REGULAR MEETING OF TOWNSHIP COUNCIL AGENDA

Monday June 15, 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 – June 15, 2026

That Council adopt the agenda and receive all agenda items of the Regular Council meeting held June 15, 2026.

B. ADOPTION OF MINUTES

1. Regular Council Meeting – May 25, 2026

That Council adopt the minutes of the Regular Council meeting held May 25, 2026.

2. Public Hearing Meeting – May 25, 2026

That Council adopt the minutes of the Public Hearing meeting held May 25, 2026.

C. DELEGATIONS

D. PRESENTATIONS

1. Central Fraser Valley Search and Rescue Society

Presentation by the Central Fraser Valley Search and Rescue Society regarding a summary of the calls for service and overall tangible and intangible value provided to the Township of Langley.

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

E. REPORTS TO COUNCIL

1. 2025 Audited Consolidated Financial Statements
Report 26-72
File FIN 1830-02

That Council receive and accept the 2025 Audited Consolidated Financial Statements for inclusion in the Annual Report and Statement of Financial Information.

2. Smith Passive Park Concept Plan
Report 26-74
File CP 6125-20

That Council endorse the concept plan, features, and intended use for Smith Passive Park as outlined in this report;

That Council refer the park improvements as described in this report to staff to refine and provide project budget envelopes for Council's consideration in the 2027 - 2031 Capital Budget process.

3. Fraser Highway and 268 Street Intersection Improvements
Report 26-61
File ENG 5460-03

That Council direct staff to include $75,000 for the detailed design of a traffic signal at the intersection of Fraser Highway and 268 Street in the 2027 – 2031 Financial Plan for Council's consideration.

4. 16 Avenue Corridor and Intersection Study
Report 26-67
File ENG 5260-26

That Council direct staff to include a capital request of $225,000 in the 2027 – 2031 Financial Plan for the detailed design of the short-term improvements on 16 Avenue, as outlined in this report for Council's consideration.

E. REPORTS TO COUNCIL

5. 2026 Firehouse Subs Public Safety Foundation of Canada Grant Application
Report 26-62
File ENG 1855-95

That Council authorize an application to the Firehouse Subs Public Safety Foundation of Canada for $51,000 of funding towards the Township of Langley Fire Department Emergency Equipment project.

6. Flood Hazard Identification and Mapping Program Application
Report 26-71
File ENG 1855-35

That Council authorize an application to the Flood Hazard Identification and Mapping Program for $340,000 of funding towards the Upper Nicomekl River Floodplain Mapping project.

7. Engineering and Public Works Capital Budget Transfers
Report 26-70
File ENG 1705-02

That Council approve the transfer of $3,409,807 in Roads Development Cost Charges and $469,943 in Capital Projects Reserve funds for required TransLink cost sharing and for two bridge rehabilitation projects from the following existing projects:

- Road Widening: Fraser Hwy 24300 block to 24600 block (RDS1356) $1,660,144 Roads DCC funds and $19,105 of Capital Projects Reserve funds.
- Road Widening: Fraser Hwy 24500 block to 25000 block (RDS1242) $1,595,868 Roads DCC funds and $16,120 of Capital Projects Reserve funds.
- Road Construction: 208A Street and 76 Avenue from 208 Street to 210 Street (RDS1393) $153,795 Roads DCC funds and $74,153 of Capital Projects Reserve funds.
- Bridge Rehabilitation: 20400 block 16 Avenue (RDS1379) $129,299 of Capital Projects Reserve funds.
- Annual Bridge Replacement Program (RDS1364) $84,778 of Capital Projects Reserve funds.
- Bridge Rehabilitation: 6700 block of 248 Street (RDS1414) $75,327 of Capital Projects Reserve funds.
- Mufford Overpass Rehabilitation (RDS1378) $35,758 of Capital Projects Reserve funds.
- Trails: Walnut Grove Trail Improvements (TRL1016) $15,250 of Capital Projects Reserve funds.
- Culvert Replacement: Matheson Creek 64 Avenue and 201 Street (STW1192) $13,096 of Capital Projects Reserve funds.

E. REPORTS TO COUNCIL

- Bridge Rehabilitation: 7500 block 232 Street (RDS1391) $7,057 of Capital Projects Reserve funds.

That Council approve the use of $3,522,000 of TransLink Funding to complete additional paving on the Major Road Network at no cost to the Township of Langley.

8. Capital Request - 80 Avenue Roadworks (North Side): 20100 Block to 20300 Block
Report 26-68
File ENG 1705-02

That Council authorize $3,050,000 for construction of the north side of 80 Avenue from the 20100 block to the 20300 block, funded through the transfer of $2,255,681 of Roads Development Cost Charges and $22,785 of Capital Projects Reserve funds from project RDS1386 – Intersection Improvements: 216 Street and 96 Avenue, $206,534 of Capital Projects Reserve funds from project STW1206 – 204 Street Storm Sewer, and $565,000 from the Community Works Fund.

That Council direct staff to include a request for replacement funding for the construction of 216 Street and 96 Avenue Intersection Improvements project (RDS1386) to proceed as part of the 2027 - 2031 financial plan.

9. Heritage Alteration Permit Application No. 101502 (Pro Edge Developments / 21528 Old Yale Road)
Report 26-65
File CD 08-01-0112

That Council authorize issuance of Heritage Alteration Permit No. 101502 for the property located at 21528 Old Yale Road to facilitate construction of a small-scale multi-unit housing development consisting of two dwelling units, subject to the following conditions:

a. Building plans being in substantial compliance with Schedule “A” including demolition of existing single family home.
b. On-site landscape plans and tree management plans being in substantial compliance with Schedule “B” and in compliance with the Township’s Street Tree and Boulevard Planting Policy.
c. Section 301.5 (1)(a) Siting of Buildings and Structures of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to reduce the minimum setback from the front lot line in Suburban Residential Zone SR-1 from 9.75 m (32.0 ft) to 6.6 m (21.7 ft), as shown in Schedule “A”.
d. Section 104.4(1) Siting Exceptions of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to increase the siting exception for eaves from 0.6 m to 0.8 m, as shown on Schedule “A”.
e. Section 301.5 (1)(c) Siting of Buildings and Structures of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to

E. REPORTS TO COUNCIL

reduce the minimum setback from the interior side lot line in Suburban Residential Zone SR-1 from 3.0 m (9.8 ft) to 1.9 m (6.2 ft), as shown on Schedule "A".

f. Section 301.4 (1) Lot Coverage of Township of Langley Zoning Bylaw 1987 No. 2500 being varied from increase the lot coverage from 33% of the lot area to 36.3% in Suburban Residential Zone SR-1.

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

a. Issuance of a demolition permit for the existing single family home.
b. Completion of a Servicing Agreement with the Township to secure required road and utility upgrades and extensions, including Old Yale Road and the lane in accordance with the Township's Subdivision and Development Servicing Bylaw.
c. Tree retention, replacement and protection in compliance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) being secured by letter of credit, including payment of associated administration fees.
d. Landscaping and boulevard treatment being secured by letter of credit at the building permit stage.
e. Completion of an erosion and sediment control plan and provision of security in accordance with the Erosion and Sediment Control Bylaw.
f. Payment of applicable administration fees, Murrayville Pedestrian Overpass fee and Heritage Alteration Permit fees.
g. Payment of applicable Development Cost Charges and building permit administration fees.
h. Installation of an on-site infiltration system in accordance with the Subdivision and Development Servicing Bylaw.
i. Registration of a statutory right-of-way over the 3.0 m x 3.0 m corner cut at the intersection of the two lanes.
j. Registration of a restrictive covenant, pursuant to Section 219 of the *Land Title Act*, to require individual on-site infiltration systems.
k. Registration of rights-of-ways / easements / restrictive covenants as required resulting from design review.

10. Agricultural Land Commission Application No. 100478 (Wall / 22311 No. 10 Highway)
Report 26-66
File CD 11-19-0041

That Council consider the non-farm use application and refer the non-farm use application to permit a private family mausoleum at 22311 No. 10 Highway to the Agricultural Land Commission for consideration based on agricultural merits.

E. REPORTS TO COUNCIL

11. Development Variance Permit Application No. 100181 and Development Permit Application No. 101521 (S & R Sawmills Ltd. / 19791 - 101 Avenue) Report 26-64
File CD 09-03-0136

That Council authorize Development Variance Permit No. 100181 for the property located at 19791 – 101 Avenue subject to the following:

a. Section 705.7 – Height of Buildings and Structures Requirements of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to increase the maximum height requirement of Limited Industrial Zone M-5 from 12.0 m (39.4 ft) to 13.44 m (44.1 ft) for the portion of the site as indicated in Schedule “A”.

That Council authorize issuance of Development Permit No. 101521 for property located at 19791 – 101 Avenue subject to the following:

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. Streamside Protection and Enhancement Development Permit Areas (SPEAs), blackberry management area and no storage areas as shown on Schedules “A” and “B” to the acceptance of the Township.
c. Security for and completion of foreshore management works as shown on Schedule “B” and as described in Streamside Protection and Enhancement Development Permit Application prepared by Pacific Land Group January 26, 2026.
d. Written designation of an Environmental Monitor for the project acknowledging the Environmental Monitor has the authority to stop any work(s) that, in the Environmental Monitor's opinion, have the potential to impact SPEAs.

F. BYLAWS FOR FIRST AND SECOND READING

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

1. Rezoning Application No. 100681 and Development Variance Permit Application No. 100139 (Gair / 4567 - 215 Street) Bylaw No. 6231 Report 26-63

File CD 07-36-0141

That Council give first, second and third reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Gair) Bylaw No. 6231 rezoning approximately 0.44 ha (1.1 ac) of land located at 4567 - 215 Street to Residential Zone R-1E to facilitate the subdivision to create four residential lots, subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. A Servicing Agreement being entered into with the Township to secure required road and utility upgrades and extensions in accordance with the Township's Subdivision and Development Servicing Bylaw.
2. Provision of necessary improvements for 215 Street in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Street Trees and Boulevard Plantings Policy.
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. Provision of a detailed landscape plan and security for Agricultural Land Reserve (ALR) landscape buffers along the west and north property lines.
6. Final approval of the of the Streamside Protection and Enhancement Area report, including acceptance of the streamside enhancement plans, fencing, signage, security and monitoring.
7. Registration of restrictive covenants acceptable to the Township:
    a. Securing protection of Streamside Protection and Enhancement Area.
    b. Securing protection and long-term maintenance of the ALR landscape buffer (combined with the Streamside Protection Area) along the western portion of the site and an ALR landscape buffer along the northern portion of the site.
    c. Notifying property owners of the proximity of the ALR and of the potential for sound, odour and airborne impact from natural farm activities.
    d. Restricting development until a Development Permit is issued for the site.
    e. Identifying the units (minimum 5% single family lots) required in accordance with the Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan.
8. As per the applicant's proposal in support of the proposed rezoning application, provision of $78,284 as a voluntary amenity contribution.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

9. Payment of supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, Development Works Agreement (DWA) and Latecomer charges and compliance with the Township's 5% Neighbourhood Park Land Acquisition Policy.

That Council at the time of final reading of Bylaw No. 6231 authorize issuance of Development Variance Permit No. 100139 (frontage variance) as follows:

a. Section 110.1 – Minimum Subdivision Requirements of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to reduce the minimum lot frontage requirement for the Residential Zone R-1E from 22.0 m (72.0 ft) to 19.2 m (63.0 ft) for the proposed lots as indicated in Schedule "A".
b. Registration of an exterior design control agreement informed by a Neighborhood Character Study at the time of subdivision to the acceptance of the Township.

Explanation – Bylaw No. 6231

Bylaw No. 6231 rezones 0.44 ha (1.1 ac) of land located at 4567 – 215 Street to Residential Zone R-1E in order to facilitate development of four residential lots.

2. Council Procedure Bylaw Housekeeping Amendments
Bylaw No. 6234
Report 26-73
File LEG 3900-25

That Council give first, second and third reading to Council Procedure Bylaw 2016 No. 5199 Amendment Bylaw No. 6234.

