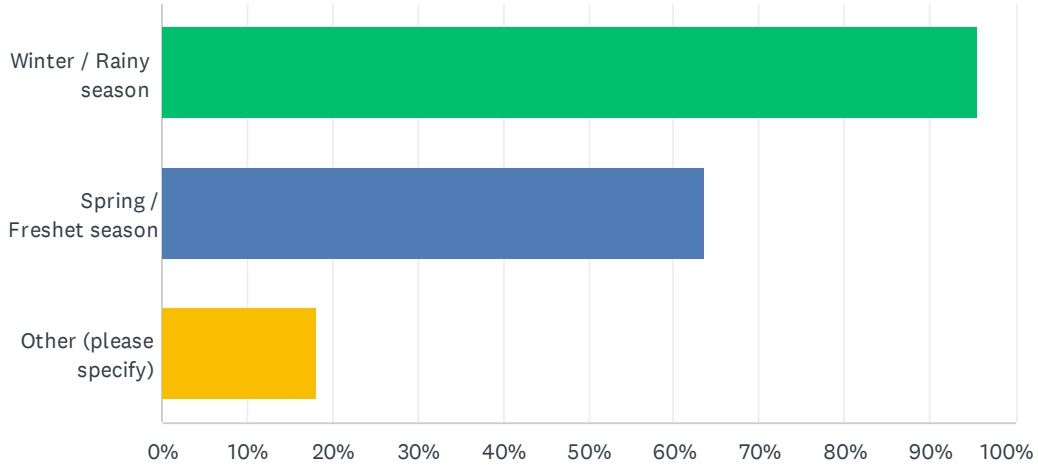
Q3 Describe the flood impacts you have experienced on your property.

Answered: 22 Skipped: 134

#	RESPONSES	DATE
1	Impact to farm business and home	2/12/2026 8:22 PM
2	Fields flooded barn flooded	2/11/2026 4:00 PM
3	our property was completely submerged in 2021	2/11/2026 2:19 PM
4	A majority of areas on the property experience flooding during the rainy season and occasionally during spring freshet. We are affected almost daily due to the tidal changes in the river as the property drains directly into the salmon river; the raised water levels slows down drainage severely.	2/6/2026 10:32 AM
5	High water along river frontage	2/4/2026 5:08 PM
6	Fields have been submerged and are impacted by heavy rainfalls and large tides.	2/3/2026 11:15 PM
7	Loss of crops	2/3/2026 10:16 PM
8	Some water came inside our back fence, on our property during the atmospheric river in November 2021. It was only in the one lowest corner by the river, the north west corner, and came about 8-10 ft inside that corner at its maximum.	2/3/2026 2:14 PM
9	Flood water covering a portion of our yard in past atmospheric rivers	2/3/2026 12:21 PM
10	Water backs up on the golf course, and they are forced to close the course. And my membership can not be used due to the closure	2/3/2026 12:20 PM
11	Water laying on fields damage crops.	2/3/2026 10:58 AM
12	The flood happens every fall, and goes very high on the property. It destroys our dock and fences, as well as the ground for the horses paddocks.	2/3/2026 5:23 AM
13	The lower portion of our property floods regularly during heavy rain events	2/2/2026 7:33 PM
14	A heavy flow occurs a few times a year when rainfall extends over several days mostly from late October till April and the river breaks its banks and often moves its main channel from one side of the valley to the other, undermining the bank in places.	2/2/2026 6:01 PM
15	Our house is moated. Vehicles are parked on the street. We used canoes to get home. Four pumps are used to keep our crawlspace from becoming an indoor pool.	2/2/2026 5:05 PM
16	Loss of agricultural property during winter season. Impacts quality of growth in growing season	2/1/2026 1:23 PM
17	November 2021, farm buildings and house between one and 3 feet of water in them. Estimated half a million dollars in losses beside physical and mental stress and sleepless nights. It’s about time this is dealt with, with all the development upstream we get more runoff and faster because the ground does not absorb any water because it’s paved or roofed towards the river wright away.	1/27/2026 1:41 PM
18	Property damage, crop damage/loss, structural damage	1/24/2026 7:42 AM
19	Crop loss due to flooding Debris left in fields after floods	1/24/2026 7:41 AM
20	Damage to crops, loss of grazing opportunity.	1/23/2026 5:29 PM
21	Golf course closed due to flooding up to 60 times a year	1/23/2026 12:40 PM
22	There is more frequent and severe flooding due to upstream property development which has caused increased winter kill of grass used for hay crops.	1/22/2026 8:43 PM

Q4 What time of year does your property flood? (Select all that apply)

Answered: 22 Skipped: 134

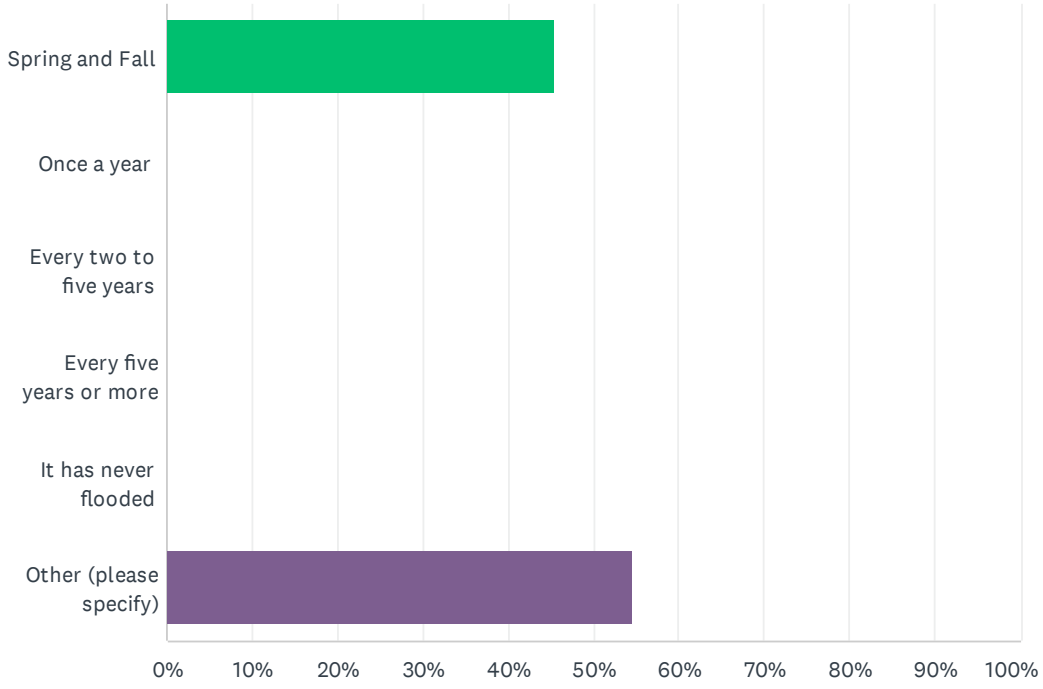


ANSWER CHOICES	RESPONSES	
Winter / Rainy season	95.45%	21
Spring / Freshet season	63.64%	14
Other (please specify)	18.18%	4
Total Respondents: 22		

#	OTHER (PLEASE SPECIFY)	DATE
1	depends on the weather forcast	2/11/2026 2:19 PM
2	Only Nov 2021, during atmospheric river event.	2/3/2026 2:14 PM
3	Any time depending on rainfall	2/2/2026 6:01 PM
4	Whenever we have heavy rainfall, snowmelt or a combination from those two, and or when the flood boxes are chained open and not closed on time like in 2021	1/27/2026 1:41 PM

Q5 How often does your property flood?

Answered: 22 Skipped: 134



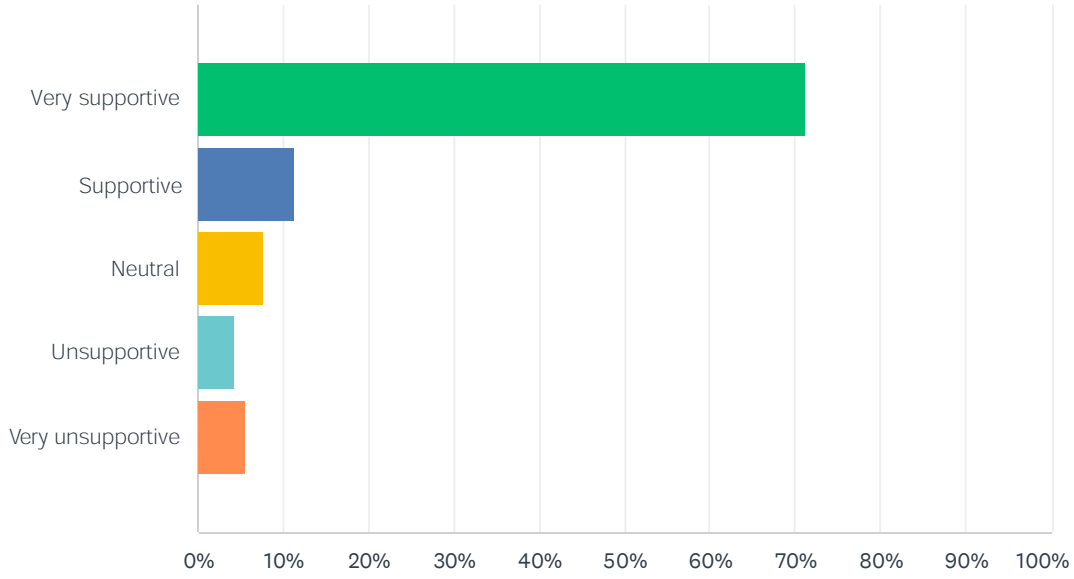
ANSWER CHOICES	RESPONSES	
Spring and Fall	45.45%	10
Once a year	0.00%	0
Every two to five years	0.00%	0
Every five years or more	0.00%	0
It has never flooded	0.00%	0
Other (please specify)	54.55%	12
TOTAL		22

#	OTHER (PLEASE SPECIFY)	DATE
1	Spring fall and winter	2/12/2026 8:22 PM
2	Winter flooding and heavy rains	2/3/2026 11:15 PM
3	During heavy rain	2/3/2026 10:16 PM
4	Once in 25 years we have been here - it came 8-10 fit inside the northwest corner of our property only.	2/3/2026 2:14 PM
5	Once in the past 25 years	2/3/2026 12:21 PM
6	Depending on heavy rain events 5 - 6 times per winter / rainy season	2/2/2026 7:33 PM
7	Mostly spring and fall	2/2/2026 6:01 PM

8	After 36 hours of hard rain.	2/2/2026 5:05 PM
9	It is to expect that some of our low fields get flooded, but if it comes in our barns and house is or should be preventable	1/27/2026 1:41 PM
10	We are frequently flooded during fall, winter, spring	1/23/2026 5:29 PM
11	Every heavy rainfall	1/23/2026 12:40 PM
12	Several times over winter, spring if heavy rain during freshet.	1/22/2026 8:43 PM

Q6 How supportive are you of increasing fish-friendly pumping capacity and replacing the existing non-fish friendly pump at the Salmon River Pump Station?

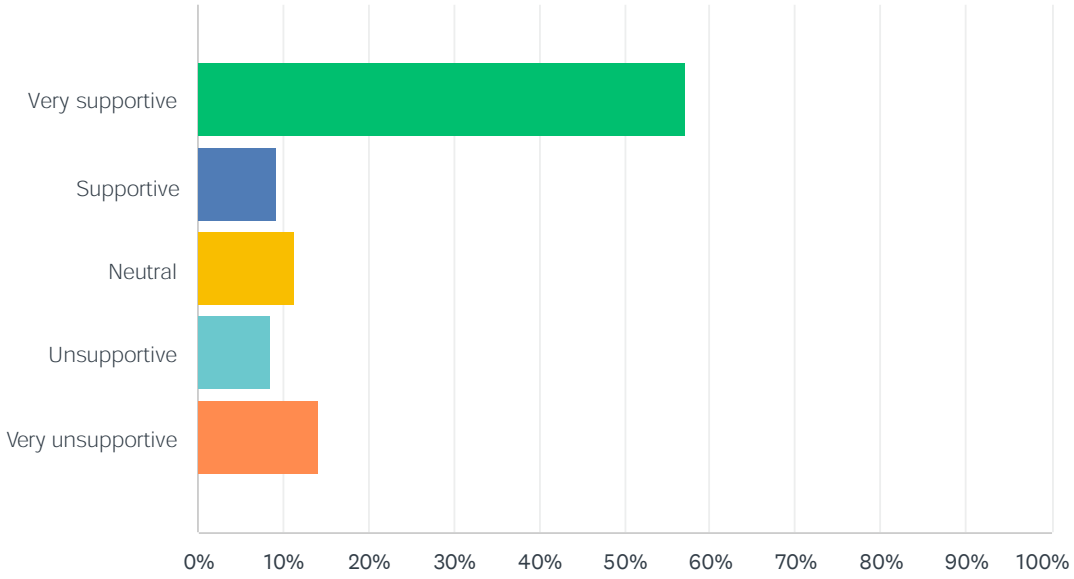
Answered: 142 Skipped: 14



VERY SUPPORTIVE	SUPPORTIVE	NEUTRAL	UNSUPPORTIVE	VERY UNSUPPORTIVE	TOTAL	WEIGHTED AVERAGE
71.13% 101	11.27% 16	7.75% 11	4.23% 6	5.63% 8	142	1.62

Q7 How supportive are you of year-round pump operation for new fish-friendly pumps?