Explanation – Bylaw No. 6234

Bylaw No. 6234 is a housekeeping amendment bylaw to:

1) Revise Section 4.02 to provide greater flexibility for Acting Mayor scheduling; and
2) Delete Section 11.08

H. BYLAWS FOR THIRD READING

I. BYLAWS FOR FINAL ADOPTION

1. Tenant Protection Bylaw
Bylaw No. 6214
Bylaw No. 6215
Bylaw No. 6216
Report 26-46
File CPP LSP00014

That Council give final reading to "Tenant Protection Bylaw No. 6214",

"Bylaw Notice Enforcement Bylaw 2008 No. 4703 Amendment Bylaw No. 6215", and

"Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Tenant Protection Development Permit Area) Bylaw No. 6216".

Explanation – Bylaw No. 6214

Bylaw No. 6214 requires tenant protection during residential rental redevelopment of purpose-built rental buildings.

Explanation – Bylaw No. 6215

Bylaw No. 6215 amends the Bylaw Notice Enforcement Bylaw 2008 No. 4703 by providing fine amounts and offences relating to Tenant Protection Bylaw No. 6214.

Explanation – Bylaw No. 6216

Bylaw No. 6216 amends the Official Community Plan by adding a Tenant Protection Development Permit Area relating to Tenant Protection Bylaw No. 6214.

2. Housing Agreement (Township of Langley / 7883 - 199 Street)
Bylaw No. 6222
Report 26-56
File CD 08-22-0116

That Council give final reading to Township of Langley (Township of Langley Housing Trust Society – 199 Street Site) Bylaw No. 6222.

Explanation – Bylaw No. 6222

Bylaw No. 6222 authorizes the Township of Langley to enter into a Housing Agreement with Township of Langley Housing Trust Society to secure rental housing and affordable rental units and repeals Housing Agreement Bylaw No. 6148.

I. BYLAWS FOR FINAL ADOPTION

3. Rezoning Application No. 100759 (Bahugun / Dhillon / 7860 – 197 Street)
Bylaw No. 6001
Report 24-57
File CD 08-22-0075

That Council give final reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Bahugun / Dhillon) Bylaw No. 6001.

Explanation – Bylaw No. 6001

Bylaw No. 6001 rezones 0.8 ha (2.0 ac) of land located at 7860 – 197 Street from Suburban Residential Zone SR-2 to Comprehensive Development Zone CD-190 to accommodate approximately 46 townhouse units.

Clerk's Note: Please note that all development prerequisites listed in the Community Development Division report to Council of March 25, 2024 attached to the Bylaw have been addressed.

J. ITEMS FROM PRIOR MEETINGS

Item J.1 was deferred at the April 13, 2026 Regular Council Meeting:

1. Agricultural Advisory Committee Recommended Motion
File 0540-20

Moved by Councillor Pratt,
Seconded by Councillor Baillie,
That Council approve the Terms of Reference for the Agricultural Bylaw Review Task Force, presented as Attachment A.

K. MAYOR AND COUNCIL REPORT

L. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

M. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM CLOSED MEETINGS

N. FOR INFORMATION

1. **Parking Restoration on the South Side of 72 Avenue**
   Memorandum – Engineering Division
   File 5330-23

2. **Railway Crossing Safety Assessment Update**
   Memorandum – Engineering Division
   File 5400-16

3. **Playground Partnerships with Parent Advisory Councils**
   Memorandum – Corporate Projects Division
   File 0810-30

O. MOTIONS ARISING FROM INFORMATION

P. OTHER BUSINESS

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

1. **Murrayville Five Corners Roundabout Speed Reduction**

   WHEREAS:

   Staff plan to install 30 km/h advisory speed tabs in advance of the roundabout at Five Corners in Murrayville; and

   Members of the public have requested that a lower advisory speed be posted;

   THEREFORE BE IT RESOLVED THAT:

   Council direct staff to install 20 km/h advisory speed tabs, rather than 30 km/h tabs, on all approaches to the Five Corners Roundabout in Murrayville (216th Street/OldYale Road/48th Avenue).

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

2. **Review of E-Bike Safety, Regulation and Enforcement**

   WHEREAS the use of e-bikes within the Township of Langley has increased significantly in recent years; and

   WHEREAS concerns have been raised regarding the operation of e-bikes by minors, public safety, compliance with regulations, and the adequacy of existing enforcement and bylaws;

P. OTHER BUSINESS

THEREFORE BE IT RESOLVED THAT Council direct staff to consult with the Langley RCMP, Township Bylaw Enforcement, and other relevant stakeholders to review issues related to e-bike use within the Township, including safety, enforcement, education, and regulatory matters; and

BE IT FURTHER RESOLVED THAT staff report back to Council with findings and recommendations, including any potential bylaw, policy, education, or advocacy measures that may be appropriate to enhance public safety and compliance.

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

3. Open Air Commercial Irrigation

That Council direct staff to report back on potential amendments to Langley Waterworks Regulation Bylaw No. 6074 to permit drip irrigation as an allowable method of outdoor Commercial Irrigation, including the implications of such amendments, and the approximate number of properties currently connected to the municipal water system that could potentially utilize municipal water for that purpose.

4. Potential Upgrades for Grass Playing Surfaces at McLeod Athletic Park

BE IT RESOLVED THAT Council direct Staff to Report to Council with potential concepts, designs and required funding envelopes for upgrades to the Ron Ralph and Michael J. Smith grass playing fields at McLeod Athletic Park to accommodate expanded rugby and other user group or event uses, including but not limited to:

1. Expanded sports and event playing surface areas to the north and/or south of the existing grass playing fields;
2. Potential reconfiguration of the Ron Ralph Fields to accommodate installation of rugby uprights during high school rugby season without impacting diamond sports and other user groups, and;
3. Potential installation of permanent or temporary event spectator seating.

5. Traffic Calming Policy Amendments

BE IT RESOLVED THAT Section 4.2.3 of Neighbourhood Traffic Calming Council Policy No. 05-110 be amended by adding the words ", and pedestrian routes to schools or parks where documented safety concerns exist and that are authorized by Council resolution," after the words "Roads fronting schools or playground zones" in the second sentence; and

THAT Staff bring forward these changes to Policy No. 05-110 for Council Approval at the June 30, 2026 Regular Meeting of Council.

P. OTHER BUSINESS

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

6. Public Safety Personnel Network (PSPNET) Program

Recommendation that the following motion be forwarded to the Union of British Columbia Municipalities for submission in the 2026 Conference resolutions:

"WHEREAS Public Safety Personnel Network (PSPNET) is delivered through the University of Regina's Canadian Institute for Public Safety Research and Treatment (CIPSRT/ICRTSP) and is funded by the Government of Canada through Public Safety Canada; and

WHEREAS public safety personal in rural, volunteer, and Indigenous communities face significant geographic and financial barriers to specialized care which is necessary due to disproportionately high rates of mental health disorders due to frequent exposure to traumatic events, similar to all public safety personal;

THEREFORE BE IT RESOLVED that UBCM urge the Province of British Columbia to formally authorize the University of Regina to deliver specialized, therapist-guided online cognitive behavioural therapy (PSPNET) to all PSP across British Columbia; and

THEREFORE BE IT FINALLY RESOLVED that the Province of British Columbia provide funding of $233,000 per fiscal year in 2026/27 and 2027/28."

7. Single Exit Stairwell Residential Buildings

WHEREAS Council supports a broad range of housing options and recognizes the importance of increasing housing supply within the community; and

WHEREAS Council recognizes that residential developments must align with the public safety resources and emergency response capabilities available within the Township; and

WHEREAS the Province of British Columbia amended the British Columbia Building Code in August 2024 to permit certain residential buildings to be constructed with a single egress stairwell under specified conditions; and

WHEREAS Council wishes to better understand the implications of single-exit stairwell residential developments on public safety, emergency response, and future development within the Township; and

P. OTHER BUSINESS

WHEREAS Council remains committed to working collaboratively with applicants and development partners to support safe and compliant housing solutions while maintaining resident and responder safety;

THEREFORE BE IT RESOLVED THAT Council direct staff to prepare a policy regarding single-exit stairwell residential buildings for Council's consideration, including an evaluation of:

- Fire prevention and inspection capacity;
- Fire suppression and emergency response capabilities;
- Occupant egress and rescue considerations;
- Applicable British Columbia Building Code provisions;
- Opportunities for early communication with development applicants regarding the Township's position on single-exit stairwell designs; and
- A process for periodic review of the policy to ensure ongoing alignment with available resources, legislation, and regulations.

BE IT FURTHER RESOLVED THAT staff obtain legal review of the proposed policy, including advice respecting the extent to which the Township may regulate, restrict, or impose requirements related to single-exit stairwell residential developments beyond the minimum requirements established under the British Columbia Building Code and the Building Act.

8. Damage to Municipal Traffic Infrastructure

WHEREAS the rainbow crosswalk in Fort Langley has experienced intentional defacement and damage; and

WHEREAS intentional damage to highway markings, traffic control devices, and related municipal traffic infrastructure result in unplanned repair costs and operational impacts for the Township;

THEREFORE BE IT RESOLVED that Council direct staff to report to Council on enforcement, bylaw amendment, and cost recovery options related to the defacement of, or damage to, highway markings, traffic control devices, and related municipal traffic infrastructure on or within a highway, including penalties under the Highway and Traffic Bylaw, bylaw enforcement measures, Offence Act prosecutions pursuant to Part 8 of the Community Charter, and options to recover Township costs arising from intentional damage.

Q. MOTION TO RESOLVE INTO CLOSED MEETING

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

Item A.1 - Section 90(1) (n) Consideration
Item C.1 - Section 90(1) (g) Legal
Item E.1 - Section 90(1) (k) Negotiations
Item E.2 - Section 90(1) (k) Negotiations
Item E.3 - Section 90(1) (k) Negotiations
Item E.4 - Section 90(1) (e) Property
Item E.5 - Section 90(1) (e) Property
Item E.6 - Section 90(1) (e) Property

R. TERMINATE

REGULAR MEETING OF TOWNSHIP COUNCIL MINUTES

Monday, May 25, 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, R. Rindt, and B. Whitmarsh

C. Kooner, W. Bauer, J. Chu, A. Jensen, S. Mikicich, S. Richardson, A. Ruhl, 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 – May 25, 2026

Moved by Councillor Pratt,
Seconded by Councillor Baillie,
That Council adopt the agenda and receive all agenda items of the Regular Council meeting held May 25, 2026.
CARRIED

B. ADOPTION OF MINUTES

1. Regular Council Meeting – May 11, 2026

Moved by Councillor Ferguson,
Seconded by Councillor Rindt,
That Council adopt the minutes of the Regular Council meeting held May 11, 2026.
CARRIED

C. DELEGATIONS

1. Dr. Michael Davies
Little Campbell River Watershed Society
File 0550-07

Dr. M. Davies, Little Campbell River Watershed Society (LCWS), appeared before Council to provide an update on the Fernridge Nature Park and to thank Council for their support.

An update on action taken was provided, this included the Industrial Community Benefit, a balance of development and sustainability, monthly bird surveys, a Bioblitz in June 2025, water management, and a firehall in rural South Langley.

He provided information about Horne Pit Mine from the 1950's to 1990's. Over that 30-year period, random fill was placed. A commitment was made in 2023-2024 to leave a wetlands area and a large buffer along Little Campbell River for a Nature Park. The Township supported this through key property acquisition.

A bird survey was done on April 6, 2026, and he displayed the statistics of this survey, there was a wide variety of birds sighted. On June 6, 2025, a one-day bioblitz was observed at Fernridge Nature Park, with multiple different kinds of bats, 85+ bird species, six bee species, over six butterfly species, and 150+ plant species.

He provided information regarding water management:

The Fernridge Nature Park resulted in minimized hardscaping along critical section of the Little Campbell River. Hardscaping is one of the biggest challenges faced. A commitment to Metro Vancouver water for 200 Street development will greatly assist in aquifer rehabilitation. An update to storm water management for the park area is being worked on to encourage maximum infiltration. LCWS appreciates its role in providing external input to the update of the Little Campbell Watershed Integrated Stormwater Management Plan (ISMP).