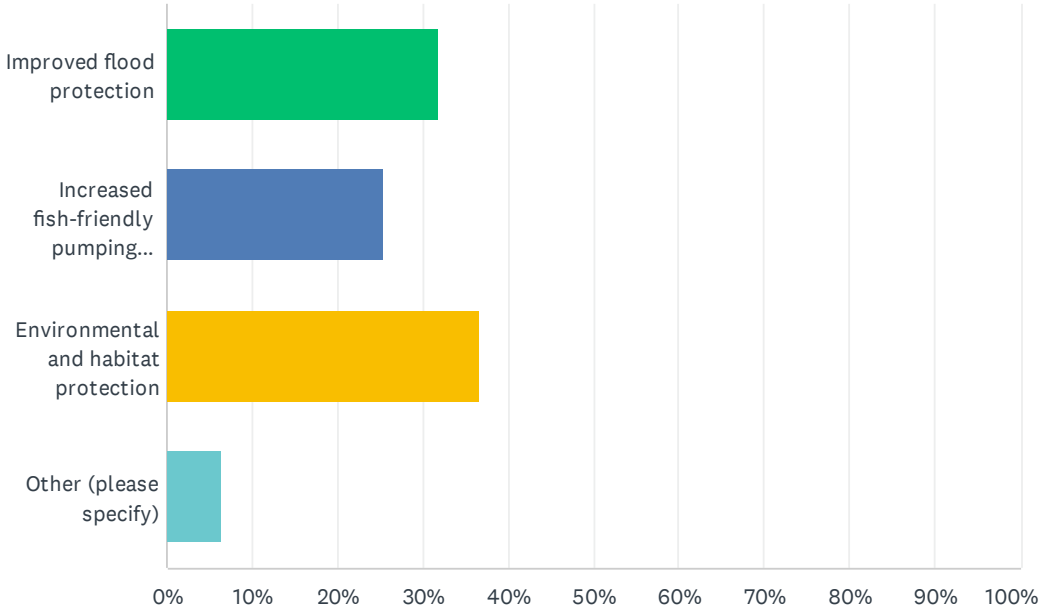
Answered: 142 Skipped: 14



VERY SUPPORTIVE	SUPPORTIVE	NEUTRAL	UNSUPPORTIVE	VERY UNSUPPORTIVE	TOTAL	WEIGHTED AVERAGE
57.04% 81	9.15% 13	11.27% 16	8.45% 12	14.08% 20	142	2.13

Q8 What is your top priority for the pump station upgrades? (Choose one)

Answered: 142 Skipped: 14

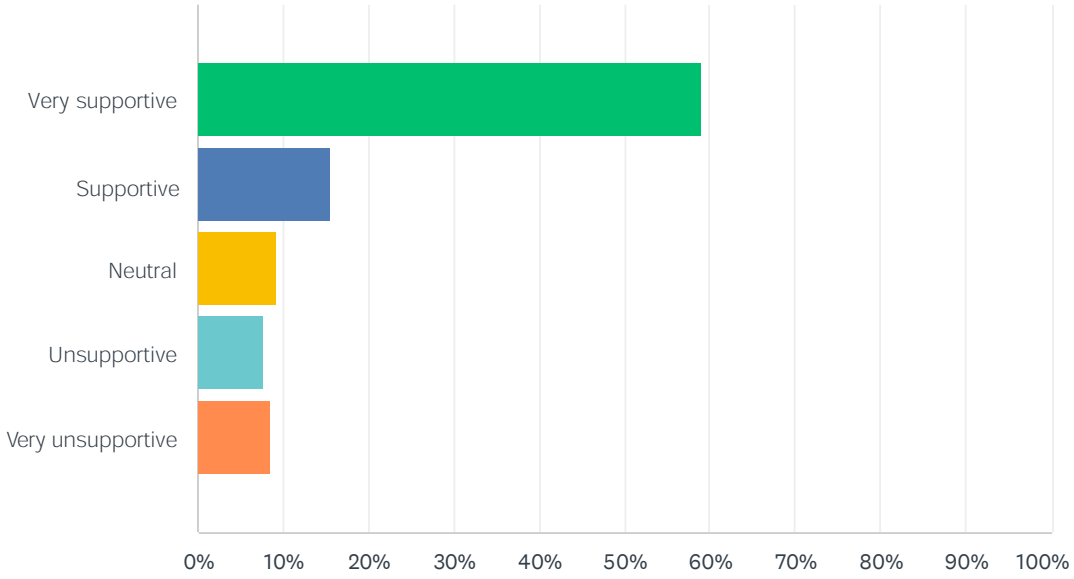


ANSWER CHOICES	RESPONSES	
Improved flood protection	31.69%	45
Increased fish-friendly pumping capacity	25.35%	36
Environmental and habitat protection	36.62%	52
Other (please specify)	6.34%	9
TOTAL		142

#	OTHER (PLEASE SPECIFY)	DATE
1	to create a water system that can function as nature intended.	2/10/2026 1:07 PM
2	put in more lock boxes	2/9/2026 6:02 PM
3	The health of the ecology as a whole, including up and down stream.	2/9/2026 3:05 PM
4	Maintaining an ecologically productive floodplain through allowing natural flooding	2/7/2026 4:19 PM
5	Improved flood protection is good for both environmental and habitat and also agricultural benefits as well	2/3/2026 11:17 PM
6	All of the above	1/31/2026 7:30 AM
7	If flood protection is improved then automatically enviironmatal and habitat is also better protected, flooding also weakens the banks from the river, which cave in together with the trees and brush growing there,killing trees, widening the river and making it shallower if not blocked by debree	1/27/2026 1:51 PM
8	Both flood protection and Salmon friendly pumping capacities.	1/24/2026 3:02 PM
9	Clear McKinnon ditch PROPERLY	1/23/2026 12:42 PM

Q9 Overall, how supportive are you of the proposed Salmon River Pump Station upgrades?