He thanked Mayor and Council for their foresights, commitments, and ongoing support regarding this development.

D. PRESENTATIONS

E. REPORTS TO COUNCIL

1. Fernridge Nature Park Concept Update
Report 26-59
File CP 0810-30

Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council endorse the updated Fernridge Nature Park Concept Plan as outlined in this report.

That Council direct staff to prepare a cost estimate for the unfunded components of park enhancements described in this report and refer the associated funding request to the 2027 - 2031 Capital Budget process.

AMENDMENT 1
Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That the potential trail connection to 196 Street be confirmed and included as part of the Fernridge Nature Park Concept.
CARRIED

AMENDMENT 2
Moved by Councillor Baillie,
Seconded by Councillor Rindt,
That property 19757 - 24 Avenue be included within the Fernridge Nature Park boundaries.
CARRIED

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

2. Nathan Creek Wetlands Park Update
Report 26-60
File CP 0810-30

Moved by Councillor Pratt,
Seconded by Councillor Rindt,
That Council direct staff to prepare a cost estimate for further design and site investigation work required to advance the Nathan Creek Wetlands Park concept plan as described in this report and refer the associated funding request to the 2027 - 2031 Capital Budget process.
CARRIED

E. REPORTS TO COUNCIL

3. Tree Planting and Canopy Expansion Update
Report 26-58
File PW 6300-01

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council authorize an application to the Federation of Canadian Municipalities' Growing Canada's Community Canopies Program for $1,525,000 in funding for tree planting activities from 2027 – 2029.

That Council preapprove the use of $770,000 of Non-Refundable Deposits to fund tree planting activities from 2027 – 2029.

That Council authorize the purchase of a new inspection truck, subject to the successful receipt of grant funding through the Federation of Canadian Municipalities' Growing Canada's Community Canopies Program.
CARRIED

4. 2026 Special Transit Related Road Infrastructure Program Grant Application
Report 26-57
File ENG 1855-60

Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council approve a grant application to the 2026 Coast Mountain Bus Company Special Transit Related Road Infrastructure Program for $300,000 toward completing the 2026 Transit Stop Improvements: Gloucester Service.
CARRIED

F. BYLAWS FOR FIRST AND SECOND READING

1. Willoughby Community and Neighbourhood Plan Updates
Bylaw No. 6201
Bylaw No. 6202
Bylaw No. 6203
Bylaw No. 6226
Report 26-55
File CPP LRP00027

Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (2026 WCP Update) Bylaw No. 6201.

F. BYLAWS FOR FIRST AND SECOND READING

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 (Willoughby Transit Corridor Plan) Bylaw No. 6202.

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 (Gordon Neighbourhood Plan) Bylaw No. 6203.

That Council authorize staff to schedule the required Public Hearing for proposed Bylaw No's. 6201, 6202 and 6203.

That Council give first and second reading to Fees and Charges Bylaw 2007 No. 4616 Amendment Bylaw No. 6226.

AMENDMENT 1
Moved by Councillor Pratt,
Seconded by Mayor Woodward,
That Bylaw 6201 – Willoughby Community Plan be amended to read as follows:

Building Heights & Densities

- That the table under Section 4.2.2 Transit Oriented Area be amended to make the following changes (Digital Page 45, WCP Paper Page 13):
    - the Base Building Height for 'High Density Employment' be 6 storeys,
    - the Base Building Height for 'Medium Density Employment' and 'Medium Density Mixed Use' be 6 storeys.

CARRIED

AMENDMENT 2
Moved by Councillor Pratt,
Seconded by Mayor Woodward,
That Bylaw 6201 – Willoughby Community Plan be amended to read as follows:

Financing

- That Section 9.1 Financing (Digital Page 63, WCP Paper Page 31) be amended to include the same language as in Section 12.2 of the Willoughby Transit Corridor Plan (Digital Page 242, WTCP Paper Page 70) regarding Community Amenity Contributions, specifically:
    - **"For in-stream applications received before the adoption of Amenity Cost Charge Bylaw, No. 6115, 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."**

CARRIED

F. BYLAWS FOR FIRST AND SECOND READING

AMENDMENT 3
Moved by Councillor Pratt,
Seconded by Councillor Ferguson,
That Bylaw 6202 – Willoughby Transit Corridor Plan be amended to read as follows:

Building Heights & Densities

- That Section 3.4 High Density Employment be amended to make the following change (Digital Page 188. WTCP Paper Page 16):
    - Base Building Height be reduced from 12 storeys to 6 storeys.

- That Section 3.5 Medium Density Mixed Use be amended to make the following change (Digital Page 189. WTCP Paper Page 17):
    - Base Building Height be reduced from 8 storeys to 6 storeys.

- That Section 3.7 Low Density Mixed-Use be amended to remove the reference to 'Base Density' (Digital Page 1921. WTCP Paper Page 19).

- That Section 3.8 Low Density Residential be amended to remove the reference to 'Base Density' (Digital Page 192. WTCP Paper Page 20).

CARRIED

AMENDMENT 4
Moved by Councillor Pratt,
Seconded by Mayor Woodward,
That Bylaw 6202 – Willoughby Transit Corridor Plan be amended to read as follows:

Land Use Changes
These changes to the WTCP (Bylaw 6202) Land Use Maps 1A, 1B, 2, and 5 will require amendments to Map 1 and Map 2 of the Willoughby Community Plan (6201).
East of 200 Street

- That the following property be designated 'Low Density Residential' instead of 'Medium Density Mixed Use':
    - 7450 - 200 Street

- That the following property be designated 'Medium Density Mixed-Use' instead of 'High Density Mixed Use':
    - 7484 - 200 Street

- That the following properties be designated Rowhouse/Townhouse:
    - 7412 - 200 Street,
    - 7432 - 200 Street,
    - 7415 - 202A Street, and;
    - 7441 - 202A Street.

F. BYLAWS FOR FIRST AND SECOND READING

- That the designation for the following properties remain 'Medium Density Mixed Use' between the future 201 Street and 201B Street, but be changed to 'Rowhouse/Townhouse' between 201B Street and 202A Street:
    - 7495 - 202A Street
    - 7541 - 202A Street
    - 7591 - 202A Street

CARRIED

AMENDMENT 5
Moved by Councillor Pratt,
Seconded by Mayor Woodward,
That Bylaw 6202 – Willoughby Transit Corridor Plan be amended to read as follows:

West of 200 Street

- That all lands between 198B Street and 199A Street from 73A Avenue to 75A Avenue be designated 'Rowhouse/Townhouse'.

- That the lands between 199A Street and 200 Street be designated 'Low Density Residential'.

CARRIED

AMENDMENT 6
Moved by Councillor Pratt,
Seconded by Mayor Woodward,
That Bylaw 6202 – Willoughby Transit Corridor Plan be amended to read as follows:

<u>High Streets</u>

- That Section 5.2 'High Streets' be amended to add an additional High Street on 201 Street between 74B Avenue and 76 Avenue (Digital Page 205. WTCP Paper Page 33).

- That Appendix A be amended to include street specifications for the additional High Street based on the built street typology of the 76 Avenue High Street (Digital Page 243, WTCP Paper Page 71).

CARRIED

AMENDMENT 7
Moved by Councillor Pratt,
Seconded by Mayor Woodward,
That Bylaw 6202 – Willoughby Transit Corridor Plan be amended to read as follows:

F. BYLAWS FOR FIRST AND SECOND READING

Schools & Parks

- That Section 3.11 'School' be amended, with the amendment in **bold**:
    - The School land use designation identifies existing public schools and future public school sites that have been secured, **and a floating symbol indicates potential sites for future urban school locations.** See Section 8 for more details on school requirements.

- That Staff amend Map 1A include a floating symbol for future Urban Schools at the following three locations:
    - 80 Avenue and 202 Street
    - 80 Avenue and 199 Street
    - 83 Avenue and 198 Street

- That Section 8 be amended, with the amendment in **bold:**
    - 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 #35 (Langley). **Floating symbols on the WTCP Land Use Maps shall indicate locations where the Township has identified a need to collaborate with the Langley School District to identify and finalize criteria for the ultimate location(s), funding mechanism and area standards for new urban schools.**

CARRIED

AMENDMENT 8
Moved by Councillor Pratt,
Seconded by Mayor Woodward,
That Bylaw 6203 – Gordon Neighbourhood Plan be amended to read as follows:

Land Use Changes

- That the maximum allowable densities for the 'Rowhouse/Townhouse (22 UPA)' and 'Rowhouse/Townhouse Live-Work (22 UPA)' noted on Digital Page 287, GP Paper Page 16, be increased from 22 UPA to 24 UPA, with all necessary changes to Figure 4, Table 4.3, and Map 1 of the Gordon Neighbourhood Plan subsequently made.

- That the following property be designated 'Park' on land use Map 1 of the Gordon Neighbourhood Plan (6203), with Map 1 and Map 2 of the Willoughby Community Plan (6201) also updated to reflect this change:
    - 6790 - 208 Street

F. BYLAWS FOR FIRST AND SECOND READING

- That the following properties be designated Rowhouse/Townhouse (15 UPA):
  - 20347 - 71A Avenue
  - 20342 - 71A Avenue
  - 20354 - 71A Avenue
  - 7113 - 204 Street
  - 7109 - 204 Street
  - 7091 - 204 Street

On-Street Parking

- That Table 6.1 (Digital Page 332, GP Paper Page 61) be amended to change the provision of 'On-Street Parking' for 208 Street from 67 Avenue to 70 Avenue, 208 Street from 70 Avenue to 72 Avenue, and 72 Avenue from "No" to "Maybe".

Other

- That the fourth General Medium Density Mixed-Use (1.9FSR) Policy be changed to read, with the changes in **bold**: "Small-scale commercial units should not exceed 93 m^2 (1,000ft^2) for any one commercial tenant, **unless for restaurant and/or café use.**"

CARRIED

AMENDMENT 9
Moved by Councillor Martens,
Seconded by Councillor Kunst,
That Bylaw 6203 – Gordon Neighbourhood Plan be amended to increase the base amount for small-scale commercial units as follows:

Small-scale commercial units should not exceed **140 m^2 (1,500ft^2)** for any one commercial tenant, unless for restaurant and/or café use."
CARRIED

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

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

1. Housing Agreement (Township of Langley/ 7883-199 Street)
Bylaw No. 6222
Report 26-56
File CD 08-22-0116

Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council grant first, second and third reading to Township of Langley (Township of Langley Housing Trust Society – 199 Street Site) Bylaw No. 6222.
CARRIED

H. BYLAWS FOR THIRD READING

I. BYLAWS FOR FINAL ADOPTION

J. MAYOR AND COUNCIL REPORT

Councillor Martens attended the Joint Forces Foundation Annual Ball Hockey Tournament in honor of the late constable Rick O'Brien. She also attended the Langley Care Foundation Pub Night, with proceeds going towards quality of life for seniors living at Langley Lodge. She served on the SASSY Awards Ceremony committee to honor exceptional youth. She thanked Mayor and Council for supporting funding and staff for providing gifts.

Councillor Pratt commended staff for their work on May Day, and the organizers of the Aldergrove Community Market.

Councillor Whitmarsh thanked staff for their efforts on the May Day Parade and the Aldergrove Community Market. He attended the Fibromyalgia Well Spring Foundation event.

Councillor Baillie attended the Fibromyalgia Well Spring Foundation event and the May Day Parade. He supported the Langley School Board at The Mane Event held at the Equestrian Centre. The Rapid Relief Team held an event to recognize first responders and hospital staff. He attended an E-COM 911 meeting, he is on the transition team. He noted that the State of the Township event was well attended. He attended the season opener for the Langley Thunder Senior A.

Councillor Kunst attended the May Day Parade. She attended the Fibromyalgia Well Spring Foundation dinner and the Aldergrove Community Market.