Answered: 142 Skipped: 14



VERY SUPPORTIVE	SUPPORTIVE	NEUTRAL	UNSUPPORTIVE	VERY UNSUPPORTIVE	TOTAL	WEIGHTED AVERAGE
59.15% 84	15.49% 22	9.15% 13	7.75% 11	8.45% 12	142	1.91

Q10 Comments (optional)

Answered: 46 Skipped: 110

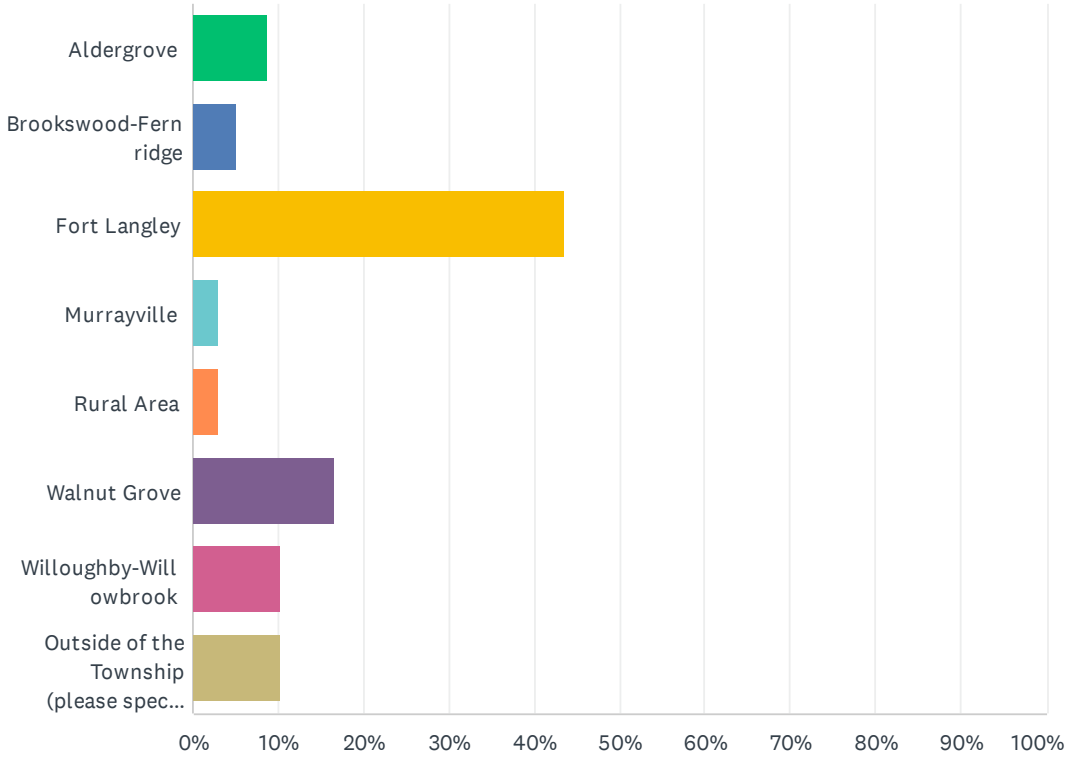
#	RESPONSES	DATE
1	Long overdue, we have no insurance available	2/11/2026 2:21 PM
2	Climate change is happening with ocean levels rising and the salmon river is in the tidal zone! How do you propose to design this system to meet future higher flooding. Addressing this is the most "important Issue"	2/11/2026 10:15 AM
3	Lots of use of "fish friendly" in the background info, but little evidence cited. Year-round pumping not needed by your indications. Who was consulted - eg FN, fisheries ministry (maybe too early, but why do all the upgrades before asking them to approve year-roud pumpng?)? QEP input?	2/10/2026 1:38 PM
4	Don’t see the need to upgrade pump capacity, when it’s already floodplain	2/10/2026 1:16 PM
5	This solution is not based on environmental or ecological goals. It does not support the movement of fish freely and we all know that a "fish friendly" pump is a lie and has no studies or evidence to prove as such.	2/10/2026 1:07 PM
6	must be fish friendly	2/10/2026 6:52 AM
7	My understanding is that neither the Salmon River Enhancement Society nor Kwantlen First Nations were given an adequate opportunity for input into this proposal	2/9/2026 10:30 PM
8	sounds like the TOL wants to operate a noisy, expensive, pump that doesn't actually help as much as flood gates do. This doesn't make sense to me. Please consult with the Langley Field Naturalists and Salmon River Enhancement Society before making any decisions	2/9/2026 8:31 PM
9	The floodplain is a valuable and natural ecological component of the Salmon River / Fraser River surrounding Fort Langley. Flooding provides great value to fish and other animals and residents who value the ecological, aesthetic and recreational values. Floodplains increase beneficial soil attributes for agriculture and reduce flooding risks in other areas. Rather than focusing on how to get rid of the water, TOL should focus on how to manage it more effectively for ecology, wildlife and agriculture.	2/9/2026 6:10 PM
10	get input from other organizations who have expert advice .	2/9/2026 6:02 PM
11	Was Salmon River Enhancement Society, Kwantlen First Nation and DFO consulted?	2/9/2026 5:53 PM
12	Can we afford these upgrades now?	2/9/2026 4:59 PM
13	I support the installation of fish friendly pumps, but I am concerned that pump upgrades alone will not fully address the barriers facing salmon in the Salmon River. Even “fish friendly” pumps can still cause injury, disorientation, or limited passage, and broader flood control structures remain a major issue. Outdated infrastructure is a regional problem, with more than 1500 km of salmon habitat blocked in the Lower Fraser. To truly benefit salmon, also consider the following: 1. More fish friendly floodgates (self regulating or vertical sluice gates), which provide far better salmon passage than traditional top mounted gates. Studies show much higher passage rates through modern gates 2. Restoring and reconnecting habitat and using nature based solutions—including opening blocked sloughs and side channels, culverts, re-establishing wetlands and floodplains, seasonal agricultural flooding, and riparian restoration. These approaches have already reopened kilometres of salmon habitat elsewhere in the Lower Fraser while improving natural flood resilience.	2/9/2026 4:29 PM
14	Neither the Salmon River Enhancement Society nor Kwantlen First Nations were given an adequate opportunity for input into this proposal. Kwantlen First Nations should be consulted always.	2/9/2026 3:05 PM
15	Ensuring fish passage can occur is highly significant for this system. This is a classic case of shifting baselines of a once productive salmon river is not lacking the abundance it historically	2/9/2026 2:11 PM

	would have had. Pumping outside of flood months makes little sense. Ensuring fish passage can occur (including monitoring to ensure function) is paramount.	
16	engage with Kwantlen FN for definitive input	2/9/2026 12:45 PM
17	I emphatically encourage you to consult with scientists, First Nations and environmental stewardship community groups before moving forward with any pump upgrades. The term "fish friendly pump" is completely inaccurate. These Archimedes Screw Pumps are advertised by the manufacturers as "fish-friendly" but recent work from Dr Scott Hinch's lab at UBC clearly demonstrates that they cause substantial damage to fish. Yes, these screw pumps are not pressurized (axial pumps are pressured) and thus they are advertised and promoted as being fish friendly. However, numerous design factors associated with the pumps can harm fish via turbulence, shear forces and collisions. Recent research from the Hinch lab on the Hammersley Screw pump in Aggassiz has shown both immediate impacts (e.g. organ damage, amputation) that cause immediate death and latent impacts (e.g. disorientation, scale loss) that can cause increased risk of disease, migration delays, and increase predation risk. Work in 2024 and 2025 on coho released through Hammersley pump demonstrated substantial physical injuries ~50% mortality rates for fish passing through the pump. There are ways to mitigate these risks and improve fish survival (e.g. through careful consideration of the timing of the pumps, reducing grates and impacts). As such, I implore you to reach out to Dr Hinch and others working on this important research question for recommendations and suggestions. Please also connect with local stewardship groups (e.g. Salmon River Enhancement Society) and First Nations.	2/9/2026 12:35 PM
18	We live within 500m of this area. We are very supportive of upgrades and measures to protect our home from flooding.	2/8/2026 10:23 AM
19	for protecting fish and habitat, against drawing the water to low, against extra costs to only benefit farmers and golf course in the floodplain	2/8/2026 8:50 AM
20	What is being proposed violates the commitment TOL made to the environment with the pump station changes were made in 1997. Pumping outset the freshet is a very bad idea. The pump station is also being operated in ways that restrict the tides and drop the water table in the river. Also a very bad idea. We need more details about what is proposed to comment further but this process needs to be restarted with the stakeholders including SRES and Kwantlen First nations actively involved. There has been minimal communication about this process which also violates the promises we were given when the pump station was reassessed in the 2005 time period.	2/7/2026 4:32 PM
21	Soliciting input without access to full study and full information is deceptive	2/7/2026 4:19 PM
22	Is it possible to completely replace the use of the 1949 pumps?	2/7/2026 10:50 AM
23	Would like the auto on/off controls to be altered to kick in earlier and off later.settings at this time are leaving water levels too high.	2/7/2026 10:43 AM
24	It is unnecessary to spend the large amount of money needed to make the change becuase the additional/new pumps will make little difference because of the hydrology of the river.	2/7/2026 8:14 AM
25	We live across from the Salmon River at a high bank location. The River is not on our property but we greatly value it's natural beauty and the wildlife it supports! We don't want any more trail systems, just supporting the River by adding the fish friendly pumps to mitigate any damage to the River's natural ecosystem. Also, no more new subdivision approvals along the banks of the Salmon River. Set backs should not allow property owners to put in walking trails!	2/6/2026 9:17 AM
26	I think this is a very worthwhile project. Will there be any financial input from other governments? Fisheries?	2/6/2026 7:11 AM
27	What about dredging the channel. Does that help with drainage?	2/5/2026 5:44 PM
28	Pumpstation designed for Salmon River relatively low summer flow conveyance during annual Fraser freshet. Station can not meaningfully pass Salmon River winter high flows which are many times in excess of pump station capacity. Winter pumping simply restricts movement of tides into lower Salmon River which strongly impacts lower Salmon River ecology particularly the spring movement of young salmon fry into the lower Salmon River in particular the highly valuable Harrison River Chinook fry.	2/4/2026 5:14 PM
29	This has been proposed for over 50 years	2/3/2026 10:17 PM

30	I am supportive of environmental and habitat protection for people, aquatic life and maintaining the ecosystem. Allowing more fish up stream allows for restoration of the previous ecosystem and not reducing migratory fish with non fish friendly pump systems. Please plan the project for future long range flood protection and control as our rain events feel like they will continue to become more intensive.	2/3/2026 4:24 PM
31	necessary for maintaining farm and fish safety	2/3/2026 2:51 PM
32	Question #7 is confusing. I support fish-friendly pump operation during freshet and if it is also useful at other times, such as during heavy atmospheric rivers that often occur in the fall. Does this question mean “allow as needed” year round?? In addition to addressing these issues at the pump station, attention should be paid to reducing building upstream that I understand increases flooding risk downstream. We also need to address increasing/protecting natural floodplain areas. The filling of the floodplain on private property off 88th Ave in the early 90s should not have been allowed, in my opinion. The Belmont golf course also reduced the natural floodplain areas. Could the township purchase, and protect for Salmon River natural floodplain use, some of the floodplain that has become agricultural? Or can extra drainage swales be installed on those properties? I don’t know what other floor mitigation considerations have been examined. I do think it’s extremely important that the pump operation be fish friendly.	2/3/2026 2:30 PM
33	My only concern is that decreasing water extent and time on floodplain may encourage affected property owners to wish to rezone to more intensive and non agricultural land uses.	2/3/2026 1:38 PM
34	What are the proposed costs and the timeline if it is approved?	2/3/2026 11:43 AM
35	DO THE BEAVERS NEED THE WATER NEXT TO THE BEDFORD LANDING DEVELOPMENT? IT LOOKS LIKE THAT "SWAMP" AREA WOULD BE REDUCED.	2/3/2026 9:24 AM
36	Please make sure the pump is actually fish friendly. I am an conservation biologist and many times these are advertised as fish friendly, but are actually no better.	2/3/2026 5:25 AM
37	Due to poor control of the upstream flow , most of the salmon eggs laid in gravel are washed away or stranded when the river changes course during heavy prolonged rain storms which occur about 2 or 3 times most winters	2/2/2026 6:06 PM
38	That recreational use- kayaking still be available.	2/2/2026 7:17 AM
39	Project costs are not provided but I suspect the cost of the project could be better spent elsewhere in the community to provide benefit to a larger number of people in the community. The dike and pump station itself change the natural stream flows make up of the area. During high stream flows and rain events it is the natural for flooding to occur. Increasing capacity of the station would reduce this natural effect.	2/1/2026 9:56 PM
40	Very supportive as long as water levels still allow kayaking/canoe in this high recreational value waterway.	1/31/2026 7:41 PM
41	This river supports wild stocks and is an important indicator of habitat health in an ever-expanding Lower Mainland. We must do our best to support multiple uses, yet maintain its natural integrity.	1/31/2026 8:14 AM
42	Be good to bring the salmon run back to the river	1/31/2026 5:38 AM
43	It’s about time, we r 25 years late, we were at the opening in 1997 and a statement was made that within 5 years the second fish friendly screw pump would be installed…….!!! So much for promises!!!	1/27/2026 1:51 PM
44	Are the flap gates at the end of the discharge going to be fish friendly? Doesn’t matter if the pumps are friendly if the fish get their heads driven into metal gates.	1/26/2026 9:02 PM
45	I think if the goal was to be completly fish friendly the damn should just be removed	1/23/2026 8:48 PM
46	Flooding of the farmland limits the types of crops that can be grown. Improving flood protection will allow for higher value crops to be grown.	1/23/2026 5:32 PM