Councillor Ferguson attended the May Day Parade, he thanked the Fort Langley Lions. He attended the Aldergrove Community Market and The Mane Event put on by the Langley School District Foundation. He also attended the Fibromyalgia Well Spring Foundation event. The Rapid Relief Team put on an excellent luncheon in support of first responders. He attended the State of the Township and commended Mayor Woodward. He noted that it was well attended. He provided a Home Opener towel to Council to celebrate the Bandits Game at the Langley Events Centre.

Mayor Woodward thanked those that attended the State of the Township event.

K. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

Councillor Baillie reported that on June 1, 2026 Stage 3 Water Restrictions are being put in place. He noted that preparatory work on the Annacis Water Supply Tunnel is happening, with a 2.6 metre water pipe being built.

L. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM CLOSED MEETINGS

M. FOR INFORMATION

1. **Closed Captioning at Council Advisory Committee Meetings**
   Memorandum – Information Technology Division
   File 0540-20

2. **Interim Housing Target Report – Additional Information**
   Memorandum – Community and Policy Planning
   File LSP00014

3. **Agricultural Land Commission Decisions First Quarter 2026 (January – March)**
   Memorandum – Community Development Division
   File 6635-01

4. **Draft Accessibility Plan**
   Memorandum – Community and Policy Planning Division
   File LSP00018

5. **Agricultural Advisory Committee**
   Minutes – April 22, 2026
   File 0540-20

6. **Heritage Advisory Committee**
   Minutes – May 6, 2026
   File 0540-20

7. **Recreation, Culture and Parks Advisory Committee**
   Minutes – May 13, 2026
   File 0540-20

8. **National Dental Care Day**
   File 0630-01

   Email received from Dr. Raj Khanuja, Founder – National Dental Care Day, requesting October 10, 2026 be proclaimed as National Dental Care Day.

N. MOTIONS ARISING FROM INFORMATION

1. Heritage Advisory Committee Recommended Motion
File 0540-20

Moved by Councillor Rindt,
Seconded by Councillor Pratt,
That Council direct staff to have the Murrayville Cemetery Cenotaph treated with sealant and monitored for further damage in the same manner as the matching Fort Langley Cenotaph.

REFERRAL
Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Item N.1 be referred to staff as an item for information to review the request from the Heritage Advisory Committee that the Murrayville Cemetery Cenotaph be treated with sealant and monitored for further damage, and whether or not “in the same manner as the Fort Langley Cenotaph” is applicable and appropriate.
CARRIED

O. OTHER BUSINESS

1. Finishing More of 80 Avenue

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
Whereas

1. The widening of 80 Avenue from 204 Street to 212 Street is currently under construction and is scheduled for completion in Q3 2026; and
2. Staff are nearing completion of the detailed design for the remaining north side widening of 80 Avenue in the 20100 to 20300 blocks;

Therefore be it resolved staff be directed to Report to Council for the June 15, 2026 Regular Meeting with the estimated construction cost and proposed funding sources to complete the north side sections of 80 Avenue within the 20100 to 20300 BLKs for Council’s consideration.
CARRIED

O. OTHER BUSINESS

2. 28 Avenue and 204 Street Study

Moved by Councillor Ferguson,
Seconded by Mayor Woodward,
Whereas intersection safety is a concern; and

Whereas development has expanded in Brookswood-Fernridge;

Therefore be it resolved that staff be directed to undertake a study of the intersection at 28 Avenue and 204 Street, including, but not limited to, consideration of converting the intersection to an all-way stop;

That the intersection of 28 Avenue and 200 Street be considered as well;

That staff report back to Council with the results of the study no later than Q4 2026; and

Be it further resolved that staff include a placeholder in the 2027 capital budget requests, ranked as a high priority, for any improvements determined to be necessary as a result of the study, for Council's consideration.
CARRIED

P. MOTION TO RESOLVE INTO CLOSED MEETING

Moved by Councillor Whitmarsh,
Seconded by Councillor Pratt,
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 C.2 - Section 90(1) (c) Labour
CARRIED

Q. TERMINATE

Moved by Councillor Pratt,
Seconded by Councillor Baillie,
That the meeting terminate at 3:35pm.
CARRIED

CERTIFIED CORRECT:

_____
Mayor

_____
Township Clerk

REGULAR MEETING OF TOWNSHIP COUNCIL

FOR THE PURPOSE OF PUBLIC HEARING MINUTES

Monday, May 25, 2026 at 7:00pm
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, R. Rindt, and B. Whitmarsh

W. Bauer, J. Chu, A. Jensen, S. Mikicich and S. Richardson

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 Meeting for Public Hearing – May 25, 2026

Moved by Councillor Pratt,
Seconded by Councillor Ferguson,
That Council adopt the agenda and receive the agenda items of the Regular Meeting for Public Hearing held May 25, 2026.
CARRIED

B. PUBLIC HEARING

1. Tenant Protection Bylaw
Bylaw No. 6214
Bylaw No. 6215
Bylaw No. 6216
Report 26-46
File CPP LSP00014

B. PUBLIC HEARING

"Tenant Protection Bylaw No. 6214",

"Bylaw Notice Enforcement Bylaw 2008 No. 4703 Amendment Bylaw No. 6215", and

"Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Tenant Protection Development Permit Area) Bylaw No. 6216".

Explanation – Bylaw No. 6214

A. Jensen explained that Bylaw No. 6214 requires tenant protection during residential rental redevelopment of purpose-built rental buildings.

Explanation – Bylaw No. 6215

A. Jensen explained that Bylaw No. 6215 amends the Bylaw Notice Enforcement Bylaw 2008 No. 4703 by providing fine amounts and offences relating to Tenant Protection Bylaw No. 6214.

Explanation – Bylaw No. 6216

A. Jensen explained that Bylaw No. 6216 amends the Official Community Plan by adding a Tenant Protection Development Permit Area relating to Tenant Protection Bylaw No. 6214.

Submissions from the public.

1. L. White, a Langley resident, was in attendance and expressed support and concern due to inadequate tenant protection. He noted absence of support for vulnerable tenants; he recommended a reduction to a lower threshold.

MOTION
Moved by Councillor Pratt,
Seconded by Councillor Baillie,
That Council consider third reading of "Tenant Protection Bylaw No. 6214",

"Bylaw Notice Enforcement Bylaw 2008 No. 4703 Amendment Bylaw No. 6215", and

"Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Tenant Protection Development Permit Area) Bylaw No. 6216".
CARRIED

Councillor Whitmarsh opposed

B. PUBLIC HEARING

MOTION
Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council give third reading to "Tenant Protection Bylaw No. 6214",

"Bylaw Notice Enforcement Bylaw 2008 No. 4703 Amendment Bylaw No. 6215"

"Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Tenant Protection Development Permit Area) Bylaw No. 6216".
CARRIED

2. Brookswood-Fernridge Community and Neighbourhood Plan Updates
Bylaw No. 6210
Bylaw No. 6217
Bylaw No. 6218
Bylaw No. 6219
Report 26-54
File CPP LRP00014

"Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (BFCP Update 2026) Bylaw No. 6210",

"Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (Booth Neighbourhood Plan) Bylaw No. 6008 Amendment (Booth Update 2026) No. 6217",

"Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (Fernridge Neighbourhood Plan) Bylaw No. 6009 Amendment (Fernridge Update 2026) Bylaw No. 6218", and

"Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (Rinn Neighbourhood Plan) Bylaw No. 6010 Amendment (Rinn Update 2026) Bylaw No. 6219".

Explanation – Bylaw No. 6210

S. Mikicich explained that Bylaw No. 6210 amends the Brookswood-Fernridge Community Plan in the Official Community Plan to update text regarding policy and housekeeping amendments and to update mapping.

B. PUBLIC HEARING

Explanation – Bylaw No. 6217

S. Mikicich explained that Bylaw No. 6217 amends the Booth Neighbourhood Plan by updating policy text, mapping and addressing required housekeeping amendments.

Explanation – Bylaw No. 6218

S. Mikicich explained that Bylaw No. 6218 amends the Fernridge Neighbourhood Plan by updating policy text, mapping and addressing required housekeeping amendments.

Explanation – Bylaw No. 6219

S. Mikicich explained that Bylaw No. 6219 amends the Rinn Neighbourhood Plan by updating policy text, mapping and addressing required housekeeping amendments.

Submissions from the public.

1. M. Kompter, an agent for several landowners in Brookswood-Fernridge, was in attendance and expressed support for the increased site coverage.

The following written submission was received from the public:

1. A 59 signature petition was received in support of increasing site coverage from 28% to 35% in the Brookswood area.

MOTION
Moved by Councillor Pratt,
Seconded by Councillor Baillie,
"That Council consider third and final reading for "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (BFCP Update 2026) Bylaw No. 6210",

"Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (Booth Neighbourhood Plan) Bylaw No. 6008 Amendment (Booth Update 2026) No. 6217",

"Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (Fernridge Neighbourhood Plan) Bylaw No. 6009 Amendment (Fernridge Update 2026) Bylaw No. 6218", and

B. PUBLIC HEARING

"Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (Rinn Neighbourhood Plan) Bylaw No. 6010 Amendment (Rinn Update 2026) Bylaw No. 6219".
CARRIED

MOTION
Moved by Mayor Woodward
Seconded by Councillor Ferguson,
That Council give third and final reading to "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (BFCP Update 2026) Bylaw No. 6210",

"Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (Booth Neighbourhood Plan) Bylaw No. 6008 Amendment (Booth Update 2026) No. 6217",

"Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (Fernridge Neighbourhood Plan) Bylaw No. 6009 Amendment (Fernridge Update 2026) Bylaw No. 6218", and

"Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Brookswood-Fernridge Community Plan) Bylaw 2017 No. 5300 Amendment (Rinn Neighbourhood Plan) Bylaw No. 6010 Amendment (Rinn Update 2026) Bylaw No. 6219".
CARRIED

MOTION
Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council adopt the Brookswood-Fernridge Greenway Amenity Policy No. 07-235, as amended.
CARRIED

C. TERMINATE

Moved by Councillor Whitmarsh,
Seconded by Councillor Rindt,
That the meeting terminate at 7:27pm.
CARRIED

CERTIFIED CORRECT:

_____
Mayor

_____
Township Clerk

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 15, 2026 – REGULAR MEETING	**REPORT:**	26-72
FROM:	FINANCE DIVISION	**FILE:**	1830-02
SUBJECT:	2025 AUDITED CONSOLIDATED FINANCIAL STATEMENTS		

RECOMMENDATION:

That Council receive and accept the 2025 Audited Consolidated Financial Statements for inclusion in the Annual Report and Statement of Financial Information.

EXECUTIVE SUMMARY:

Under section 167 of the *Community Charter*, the financial officer must present the Township's audited consolidated financial statements to Council for their acceptance and inclusion in the Annual Report.

The 2025 Consolidated Financial Statements include Langley Facilities Society, Ten Feet Sports and Entertainment Ltd operations, TOL Facilities and Development Housing Society, and TOL Housing Trust Society. The statements have been prepared in accordance with Public Sector Accounting Standards as recommended by the Public Sector Accounting Board of the Chartered Professional Accountants of Canada.

It is anticipated that KPMG LLP will give the Township an unmodified audit opinion on the consolidated financial statements. It stated that in their opinion, the consolidated financial statements present fairly, in all material respects, the consolidated financial position of the Township as at December 31, 2025, and its consolidated operational results, its change in consolidated net debt and its consolidated cash flows for the year then ended in accordance with Canadian Public Sector Accounting Standards.

Under Canadian Auditing Standards (CAS – 700 *Forming an Opinion and Reporting on Financial Statements),* an auditor's final report date must be no earlier than the date of Council's acceptance of the Township's financial statements, in final form. The *draft* status will be removed after Council accepts the consolidated financial statements presented at the Regular Meeting on June 15, 2026. The consolidated financial statements, with the final Auditor's Report, will then be included in the Annual Report and made available for the public for 2 weeks starting June 15, 2026, after which they will return to Council for final approval on June 29, 2026, together with the annual Statement of Financial Information.

PURPOSE:

Report No. 26-72 presents the Township's consolidated financial statements for receipt and acceptance by Council, which will enable the Auditor to issue their final Auditor's Report in compliance with Canadian Auditing Standards.