Q11 What community do you live in?

Answered: 138 Skipped: 18



ANSWER CHOICES	RESPONSES	
Aldergrove	8.70%	12
Brookswood-Fernridge	5.07%	7
Fort Langley	43.48%	60
Murrayville	2.90%	4
Rural Area	2.90%	4
Walnut Grove	16.67%	23
Willoughby-Willowbrook	10.14%	14
Outside of the Township (please specify the city you live in)	10.14%	14
TOTAL		138

#	OUTSIDE OF THE TOWNSHIP (PLEASE SPECIFY THE CITY YOU LIVE IN)	DATE
1	Maple Ridge	2/11/2026 9:36 AM
2	Surrey	2/10/2026 1:38 PM
3	Langley City	2/9/2026 1:48 PM
4	Surrey	2/9/2026 12:45 PM

5	Vancouver	2/9/2026 11:38 AM
6	Vancouver	2/7/2026 10:50 AM
7	Salmon River Uplands	2/6/2026 9:17 AM
8	Abbotsford	2/4/2026 3:20 PM
9	Forest Knolls	2/2/2026 7:34 PM
10	Salmon river uplands	2/2/2026 6:08 PM
11	I live on Waska close to the pump station.	1/31/2026 7:31 AM
12	Agassiz	1/27/2026 7:56 PM
13	Abbotsford	1/24/2026 9:15 AM
14	Abbotsford	1/23/2026 7:21 PM

Township of Langley

Est. 1873

HERITAGE ADVISORY COMMITTEE

Wednesday, March 4, 2026 at 7:00pm
Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC

M I N U T E S

Present:
T. Quiring, Community Co-Chair
Councillor M. Kunst, Council Co-Chair

R. Camparmo, L. Chalus, J. Foulkes, R. Genberg, B. Mason, T. Quiring, and T. Taylor

Staff:
K. Christian, Arts and Heritage Curator
A. Reeve, Planner II
V. Burnett, Council and Committee Clerk

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
March 4, 2026

Moved by R. Genberg,
Seconded by L. Chalus,
That the Heritage Advisory Committee approve the agenda and receive the agenda items of the March 4, 2026 meeting.
CARRIED

B. ADOPTION OF MINUTES

1. Heritage Advisory Committee
February 4, 2026

Moved by R. Camparmo,
Seconded by B. Mason,
That the Heritage Advisory Committee adopt the minutes of the February 4, 2026 meeting, as amended.
CARRIED

C. DELEGATIONS AND PRESENTATIONS

D. REPORTS

1. Co-Chair Reports

Councillor Kunst attended a premiere of the film *OP Faust: Hunger Winter '45* in Richmond, which highlighted the Dutch Famine of 1945. She also attended the Langley Heritage Society's annual Heritage Tea.

Councillor Martens provided a written update for the following:

- Council received the first draft of the 2026 Universal Budget. Lots of good discussion and debate.
- Council directed staff not to refer a Soil Deposit Application for 4262 - 224 Street to the ALC and to not process the application further.

2. Report from Staff Liaison

A. Reeve provided an update on the McGillivray Residence. The residence caught fire in February, and an assessment of the damage will be completed. A conservation plan was endorsed by HAC in 2021. A development proposal that included conservation of the building had received third reading from Council in 2024.

As of February 2026, an arrangement between School District 35 and the Township was announced for the site of the Willoughby Elementary School. A new school is proposed to be built on a nearby site, and the School District would transfer the old site to the Township for construction of a new Willougby Community Centre. The historic Willoughby Elementary School building is proposed to be retained and relocated on-site.
Discussion ensued regarding the historic building, and the following comments were provided:

- Inquiry about access to the historic building from the new community centre and the parking area.
- Whether the historic building will be open to the public, and what its use will be.

MOTION
Moved by T. Quiring,
Seconded by J. Foulkes,
That the Heritage Advisory Committee requests that staff provide a presentation at a future meeting regarding the future of the historic Willoughby Elementary School building, focused on siting, use and access, with the opportunity to provide input on these.
CARRIED

D. REPORTS

3. Heritage Curator's Report

K. Christian reported that there was no February meeting, as it was moved to March 12, 2026. She reported that she is in the process of obtaining pictures of the Haldi House for the museum.

4. Heritage Review Panel

B. Mason reported on a meeting of the Panel on February 27, 2026. The Panel reviewed changes proposed by the Township-led team, for to the conservation of the Haldi House and design of new site elements.

Information shared by the project team included:

- Reconstruction of three windows was proposed on the main floor facing the railroad tracks, recognizing that windows may allow excessive noise to enter the building from the adjacent, frequent trains.

- The foundation soil was discovered to be peat. This has added extra costs for the foundation and limited site design options.

- The accessible ramp has been relocated to the north side of the building with a reduced slope.

Recommendations from the Panel were as follows:

1. Reinstate at least one window on the first-floor south façade. Consider special windows designed to reduce noise transmission and/or storm windows to buffer the noise.
2. Improve the aesthetic quality of the exposed basement wall due to its prominence from all approaches. Consider, starting with the most preferred option: landscaping; a trellis; and/or a complementary dark colour of paint or mural. Reconsider the treatment of the skirting depending on the treatment of the basement walls
3. Reduce the busyness of the new verandah railings (north and south) by installing them between the posts rather than attached to the exterior of the verandah.
4. Explore opportunities to improve the aesthetic quality of the guardrail along Glover, particularly along the south approach. Consider: a guardrail design that echoes the railings of the verandah; planters that can be suitably maintained; and/or a dark coloured finish.

D. REPORTS

5. Minimize the visibility of the chain-link and equipment under the verandah on the south side. Consider: minimizing the area where chain-link is utilized; adding a wood lattice over the chain-link in a sympathetic colour; using black vinyl-coated chain-link and posts or painting it a dark colour; and/or painting the equipment a dark colour.

6. Use a proven quality, shingle style, manufactured roofing in a variegated, natural earth tone to evoke cedar shingles.

7. Use a hipped roof detail on the northeast end of the verandah roof.

MOTION
Moved by B. Mason,
Seconded by L. Chalus,
That the Heritage Advisory Committee receive and endorse the Heritage Review Panel's recommendations regarding the conservation of the Haldi House and new site elements.
CARRIED

B. Mason reported that the Mathews Cash Grocery building has submitted an application to the Township's Heritage Building Incentive Program to paint the exterior, with a quote for $9,500 in total. The project is eligible for up to $4,750 through the grant program.

MOTION
Moved by B. Mason,
Seconded by J. Foulkes,
That the Heritage Advisory Committee support the recommendation of the Heritage Review Panel to award a grant in the amount of $4,750 for the Mathews Cash Grocery for the exterior painting project.
CARRIED

COUNCIL
Moved by B. Mason,
Seconded by L. Chalus,
That the Heritage Advisory Committee recommend that Council approve a Heritage Building Incentive Program grant of $4,750, as per Community Charter requirements for commercial properties, for the exterior painting of the Mathews Cash Grocery.
CARRIED

5. Langley Pioneer Recognition Committee Report

R. Genberg is developing a community profile on Dave Faultner, a local pioneer, for submission to the newspaper.

6. Museum Advisory Group Report

E. CORRESPONDENCE

F. 2026 WORK PROGRAM

A. Reeve discussed the proposed 2026 heritage bus tour and the scheduling of a working group consisting of K. Christian, T. Quiring and Councillor Kunst.

1. Heritage Building Incentive Program Review

A. Reeve provided an update on the Heritage Building Incentive Program. A brief history of the program was given, along with recommended updates that have emerged from a review process starting in 2022. If endorsed, recommended policy and budget changes would be presented back to the Committee for endorsement before being presented to Council.

MOTION
Moved by T. Quiring,
Seconded by L. Chalus,
That the Heritage Advisory Committee endorse the following updates to the Heritage Building Incentive Program, in principle.

1. Expanding the list of eligible projects to address additional issues including safety/building code and sustainability.
2. Establishing a new grant category for heritage consultant support at 100% up to $3,000 per grant.
3. Increasing annual funding available for all projects to $40,000 per year, with annual budgetary increases tied to CPI.
4. Allowing in-kind contributions for the applicant's portion of cost-sharing in the case of not-for-profit organizations.
5. Returning to three application deadlines through the year.

CARRIED

G. COUNCIL REFERRALS

H. OTHER BUSINESS AND ITEMS FOR INFORMATION

1. Langley Heritage Society Update

R. Genberg attended the Society's annual Heritage Tea during Heritage Week. She stated that the presentations were very well done and informative. Councillor Kunst highlighted the contributions to the Society from the Men's Shed group. J. Foulkes reported that the Langley Heritage Society has received title to the St. Alban's Church.

2. Alder Grove Heritage Society Update

H. OTHER BUSINESS AND ITEMS FOR INFORMATION

T. Quiring reported that she also attended the Heritage Tea. She gave a presentation at the event about antique bottles from the Alder Inn site. A new display for these is in development.

Aldergrove Community Heritage Day will be held on Saturday August 29, 2026.

The new scanning station is nearly complete. It will be able to digitize many types of film. This service will be made available to the public for a fee to raise funds.

She has met with the new owners of a heritage house and is finding historical records for them.

I. NEXT MEETING

Date: Wednesday, April 1, 2026
Location: Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC
Time: 7:00pm

J. TERMINATE

Moved by T. Taylor,
Seconded by L. Chalus,
That the meeting terminate at 8:38pm.
CARRIED

CERTIFIED CORRECT:

Community Representative Co-Chair

Council Representative Co-Chair

Township of Langley

Est. 1873

RECREATION, CULTURE, AND PARKS ADVISORY COMMITTEE

March 11, 2026 at 7:00pm
Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC

M I N U T E S

Present:
S. Cook, Community Co-Chair
Councillor T. Baillie, Council Co-Chair
Councillor M. Pratt, Council Co-Chair

E. Barbour, M. Brar, A. Castro, J. Clegg, T. Louie, L. Stepney, and J. Watson

Guest:
S. Gorris, Local Artist

Staff:
K. Goodrich, Recreation Programmer, Recreation, Arts and Culture
M. Lorzano, Recreation Programmer, Recreation, Arts and Culture
R. Schmidt, Manager, Arts and Culture
K. Young, Deputy Director, Recreation, Arts and Culture
V. Burnett, Council and Committee Clerk

School District Representative:
Trustee S. Rai

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

S. Cook acknowledged the Traditional Territories of the Coast Salish Peoples.

A. APPROVAL AND RECEIPT OF AGENDA ITEMS

1. Recreation, Culture, and Parks Advisory Committee – March 11, 2026

Moved by J. Watson,
Seconded by A. Castro,
That Recreation, Culture, and Parks Advisory Committee approve the agenda and receive the agenda items of the March 11, 2026 meeting.
CARRIED

B. ADOPTION OF MINUTES

1. Recreation, Culture, and Parks Advisory Committee – February 11, 2026

Moved by J. Watson,
Seconded by L. Stepney,
That Recreation, Culture, and Parks Advisory Committee adopt the Minutes of the February 11, 2026 meeting, as amended.
CARRIED

C. DELEGATIONS AND PRESENTATIONS

1. 'Art in the Country' Delegation

Local artist S. Gorris gave a presentation for her painting "RAMIRA". She hopes to find a permanent place for her painting as a public art installation. She is not seeking reimbursement for the cost of her labour, however she is requesting reimbursement for the cost of her materials. Her intention was to pay homage to the painters at the Art in the Country Studio.
She provided a fact sheet to the committee about the painting and the inspiration behind it. She explained that the painting was named "RAMIRA" after a model working in the studio. The mural was shown on the fact sheet along with costs, time spent, and background information.