DISCUSSION/ANALYSIS:

Under section 167 of the *Community Charter*, the financial officer must present the Township's audited consolidated financial statements to Council for their acceptance and inclusion in the Annual Report.

The 2025 Consolidated Financial Statements include Langley Facilities Society, Ten Feet Sports and Entertainment Ltd operations and TOL Facilities and Development Housing Society, and TOL Housing Trust Society. The statements have been prepared in accordance with Public Sector Accounting Standards as recommended by the Public Sector Accounting Board of the Chartered Professional Accountants of Canada.

It is anticipated that KPMG LLP will give the Township an unmodified audit opinion on the consolidated financial statements. It stated that in their opinion, the consolidated financial statements present fairly, in all material respects, the consolidated financial position of the Township as at December 31, 2025, and its consolidated operational results, its change in consolidated net debt and its consolidated cash flows for the year then ended in accordance with Canadian Public Sector Accounting Standards.

Under Canadian Auditing Standards (CAS – 700 *Forming an Opinion and Reporting on Financial Statements),* an auditor's final report date must be no earlier than the date of Council's acceptance of the Township's financial statements, in final form. The *draft* status will be removed after Council accepts the consolidated financial statements presented at the Regular Meeting on June 15, 2026. The consolidated financial statements, with the final Auditor's Report, will then be included in the Annual Report and made available for the public for 2 weeks starting June 15, 2026, after which they will return to Council for final approval on June 29, 2026, together with the annual Statement of Financial Information.

Respectfully submitted,

Cherry Li
MANAGER, FINANCIAL REPORTING

ATTACHMENT A – Draft 2025 Audited Financial Statements
ATTACHMENT B – 2025 Audit Finding Report

Financial Report

For the year ended December 31, 2025

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Report from the Director, Finance Division

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- Consolidated Financial Statements

Notes to the Consolidated Financial Statements

Segmented Information Schedule

Audited Schedules
- Debt
- Museum Operations

Unaudited Statistical and Other Information

Report from the Director, Finance Division

To Mayor Eric Woodward and Members of Council:

I am pleased to present the 2025 Financial Statements and the audit report of our external auditor, KPMG LLP. Pursuant to Section 167 of the *Community Charter*, these statements are prepared and presented to provide sufficient information for readers tounderstand the consolidated financial position and consolidated results of Township of Langley ("the Township") operations.

The consolidated financial statements are the responsibility of the management of the Township and its Council. The financial statements and related information have been prepared in accordance with Canadian Public Sector Accounting Standards as prescribed by the Public Sector Accounting Board (PSAB) of the Chartered Professional Accountants of Canada (CPA).

Management is responsible for the accuracy, integrity, and objectivity of these statements and for implementing and maintaining a system of internal controls to safeguard Township assets and provide reasonable assurance that financial information is reliable.

The role of our external auditor, KPMG LLP, is to conduct an independent examination, in accordance with Canadian generally accepted auditing standards, and to express their opinion on the consolidated financial statements. To provide reasonable assurance that the consolidated financial statements are presented fairly, their examination includes consideration of Township systems of internal control and appropriate tests and procedures. The external auditor has full and free access to Township Council and staff.

KPMG LLP has given the Township an unmodified audit opinion on the Township's consolidated financial statements. In their opinion, the consolidated financial statements present fairly, in all material respects, the consolidated financial position of the Township as at December 31, 2025, and its consolidated results of operations, its consolidated changes in net debt and its consolidated cash flows for the year then ended in accordance with Canadian Public Sector Accounting Standards.

The Township's consolidated net debt increased by $122.7 million to $131.2 million at December 31, 2025. The acquisition of tangible capital assets resulted in this increase in consolidated net debt.

Debt and Agreements Payable balance increased by $267.1 million to $584.4 million. Debt and Agreements Payable are used for capital projects and are repayable from various sources.

Total Tangible Capital Assets for the Township, at historical cost, net of accumulated amortization expense, amounts to $3.0 billion.

Capital asset additions for 2025 are $379.3 million. Each year, developers construct capital infrastructure that is transferred to the Township. In 2025, the developer contributed assets totals $72.7 million or 19% of total capital asset additions. An additional 8% or $31.0 million of capital additions was funded from Development Cost Charges.

Under PSAB requirements, the annual surplus of $203.0 million includes surplus from operations and additional surplus from current investments in capital assets as follows:

- Surplus as a result of recognizing funds received for capital projects as income, net of amortization expense, without recognizing the related capital expense and
- Surplus as a result of recognizing the value of contributed capital assets from developers as revenue in the year the assets are put into service

Accumulated Surplus balance of $2.8 billion (2024 – $2.6 billion) is comprised of four categories as follows:

- Operating Surplus $223.7 million (2024 – $159.0 million)
- Capital Surplus $41.0 million (2024 – $10.6 million)
- Statutory Reserve $152.0 million (2024 – $98.5 million)
- Investment in Tangible Capital Assets $2.43 billion (2024 – $2.38 billion)

In 2025, the Township continued to manage through economic pressures including elevated inflation. Despite these challenges, the Township continues to invest in community infrastructure. Our financial plans reflect these goals and this year's financial results align with financial plans approved by Council.

Sandra Ruff
S. Ruff CPA, CA
Director of Finance

AUDITED

Consolidated Financial Statements

2025

And Independent Auditor's Report thereon

KPMG LLP
777 Dunsmuir Street, 11th floor
Vancouver, BC V7Y 1K3
Canada
Tel 604 691 3000
Fax 604 691 3031

INDEPENDENT AUDITOR'S REPORT

To the Mayor and Council of The Corporation of the Township of Langley

Opinion

We have audited the consolidated financial statements of The Corporation of the Township of Langley (the "Entity"), which comprise:

- the consolidated statement of financial position as at December 31, 2025
- the consolidated statement of operations for the year then ended
- the consolidated statement of change in net (debt) financial assets for the year then ended
- the consolidated statement of cash flows for the year then ended
- and notes to the consolidated financial statements, including a summary of significant accounting policies

(hereinafter referred to as the "financial statements").

In our opinion, the accompanying financial statements present fairly, in all material respects, the consolidated financial position of the Entity as at December 31, 2025, and its consolidated results of operations, its consolidated changes in net debt and its consolidated cash flows for the year then ended in accordance with Canadian public sector accounting standards.

Basis for Opinion

We conducted our audit in accordance with Canadian generally accepted auditing standards. Our responsibilities under those standards are further described in the ***"Auditor's Responsibilities for the Audit of the Financial Statements"*** section of our auditor's report.

We are independent of the Entity in accordance with the ethical requirements that are relevant to our audit of the financial statements in Canada and we have fulfilled our other ethical responsibilities in accordance with these requirements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

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KPMG LLP, an Ontario limited liability partnership and member firm of the KPMG global organization of independent member firms affiliated with KPMG International Limited, a private English company limited by guarantee. KPMG Canada provides services to KPMG LLP.

KPMG

Other Information

Management is responsible for the other information. Other information comprises:

- the information, other than the financial statements and the auditor's report thereon, included in the Annual Report 2025.

Our opinion on the financial statements does not cover the other information and we do not and will not express any form of assurance conclusion thereon.

In connection with our audit of the financial statements, our responsibility is to read the other information identified above and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the audit and remain alert for indications that the other information appears to be materially misstated.

We obtained the information, other than the financial statements and the auditor's report thereon, included the Annual Report 2025 as at the date of this auditor's report.

If, based on the work we have performed on this other information, we conclude that there is a material misstatement of this other information, we are required to report that fact in the auditor's report.

We have nothing to report in this regard.

Responsibilities of Management and Those Charged with Governance for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with Canadian public sector accounting standards, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing the Entity's ability to continue as a going concern, disclosing as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the Entity or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the Entity's financial reporting process.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion.

Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Canadian generally accepted auditing standards will always detect a material misstatement when it exists.

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Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of the financial statements.

As part of an audit in accordance with Canadian generally accepted auditing standards, we exercise professional judgment and maintain professional skepticism throughout the audit.

We also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion.

  The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.

- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Entity's internal control.

- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.

- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Entity's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Entity to cease to continue as a going concern.

- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

- Communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

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- Plan and perform the group audit to obtain sufficient appropriate audit evidence regarding the financial information of the entities or business units within the group as a basis for forming an opinion on the group financial statements. We are responsible for the direction, supervision and review of the audit work performed for the purposes of the group audit. We remain solely responsible for our audit opinion.

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Chartered Professional Accountants

Vancouver, Canada

June 15, 2026

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Consolidated Statement of Financial Position

As at December 31, 2025 (*in thousands of dollars*)

	2025	2024
FINANCIAL ASSETS		
Cash and cash equivalents (Note 2)	**$ 586,183**	$ 439,811
Investments (Note 2)	**188,149**	156,999
Accounts receivable (Note 3)	**121,329**	104,875
Assets held for sale	**840**	2,252
	896,501	703,937
LIABILITIES		
Accounts payable and accrued liabilities (Note 4)	**149,964**	111,892
Deposits and prepayments (Note 5)	**73,924**	80,211
Deferred revenue (Note 6)	**24,279**	25,606
Development cost charges (Note 7)	**186,862**	168,980
Debt and agreements payable (Note 8)	**584,425**	317,305
Asset retirement obligations (Note 9)	**2,901**	3,043
Employee future benefits (Note 17)	**5,325**	5,429
	1,027,680	712,466
NET DEBT	**(131,179)**	(8,529)
NON-FINANCIAL ASSETS		
Inventories of supplies	**2,370**	1,987
Prepaid expenses	**12,210**	11,490
Tangible capital assets (Note 10)	**2,964,166**	2,639,615
	2,978,746	2,653,092
ACCUMULATED SURPLUS (Note 11)	**$ 2,847,567**	$ 2,644,563

Subsequent event (Note 8(c))
Contingencies and commitments (Note 14)
Contractual rights (Note 22)

See accompanying Notes and Schedules to the Consolidated Financial Statements

Sandra Ruff, CPA, CA
Director of Finance

Eric Woodward
Mayor, Township of Langley

Consolidated Statement of Operations

For the year ended December 31, 2025 (*in thousands of dollars*)

	Budget 2025 (Notes 1(a) and 20)	**2025**	2024
REVENUE			
Property taxes	$ 203,202	**$ 202,888**	$ 190,996
Fees, rates and service charges	127,474	**175,050**	158,983
Grants and grants in lieu of taxes	56,224	**25,793**	21,335
Service cost recoveries	4,241	**12,940**	10,368
Gain on disposal of assets	-	**35,369**	1,452
Investment income	1,206	**21,021**	22,235
Local area service contributions	7,000	**-**	-
Contribution from development cost charges (Note 7)	82,874	**39,464**	11,803
Other developer contributions (Note 10(b))	38,022	**72,730**	79,012
Other income	56,203	**16,094**	14,732
	576,446	**601,349**	510,916
EXPENSES			
General government	38,545	**42,130**	37,236
Police protection	57,536	**46,978**	47,285
Fire protection	28,616	**29,958**	25,874
Facilities maintenance	26,682	**24,257**	21,592
Community planning and development	20,274	**17,428**	15,680
Recreation and culture	41,734	**49,248**	44,758
Parks	22,117	**27,630**	22,183
Transportation	50,671	**71,796**	63,654
Stormwater	11,946	**15,046**	14,509
Water	29,780	**34,675**	26,847
Sewer	27,648	**29,003**	22,027
Solid waste	10,516	**10,196**	9,354
	366,065	**398,345**	350,999
ANNUAL SURPLUS	210,381	**203,004**	159,917
ACCUMULATED SURPLUS, beginning of year	2,644,563	**2,644,563**	2,484,646
ACCUMULATED SURPLUS, end of year	$ 2,854,944	**$ 2,847,567**	$ 2,644,563