Discussion ensued and the following comments were provided:

- S. Gorris has been looking at salishan by the River as a location option or somewhere in Aldergrove.
- The painting depicts 9 artists who reside throughout the Fraser Valley, including the Township of Langley, City of Langley, and Chilliwack.
- Inquiry into decisions by Council were addressed. No decisions have been made yet regarding the painting, the committee is able to provide a recommendation to Council.
- A plaque could be included to explain the painting and what it represents.
- The painting would need something to protect it, most likely 2-4 gallons of liquid protectant. The mural would need to be displayed inside.

2. Youth Programs & Services

K. Goodrich and M. Lorzano provided information about youth recreation programs and services for 2026.

They gave an overview of the reasoning behind the programming, including encouraging active and healthy living.

C. DELEGATIONS AND PRESENTATIONS

They provided a list of the current facilities and amenities available, highlighting popular attractions including three pools, three fitness centres, two arenas, an arts and culture centre and more.

Discounted fees for youth are offered through the Summer Fun Pass and the Schools Out Pass, which offers discounts on all Pro D days, Winter Break, and Spring Break. They noted that these options help to make programs more accessible to youth.

Youth fitness programs are available such as Youth Weight Room Orientation, Introduction to Weight Training, and Youth Small Group Training. The orientation is mandatory to ensure that youth know how to use the facilities safely. Youth are also welcome to attend drop-in fitness classes, registered fitness classes, and personal training sessions. A few of these drop-in classes include Yoga, Bootcamps, Pilates, Cardio, Step, Cycle, Zumba, Aquafit and more.

They noted a variety of Youth Sports programs including the following:

- Youth Badminton – Learn to play (12-15 yrs)
- Basketball- Learn to Play (11-15 yrs)
- Volleyball- Learn to Play (12-15 yrs)
- Volleyball- Learn to Train (11-15 yrs)

These programs are offered as registered programs (11-15 yrs) and drop-in programs (13-18 yrs). They are offered at multiple facilities within the Township.

Other registered youth programs:

- Babysitter Training (10-16 yrs)
- Home Alone (10-15 yrs)
- Internet Safety (8-13 yrs)
- Youth Cooking (11-15 yrs)

Aquatic programs for youth include Youth Swim Training (10-16 yrs), Emergency First Aid, Standard First Aid, Lifeguard Information Sessions, and lifeguarding courses including Bronze Star, Bronze Medallion, Bronze Cross, National Lifeguard, and Lifesaving Society Swim Instructor. These programs help build skills in youth that can lead to careers.

The arenas offer drop-in Public Skate, Stick and Puck, and holiday programming, as well as registered Learn to Skate and Private Skating Lessons. Drop in programs are very popular and, they are looking to increase and build on these offerings in the future.

They reported that Youth Night at the Waterpark was a success with 215 in attendance in July 2025, and 169 in attendance in August 2025. Youth Week 2026 will be taking place from May 1-7, 2026, with 17 events planned. It is intended to build connections between youth in the community and to educate them about the offerings in the Township. Events include Lights out Disco Night,

C. DELEGATIONS AND PRESENTATIONS

Try-It Youth Swim Training, Youth Dessert Delights, Youth Paint Night, and Youth Introduction to Weight Training.

Discussion ensued and the following questions and comments were made:

- There was an inquiry into the Youth Passes and their availability for those not residing within the Township. Staff noted that the Schools Out passes are geared towards youth within the Township, however it is unclear if they are only for residents. Following the meeting, K. Young investigated this and has confirmed that there are no resident restrictions for these passes but that should these passes become high demand, resident priority would be implemented, as with all other programs and services that demonstrate high demand.

- Inclusive youth programs can be difficult to find and costly. There was inquiry into whether more options could be made available. Staff reported an accessibility plan is in the works and options are being looked at. Sensory swims and skates have been added to promote an inclusive space.

- The popularity of swimming lessons was discussed, and staff noted that waitlists are being monitored. Early registration access for residents is also in place to help ensure residents can register in these programs.

D. REPORTS

1. Co-Chairperson's Report

Councillor Pratt reported that the Transportation Mobility Strategy was amended, and there will be one last round of public engagement. The Junior Basketball Tournament is being held at the Langley Events Centre with 130 teams playing from March 15-20, 2026.

E. CORRESPONDENCE

F. WORK PROGRAM

G. COUNCIL REFERRALS

1. 'Art in the Country' Delegation – Review and Discussion

Discussion ensued regarding the 'Art in the Country' presentation.

G. COUNCIL REFERRALS

K. Young reported that a memo for information was sent to Council on January 26, 2026 regarding 'Information on Public Art Council Policy and Activities'. The Recreation, Arts and Culture Division is currently reviewing the Council Policy 06-024 and will provide Council with their recommended changes soon. She confirmed the existing policy is still active and does outline the process for the Township of how public art may be acquired. She also explained that there is not currently a fine arts curator, who would need to be involved in this process but are very close to recruitment for that position. There are also 2 other recent requests for public art.

It was expressed that a permanent display could be difficult as there needs to be fairness to all who want art displayed.

It was noted that salishan by the River may not be an appropriate venue due to the theme of Indigenous art pieces. A municipal building in Aldergrove could possibly be considered as an option but only if it met the acquisition process within the policy.

COUNCIL
Moved by A. Castro,
Seconded by J. Watson,
The Recreation, Culture, and Parks Advisory Committee recommends that Council does not acquire the artwork from S. Gorris based on the current Council Policy 060-24 "Public Art".
CARRIED

H. OTHER BUSINESS AND ITEMS FOR INFORMATION

1. **Perry Evans Trail**

Councillor Pratt reported that work will be done on the trail regarding the baffle gates, it will be scheduled for this spring and summer.

I. NEXT MEETING

Date: April 8, 2026
Location: Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC
Time: 7:00 pm

J. TERMINATE

Moved by L. Stepney,
Seconded by A. Castro,
That the meeting terminate at 9:01pm.
CARRIED

CERTIFIED CORRECT:

Community Representative Co-Chair

Council Representative Co-Chair