See accompanying Notes and Schedules to the Consolidated Financial Statements

Consolidated Statement of Change in Net (Debt) Financial Assets

For the year ended December 31, 2025 *(in thousands of dollars)*

	Budget 2025 (Notes 1(a) and 20)	**2025**	2024
ANNUAL SURPLUS	**$** 210,381	**$ 203,004**	$ 159,917
Acquisition of tangible capital assets	(849,184)	**(307,862)**	(217,321)
Asset retirement obligations	-	**(13)**	(69)
Developer contributed tangible capital assets	(38,022)	**(71,432)**	(78,038)
Reclassification of assets held for sale	-	**3**	-
Amortization of tangible capital assets	-	**50,252**	47,786
Gain on disposal of tangible capital assets	-	**(35,213)**	(1,098)
Proceeds on disposal of tangible capital assets	-	**39,714**	14,140
	(676,825)	**(121,547)**	(74,683)
Acquisition of inventories of supplies	(2,370)	**(2,370)**	(1,987)
Acquisition of prepaid expenses	(12,203)	**(12,210)**	(11,490)
Consumption of inventories of supplies	2,370	**1,987**	2,025
Use of prepaid expenses	12,203	**11,490**	2,659
	-	**(1,103)**	(8,793)
CHANGE IN NET (DEBT) FINANCIAL ASSETS	(676,825)	**(122,650)**	(83,476)
NET (DEBT) FINANCIAL ASSETS, beginning of year	(8,529)	**(8,529)**	74,947
NET DEBT, end of year	**$** (685,354)	**$ (131,179)**	$ (8,529)

See accompanying Notes and Schedules to the Consolidated Financial Statements

Consolidated Statement of Cash Flows

For the year ended December 31, 2025 *(in thousands of dollars)*

	2025	2024
CASH PROVIDED BY (USED IN)		
OPERATING ACTIVITIES		
Annual surplus	**$ 203,004**	$ 159,917
Items not involving cash:		
Amortization of tangible capital assets	**50,252**	47,786
Gain on disposal of tangible capital assets	**(35,213)**	(1,098)
Developer contributed tangible capital assets	**(71,432)**	(78,038)
Asset retirement obligations	**(155)**	(354)
Change in non-cash operating items:		
Accounts receivable	**(16,454)**	(6,772)
Assets held for sale	**1,415**	(208)
Accounts payable and accrued liabilities	**38,072**	11,917
Employee future benefits	**(104)**	(33)
Deposits and prepayments	**(6,287)**	2,806
Deferred revenue	**(1,327)**	3,921
Development cost charges	**17,882**	43,398
Inventories of supplies	**(383)**	38
Prepaid expenses	**(720)**	(8,831)
Net change in cash from operating activities	**178,550**	174,449
CAPITAL ACTIVITIES		
Cash used to acquire tangible capital assets	**(307,862)**	(217,321)
Proceeds on disposal of tangible capital assets	**39,714**	14,140
Net change in cash from capital activities	**(268,148)**	(203,181)
FINANCING ACTIVITIES		
Proceeds from debt and agreements payable	**282,957**	164,387
Repayment of debt and agreements payable	**(15,837)**	(14,345)
Net change in cash from financing activities	**267,120**	150,042
INVESTING ACTIVITIES		
Change in investments	**(31,150)**	171,484
Net change in cash from investing activities	**(31,150)**	171,484
CHANGE IN CASH AND CASH EQUIVALENTS	**146,372**	292,794
CASH AND CASH EQUIVALENTS, beginning of year	**439,811**	147,017
CASH AND CASH EQUIVALENTS, end of year	**$ 586,183**	$ 439,811

See accompanying Notes and Schedules to the Consolidated Financial Statements

Notes to the Consolidated Financial Statements

For the year ended December 31, 2025

Notes to the Consolidated Financial Statements

For the year ended December 31, 2025 (*in thousands of dollars*)

Notes to the consolidated financial statements are an integral part of the consolidated financial statements and explain significant accounting policies and principles underlying the consolidated financial statements. They also provide relevant explanatory information.

The Corporation of the Township of Langley (the "Township") is incorporated under the Local Government Act of British Columbia. The Township's principal activities include the provision of local government services to residents and businesses in the Township of Langley. These services include administrative, protective, transportation, recreational, parks, library, water, sewer, stormwater, solid waste disposal, and recycling. General resources and operations of the Township are segregated into operating, capital, and reserve funds. The Community Charter of British Columbia requires revenue and expenses to be in accordance with the five-year financial plan adopted annually by Council. The budget for each year of the plan must be balanced so that annual expenses do not exceed the total of revenue, transfers from reserves and surplus, and proceeds from debt.

1. SIGNIFICANT ACCOUNTING POLICIES

The consolidated financial statements of the Township are prepared in accordance with Public Sector Accounting Standards as prescribed by the Public Sector Accounting Board ("PSAB") of the Chartered Professional Accountants of Canada.

a) Basis of Consolidation

The consolidated financial statements include the Township's Operating, Capital and Reserve Funds consolidated with Langley Facilities Society (the "Society") and Township of Langley Housing Trust Society ("THTS").

The Society, which is wholly-controlled by the Township, was incorporated on March 12, 2009, and was formed to operate the Langley Events Centre and other Township facilities. Other purposes of the Society include promotion and/or sponsorship of educational, recreational, heritage, cultural, airport operations and assisted housing activities and events within the Township of Langley.

Ten Feet Sports and Entertainment Ltd (the "Subsidiary"), a wholly-owned subsidiary of the Society, was incorporated on April 26, 2010. The purpose of the Subsidiary is to operate recreational facilities within the Township of Langley.

The TOL Facilities and Development Housing Society ("TFDHS"), which is controlled by the Society, was incorporated on April 3, 2019, and was formed to facilitate, acquire, construct, hold, supply, operate, manage and/or maintain affordable housing accommodations and incidental facilities for low and moderate income household and to advocate for legislative and policy change relating to affordable housing accommodations. The TFDHS was dissolved on November 6, 2025.

Township of Langley Housing Trust Society ("THTS") was incorporated on February 13, 2024. It was formed to establish, construct, maintain and operate non-profit affordable rental housing for middle income persons in the Township of Langley and the Province of British Columbia.

Interfund and inter-entity transactions, fund balances, and activities between the above-related entities have been eliminated on consolidation.

Budget Reporting

The budget information presented in the consolidated financial statements reflects the 2025 budget component of the Township's 2025 – 2029 Five-Year Financial Plan adopted by Council Bylaw No. 6105 on February 24, 2025. The budgets of all consolidated entities are reflected in the total budget figures for the year.

Operating Funds

These funds include the General, Parks, Transportation, Stormwater, Water, Sewer, and Solid Waste Operating Funds. They are used to record operating costs of services provided by the Township.

Capital Funds

These funds include the General, Parks, Transportation, Stormwater, Water, Solid Waste, and Sewer Capital Funds. They are used to record costs of tangible capital assets and non-tangible capital assets expenditures.

a) Basis of Consolidation (continued)

Reserve Funds

Under the Community Charter, Township Council may, by bylaw, establish reserve funds for specified purposes. Money in a reserve fund, and interest earned thereon, must be expended by bylaw only for the purposes for which the fund was established. If the amount in a reserve is greater than required, Township Council may, by bylaw, transfer all or part of the amount to another reserve.

Trust Funds

These funds account for assets which must be administered as directed by agreement or statute for certain beneficiaries. In accordance with PSAB guidance on financial statement presentation for local governments, trust funds are not included in the Township's consolidated financial statements. Trust funds administrated by the Township are presented in Note 19.

b) Basis of Accounting

The Township follows the accrual method of accounting for revenue and expenses. Revenue is recognized in accordance with notes 1(h) and 1(m). Expenses are recognized as they are incurred and measurable as a result of receipt of goods and services and/or the creation of a legal obligation to pay.

c) Cash and Cash Equivalents

Cash and cash equivalents consist of cash, highly liquid money market investments, and short-term deposits with maturities of less than 90 days at acquisition.

d) Financial Instruments

The Township's financial instruments include cash and cash equivalents, investments, accounts receivable, accounts payable and accrued liabilities, and debt and agreements payable.

Financial instruments are recorded at fair value on initial recognition. Equity instruments and derivatives that are quoted in an active market are subsequently recorded at fair value as at the reporting date. All other financial instruments are subsequently recorded at cost or amortized cost unless the Township elects to carry the instruments at fair value. The Township has not elected to carry any other financial instruments at fair value.

Unrealized changes in fair value are recognized on the consolidated statement of remeasurement gains and losses. They are recorded in the consolidated statement of operations when they are realized. There are no significant unrealized gains or losses as at December 31, 2025. As a result, the Township does not have a consolidated statement of remeasurement gains and losses.

Transaction costs incurred on the acquisition of financial instruments subsequently measured at fair value are expensed as incurred.

Sales and purchases of investments are recorded on the trade date.

All financial assets held at amortized cost are assessed for impairment on an annual basis. When a decline is determined to be other than temporary, the amount of the loss is reported in the consolidated statement of operations.

e) Assets Held for Sale

Assets held for sale include inventories held for sale and properties held for sale which are ready and available to be sold and for which there is a market. They are valued at the lower of cost or expected net realizable value.

f) Non-Financial Assets

Non-financial assets are not available to discharge existing liabilities and are held for use in the provision of services. They have useful lives extending beyond the current year and are not intended for sale in the ordinary course of operations.

i) Tangible Capital Assets

Tangible capital assets are initially recorded at cost which includes amounts directly attributable to acquisition, construction, development, or betterment of the asset. The costs of tangible capital assets are amortized on a straight-line basis over their estimated useful lives as follows:

Assets	Useful Life (Years)
Land improvements	20–100
Building and building improvements	10–60
Vehicles	8–25
Machinery and equipment	4–30
Roads infrastructure:	
- Base	75–100
- Surface	20–40
Stormwater infrastructure	40-100
Water infrastructure	15-78
Sewer infrastructure	41-78

Gravel pits are treated as land and as such are not amortized.

Tangible capital assets are amortized in the year the asset is acquired or constructed and/or in the year of disposal. Assets under construction are not amortized until the asset is available for productive use.

f) Non-Financial Assets (continued)

ii) Contributions of tangible capital assets

Tangible capital assets received as contributions are recorded at their fair value at the date of receipt and the fair value of contributions are recorded as revenue at the date of receipt.

iii) Natural resources

Natural resources that have not been purchased are not recognized as assets in the consolidated financial statements.

iv) Works of art and cultural and historic assets

Works of art and cultural and historic assets are not recorded as assets in the consolidated financial statements.

v) Interest capitalization

The Township does not capitalize interest costs associated with acquisition or construction of a tangible capital asset.

vi) Inventories of supplies

Inventories of supplies held for consumption are recorded at the lower of cost and replacement cost.

g) Deferred revenue

Deferred revenue represents licenses, permits, and other fees collected, where related services or inspections have yet to be performed. Revenue will be recognized in the fiscal year the services are performed.

h) Government Transfers

Restricted transfers from governments are deferred and recognized as revenue as related expenditures are incurred or the stipulations in the related agreement are met. Unrestricted transfers are recognized as revenue when received or if the amount to be received can be reasonably estimated and collection is reasonably assured.

i) Employee Future Benefits

The Township and its employees contribute to the Municipal Pension Plan. These contributions are expensed as incurred. Sick leave and post-employment benefits accrue to some Township employees. Accrued liabilities related to sick leave benefits are estimated based on actuarial calculations of years of service, retirement ages, and expected future salary and wage increases. These liabilities are accrued based on projected benefits as employees render qualifying years of service. Other post-employment benefit liabilities are recognized as a liability and expensed in the period when the event occurs that obligates the Township to provide the benefit.

j) Debt and Agreements Payable

Municipal Finance Authority ("MFA") debt is recorded net of related repayments and actuarial adjustments. Interest on debt is recorded on an accrual basis. Land acquisition and development agreement debt is valued using a present value calculation of total future payments using a discount percentage that approximates the cost of borrowing through the MFA.

k) Liability for Contaminated Sites

Contaminated sites are a result of contamination being introduced into air, soil, water or sediment of a chemical, organic, radioactive material or live organism that exceeds an environmental standard. Liabilities are recorded net of any expected recoveries.

A liability for remediation of contaminated sites is recognized when a site is not in productive use and the following criteria are met:

i) An environmental standard exists;

ii) Contamination exceeds environmental standards;

iii) The Township is directly responsible or accepts responsibility;

iv) It is expected that future economic benefits will be given up; and

v) A reasonable estimate of the amount can be made.

The liability is recognized as the Township's estimate of the cost of post-remediation including operation, maintenance, and monitoring that are an integral part of the remediation strategy for a contaminated site.

l) Asset Retirement Obligation

An asset retirement obligation ("ARO") is recognized when, as at the financial reporting date, all of the following criteria are met:

i) There is a legal obligation to incur retirement costs in relation to a tangible capital asset;

ii) The past transaction or event giving rise to the liability has occurred;

iii) It is expected that future economic benefits will be given up; and,

l) Asset Retirement Obligation (continued)

iv) A reasonable estimate of the amount can be made.

The liability is initially recorded at the best estimate of the expenditures required to retire a tangible capital asset, and the resulting costs are capitalized as part of the carrying amount of the related tangible capital asset if the asset is recognized and in productive use. This cost is amortized over the remaining useful life of the tangible capital asset. If the related tangible capital asset is unrecognized or no longer in productive use, the asset retirement costs are expensed. The ARO liability is subsequently reviewed at each financial reporting date and adjusted for any revisions to the timing or amount required to settle the obligation.

The ARO liability estimate is not discounted due to short or unknown timeframe of expenditures.

Recoveries related to AROs are recognized when the recovery can be appropriately measured, a reasonable estimate of the amount can be made and it is expected that future economic benefits will be obtained. A recovery is recognized on a gross basis from the ARO liability.

m) Revenue Recognition

Taxation revenue is recognized when they meet the definition of asset, they are authorized, and the taxable event occurs, which is generally at the time property tax bills are issued. Restricted revenues are recognized as revenue when the funds have been spent in accordance with the restrictions. Unrestricted contributions are recognized when received and collection is reasonably assured.

Revenue from exchange transactions:

i) For transactions with a single performance obligation that is satisfied at a point in time, including certain sale of services, licenses and permits, and other revenue, is recognized when the Township satisfies the performance obligation by providing the promised goods or services to a payor.

ii) For transactions with performance obligations satisfied over a period of time, including utility rates, certain sale of services, permits, and other revenue, is recognized as the Township satisfies the performance obligations by providing the promised goods or services to a payor.

iii) For transactions with multiple performance obligation, including certain types of permits, revenue is allocated between the performance obligations based on the estimated effort to satisfy each performance obligation.

Revenue from transactions with no performance obligations, including fines and penalties, is recognized when the Township has the authority to claim or retain an inflow of economic resources, and identifies a past transaction or event that gives rise to an asset.

n) Segmented Information

A segment is defined as a distinguishable activity or group of activities of a government for which it is appropriate to separately report financial information to achieve the objectives of the related accounting standard. Financial information is presented in segmented format in Note 21 and the Segmented Information Schedule.

o) Use of Estimates

The preparation of these consolidated financial statements requires the Township to make estimates and assumptions that affect amounts reported. Revised estimates may be required, and adjustments will be made in the period that a change in estimate is made. Actual results could differ from estimates, and the impact will be recorded in future periods when the difference becomes known.

2. CASH, CASH EQUIVALENTS, AND INVESTMENTS

Cash and cash equivalents are recorded at a cost of $586,183 (2024 – $439,811).

Investments with an initial maturity beyond three months are recorded at amortized cost of $188,149 with a fair value of $188,563 (2024 – amortized cost of $156,999 with a fair value of $161,521).

Investments maturing within one year of December 31, 2025 have interest rates ranging from 2.87% to 4.60% (2024 – 4.30% to 6.65%); within two to four years have interest rates ranging from 3.60% to 4.00% (2024 – 2.87% to 4.60%); within five to seven years have interest rate at 5.15% (2024 – 4.00%); beyond eight years has interest rate at 4.23% (2024 – 4.23% to 5.15%).

The following amounts are exclusive of Cemetery Funds (Note 19).

		2025		2024
Cash and cash equivalents	**$**	**586,183**	$	439,811
Investments		**188,149**		156,999
	$	**774,332**	$	596,810

3. ACCOUNTS RECEIVABLE

		2025		2024
Taxes and utilities	**$**	**26,483**	$	20,797
Federal government		**4,869**		3,631
Provincial government		**18,332**		12,491
Municipal Finance Authority		**5,291**		3,158
Other local governments		**2,261**		3,797
Other accounts		**7,670**		7,984
Accrued interest and others		**11,149**		7,575
Recoverable work in progress		**5,528**		7,091
Receivables secured letters of credit (a)		**34,355**		32,414
Local Area Service levies receivable (b)		**5,391**		5,937
	$	**121,329**	$	104,875

a) Receivables secured letters of credit balance represents non-interest bearing securities for Development Cost Charge (“DCC”) amounts due from developers within two years of inception. Monies collected upon negotiation of the letters of credit are restricted and can only be expended for DCC purposes (Note 7).

b) Local Area Service levies receivable balance represents amounts due from property owners for specific local improvement projects in their neighborhood. Amounts realized upon collection of these receivables are restricted to repayment of Local Area Service loan balances outstanding.

4. ACCOUNTS PAYABLE AND ACCRUED LIABILITIES

		2025		2024
Trade and other liabilities	**$**	**117,859**	$	89,474
Payroll liabilities		**20,328**		13,598
Collections for other authorities		**11,777**		8,820
	$	**149,964**	**$**	111,892

5. DEPOSITS AND PREPAYMENTS

The Township holds cash deposits as security to ensure the satisfactory completion of works and other obligations. The Township also encourages prepayment of property taxes and pays interest at rates prescribed by the provincial government.

		2025		2024
Cash deposits held as security	$	**48,332**	$	56,057
Prepaid property tax		**25,592**		24,154
	$	**73,924**	$	80,211

The Township also holds irrevocable letters of credit in the amount of $136,630 (2024 – $134,898) as security to ensure satisfactory completion of works within the Township. These letters of credit amounts are not reflected in the consolidated financial statements.

6. DEFERRED REVENUE

		2025		2024
Future works deposit	$	**14,130**	$	14,030
South Coast BC Transportation Authority grant		**-**		617
Government grant		**3,324**		4,225
Langley School Board contribution		**500**		650
Trinity Western University contribution		**583**		758
Other		**5,742**		5,326
	$	**24,279**	$	25,606

7. DEVELOPMENT COST CHARGES

DCC are collected from developers to contribute to capital costs associated with development. In accordance with the Local Government Act, these funds must be deposited into a separate DCC Reserve Fund. DCC amounts collected are deferred and recognized as revenue in the year that related costs are incurred.

		2025		2024
Roads	$	**78,109**	$	64,791
Drainage		**13,920**		10,939
Park Land/Development		**72,956**		69,710
Water		**19,235**		18,780
Sewer		**2,642**		4,760
	$	**186,862**	$	168,980
Beginning of year	$	**168,980**	$	125,582
Expenditures in Operating		**(8,432)**		(5,120)
Expenditures in Capital		**(31,032)**		(6,683)
Receipts		**51,784**		49,412
Interest		**5,562**		5,789
End of year	$	**186,862**	$	168,980

7. DEVELOPMENT COST CHARGES (CONTINUED)

DCC funds consists of restricted investments as well as restricted accounts receivable.

	2025	2024
Investments	**$ 152,507**	$ 136,566
Receivables secured letters of credit (Note 3)	**34,355**	32,414
	$ 186,862	$ 168,980

8. DEBT AND AGREEMENTS PAYABLE

		2025	2024
MFA debt	a)	**$ 419,519**	$ 216,548
Agreements payable	b)	**12,642**	1,610
Temporary borrowings	c)	**152,264**	99,147
		$ 584,425	$ 317,305

Estimated future payments on debt and agreements payable, including consideration of the refinancing of temporary financing subsequent to year end (note 8(c)), for the next five years and thereafter are:

	Principal	Interest	Total
2026	**$** 21,474	$ 24,855	$ 46,329
2027	22,190	24,989	47,179
2028	22,040	24,913	46,953
2029	22,807	24,977	47,784
2030	23,587	24,970	48,557
Thereafter	472,327		
	$ 584,425		

8. DEBT AND AGREEMENTS PAYABLE (CONTINUED)

a) MFA Debt

The Township obtains debt from the MFA pursuant to borrowing bylaws under authority of the Community Charter to finance certain expenditures. Repayments and actuarial adjustments are netted against related debt.

	Interest Rate	Gross Debt	Repayments and Actuarial Adjustments	Net Debt 2025	Net Debt 2024
General, Bylaw 5346, due 2039	2.24%	$ 1,500	$ 364	**$ 1,136**	$ 1,201
General, Bylaw 5508, due 2050	3.38%	16,398	2,146	**14,252**	14,713
General, Bylaw 5509, due 2050	3.38%	43,430	5,688	**37,742**	38,965
General, Bylaw 5880, due 2044	4.44%	25,250	907	**24,343**	25,250
General, Bylaw 5893, due 2044	3.83%	38,380	1,369	**37,011**	38,380
General, Bylaw 5968, due 2050	4.13%	49,490	-	**49,490**	-
Stormwater, Bylaw 4752, due 2030	1.28%	1,800	1,800	**-**	660
Stormwater, Bylaw 4829, due 2031	1.47%	2,292	1,452	**840**	972
Stormwater, Bylaw 5922, due 2045	4.13%	6,262	-	**6,262**	-
Stormwater, Bylaw 5991, due 2045	4.13%	4,560	-	**4,560**	-
Stormwater, Bylaw 5999, due 2040	4.13%	6,093	-	**6,093**	-
Stormwater, Bylaw 6052, due 2045	3.73%	19,759	-	**19,759**	-
Water, Bylaw 4919, due 2037	2.80%	33,535	11,342	**22,193**	23,761
Water, Bylaw 4920, due 2037	2.80%	7,015	2,372	**4,643**	4,971
Water, Bylaw 5921, due 2040	4.13%	18,720	-	**18,720**	-
Water, Bylaw 5922, due 2045	4.13%	2,475	-	**2,475**	-
Transportation, Bylaw 4751, due 2035	4.10%	8,700	3,701	**4,999**	5,429
Transportation, Bylaw 5232, due 2037	3.15%	11,716	3,905	**7,811**	8,351
Transportation, Bylaw 5233, due 2037	3.15%	13,744	4,581	**9,163**	9,796
Transportation, Bylaw 5347, due 2039	2.24%	12,950	3,139	**9,811**	10,374
Transportation, Bylaw 5922, due 2045	4.13%	19,089	-	**19,089**	-
Transportation, Bylaw 5991, due 2045	4.13%	25,358	-	**25,358**	-
Sewer, Bylaw 4750, due 2030	1.28%	8,500	8,500	**-**	3,116
Sewer, Bylaw 5922, due 2045	4.13%	1,667	-	**1,667**	-
Parks, Bylaw 4455, due 2027	3.90%	3,250	2,810	**440**	653
Parks, Bylaw 4556, due 2027	3.90%	11,000	9,511	**1,489**	2,211
Parks, Bylaw 5346, due 2039	2.24%	5,500	1,333	**4,167**	4,406
Parks, Bylaw 5507, due 2040	1.28%	1,919	1,919	**-**	1,590
Parks, Bylaw 5509, due 2050	3.38%	24,240	3,173	**21,067**	21,749
Parks, Bylaw 5938, due 2040	4.13%	14,645	-	**14,645**	-
Parks, Bylaw 5998, due 2050	4.13%	19,697	-	**19,697**	-
Parks, Bylaw 6000, due 2055	4.13%	30,597	-	**30,597**	-
		$ 489,531	$ 70,012	**$ 419,519**	$ 216,548

8. DEBT AND AGREEMENTS PAYABLE (CONTINUED)

b) Agreements payable

		2025		2024
Parks assets, due 2025	$	**-**	$	397
Housing projects, due 2026 to 2028		**12,642**		1,213
	$	**12,642**	$	1,610

c) Temporary borrowings

As at December 31, 2025, the Township secured temporary financing of $152,264 (2024 – $99,147) from the MFA for various capital projects. Subsequent to year-end, $54,340 of temporary financing was converted to MFA long-term borrowing in 2026. The remaining temporary borrowing is anticipated to be converted to MFA long-term borrowing to be repaid between 10 to 30 years at estimated interest rates of 4.04% to 4.76%. The variable annual interest rate as at December 31, 2025 was 2.85%.

9. ASSET RETIREMENT OBLIGATIONS

The Township owns and operates various buildings and infrastructure assets that are known or assumed to have hazardous materials, which represent health hazards upon demolition, and the Township has legal obligations to remove them. The Township recognizes the obligations relating to the removal and post-removal care of the hazardous materials in these buildings and infrastructure assets. These costs have been capitalized as part of the tangible capital assets' carrying value and are amortized over the remaining useful life on a straight-line basis. Settlement of asset retirement obligations is estimated to be between 1 and 47 years.

Changes in the asset retirement obligation in the year are as follows:

		2025		2024
Balance, beginning of year	**$**	**3,043**	$	3,328
Additions		**13**		69
Retired		**(155)**		(354)
Balance, end of year	$	**2,901**		3,043

10. TANGIBLE CAPITAL ASSETS

Cost	Balance at December 31 2024	Additions (net of transfers)	Disposals and Reclassification of Assets Held for Sale	**Balance at December 31 2025**
Land and improvements	$ 1,346,735	$ 67,603	$ 775	**$ 1,413,563**
Building and building improvements	283,567	4,148	3,827	**283,888**
Vehicles, machinery and equipment	87,246	9,325	1,451	**95,120**
Parks infrastructure	122,526	10,456	1,528	**131,454**
Information technology	17,076	3,178	643	**19,611**
Roads	687,011	62,696	60	**749,647**
Stormwater	350,242	29,756	482	**379,516**
Sewer	174,552	8,202	345	**182,409**
Water	254,507	11,008	59	**265,456**
Assets under construction	143,493	172,935	-	**316,428**
Total	$ 3,466,955	$ 379,307	$ 9,170	**$ 3,837,092**

Accumulated amortization	Balance at December 31 2024	Amortization	Accumulated Amortization on Disposals	**Balance at December 31 2025**
Land and improvements	$ 2,646	$ 135	$ -	**$ 2,781**
Building and building improvements	121,084	9,787	1,084	**129,787**
Vehicles, machinery and equipment	47,965	5,766	1,274	**52,457**
Parks infrastructure	68,060	4,251	1,099	**71,212**
Information technology	12,598	1,361	604	**13,355**
Roads	325,229	16,785	52	**341,962**
Stormwater	104,925	5,355	225	**110,055**
Sewer	50,919	2,622	281	**53,260**
Water	93,914	4,190	47	**98,057**
Total	$ 827,340	$ 50,252	$ 4,666	**$ 872,926**

Net book value	Balance at December 31 2024	**Balance at December 31 2025**
Land and improvements	$ 1,344,089	**$ 1,410,782**
Building and building improvements	162,483	**154,101**
Vehicles, machinery and equipment	39,281	**42,663**
Parks infrastructure	54,466	**60,242**
Information technology	4,478	**6,256**
Roads	361,782	**407,685**
Stormwater	245,317	**269,461**
Sewer	123,633	**129,149**
Water	160,593	**167,399**
Assets under construction	143,493	**316,428**
Total	$ 2,639,615	**$ 2,964,166**

10. TANGIBLE CAPITAL ASSETS (CONTINUED)

Cost	Balance at December 31 2023	Additions (net of transfers)	Disposals and Reclassification of Assets Held for Sale	Balance at December 31 2024
Land and improvements	$ 1,253,284	$ 103,595	$ 10,144	$ 1,346,735
Building and building improvements	254,393	30,814	1,640	283,567
Vehicles, machinery and equipment	78,812	12,038	3,604	87,246
Parks infrastructure	112,867	10,585	926	122,526
Information technology	16,148	1,628	700	17,076
Roads	644,216	44,080	1,285	687,011
Stormwater	330,145	20,399	302	350,242
Sewer	167,430	7,125	3	174,552
Water	249,428	7,663	2,584	254,507
Assets under construction	85,992	57,501	-	143,493
Total	$ 3,192,715	$ 295,428	$ 21,188	$ 3,466,955

Accumulated amortization	Balance at December 31 2023	Amortization	Accumulated Amortization on Disposals	Balance at December 31 2024
Land and improvements	$ 2,521	$ 125	$ -	$ 2,646
Building and building improvements	112,452	9,090	458	121,084
Vehicles, machinery and equipment	45,965	4,987	2,987	47,965
Parks infrastructure	64,806	4,113	859	68,060
Information technology	12,220	1,076	698	12,598
Roads	310,056	16,420	1,247	325,229
Stormwater	99,800	5,280	155	104,925
Sewer	48,303	2,616	-	50,919
Water	91,577	4,079	1,742	93,914
Total	$ 787,700	$ 47,786	$ 8,146	$ 827,340

Net book value	Balance at December 31 2023	Balance at December 31 2024
Land and improvements	$ 1,250,763	$ 1,344,089
Building and building improvements	141,941	162,483
Vehicles, machinery and equipment	32,847	39,281
Parks infrastructure	48,061	54,466
Information technology	3,928	4,478
Roads	334,160	361,782
Stormwater	230,345	245,317
Sewer	119,127	123,633
Water	157,851	160,593
Assets under construction	85,992	143,493
Total	$ 2,405,015	$ 2,639,615

10. TANGIBLE CAPITAL ASSETS (CONTINUED)

a) Assets under construction

Assets under construction having a value of $316,428 (2024 – $143,493) have not been amortized. Amortization of these assets will commence when the asset is available for productive use.

b) Other Developer Contributions

Other developer contributions include contributed tangible capital assets and non-refundable deposit contributions used to fund capital. Contributed tangible capital assets have been recognized at fair value at the date of contribution. Other developer contributions received during the year are as follows:

		2025		2024
Land and improvements	**$**	**46,785**	$	31,501
Road infrastructure		**11,614**		26,893
Parks infrastructure		**742**		564
Stormwater infrastructure		**7,312**		10,406
Water infrastructure		**3,440**		3,323
Sewer infrastructure		**2,837**		6,325
Total	**$**	**72,730**	$	79,012
Developer contributed tangible capital assets	**$**	**71,432**	$	78,038
Non-refundable deposit contributions to tangible capital assets		**1,298**		974
Total	**$**	**72,730**	$	79,012

c) Works of Art and Historical Treasures

The Township manages and controls various works of art and non-operational historical cultural assets including buildings, artifacts, paintings, and sculptures located at Township sites and public display areas. These assets are not recorded as tangible capital assets and are not amortized.

d) Write-down of Tangible Capital Assets

There was no write-down of tangible capital assets during the year (2024 – nil).

11. ACCUMULATED SURPLUS

Accumulated surplus consists of individual fund surplus, reserves and reserve funds as follows:

	Operating Funds	**Capital Funds**	**Statutory Reserve Funds (Note 12)**	**Investment in Tangible Capital Assets (Note 13)**	**Total**
General Fund	$ 115,655	$ 30,172	$ -	$ 1,259,597	$ 1,405,424
Parks Utility	55,500	-	-	281,394	336,894
Transportation Utility	13,005	-	-	386,712	399,717
Stormwater Utility	993	-	-	228,751	229,744
Solid Waste	3,767	109	-	2006	5,882
Sewer Utility	17,532	4,612	-	131,214	153,358
Water Utility	17,256	6,139	-	141,108	164,503
Statutory Reserve Funds	-	-	152,045	-	152,045
Total for 2025	**$ 223,708**	**$ 41,032**	**$ 152,045**	**$ 2,430,782**	**$ 2,847,567**
Total for 2024	$ 158,959	$ 10,621	$ 98,517	$ 2,376,466	$ 2,644,563

12. STATUTORY RESERVE FUNDS

Statutory reserve funds are used for the replacement or improvement of capital assets. The Local Area Service Reserve Fund is used to fund upfront costs of capital improvement projects initiated by property owners or Council and is repayable with interest by the property owners.

		2025		2024
General Capital	**$**	**195**	$	189
Stormwater Capital		**1,627**		-
Sewer Capital		**34,695**		30,809
Water Capital		**53,195**		40,023
Infrastructure Renewal & Replacement		**6,306**		4,948
Fire Equipment Capital		**9,849**		11,613
Land Capital Reserve		**37,732**		-
Tax Sale Land		**329**		318
Local Area Service		**7,364**		9,537
Off-Street Parking		**17**		16
Debt Retirement		**736**		1,064
	$	**152,045**	$	98,517

Reserve funds, beginning of year	**$**	**98,517**	$	91,549
Contribution from operations		**23,390**		15,802
Other gains, revenue and contributions		**45,837**		4,787
Interest allocated		**3,966**		4,321
Used for capital and operating expenses		**(19,665)**		(17,942)
Reserve funds, end of year	**$**	**152,045**	$	98,517

13. INVESTMENT IN TANGIBLE CAPITAL ASSETS

	2025	2024
Balance, beginning of year	**$ 2,376,466**	$ 2,236,953
Additions of tangible capital assets	**379,307**	295,428
Decrease in asset retirement obligations	**142**	285
Reclassification of assets held for sale	**(3)**	-
Proceeds on disposal of tangible capital assets	**(39,714)**	(14,140)
Gain on disposal of tangible capital assets	**35,213**	1,098
Recognition of deferred revenue related to tangible capital assets	**325**	325
Amortization expense	**(50,252)**	(47,786)
Cash spent from debt and agreements payable issued	**(286,407)**	(109,912)
Repayment of debt and agreements payable for capital	**15,705**	14,215
Balance, end of year	**$ 2,430,782**	$ 2,376,466

	2025	2024
Net book value of tangible capital assets	**$ 2,964,166**	$ 2,639,615
Less:		
Debt and agreements payable	**(584,425)**	(317,305)
Deferred revenue – Trinity Western University	**(583)**	(758)
Deferred revenue – Langley School Board	**(500)**	(650)
Asset retirement obligations	**(2,901)**	(3,043)
Add:		
Debt for non-capital expenses	**840**	972
Debt not spent on tangible capital assets	**54,185**	57,635
Investment in tangible capital assets	**$ 2,430,782**	$ 2,376,466

14. CONTINGENCIES AND COMMITMENTS

a) Loan agreements with Metro Vancouver Regional District provide that if at any time scheduled payments provided for in the agreements are not sufficient to meet MFA's obligations in respect of such borrowing, the resulting deficiency becomes the joint and several liability of the Township and all other participants of the MFA.

b) Various lawsuits and claims are pending against the Township. Applicable insured claims have been referred to the Township's insurers. The Township believes the resolution of insured and non-insured claims will not materially affect its consolidated financial position.

c) The Township has significant future contractual commitments for capital acquisitions and completion of capital construction projects in progress.

The Township records capital costs incurred to the end of the year as tangible capital assets. To provide for completion of capital projects in progress, unexpended money is set aside as a capital appropriation.

d) The Township has entered into various agreements and contracts with other governments and businesses that extend beyond one year for the provision of operating services and supplies and facility rentals. Agreements and contracts may provide for annual increases or additional payments that may arise due to usage levels or other factors. The Township's five-year financial plan, updated and adopted annually by bylaw following public consultation, provides funding for these obligations. Services provided include policing, fire dispatch, emergency communications, library, animal protection and control, sewage disposal, solid waste and recycling, arena operations, planted area maintenance, tourism, economic development, photocopying, environmental, and emergency preparedness and education.

e) The Township, as a member of the Greater Vancouver Water District, the Greater Vancouver Sewerage and Drainage District, and Metro Vancouver Regional District, is directly, jointly, and severally liable with other member municipalities for net capital liabilities of those authorities.

f) The Township is a shareholder of E-COMM Emergency Communications for British Columbia Incorporated ("E-COMM") whose services include: regional 9-1-1 call centre for Metro Vancouver Regional District; Wide Area Radio network; dispatch operations; and records management. The Township has one Class B share and two Class A Shares for a total of three shares. E-Comm has 26 Class A shareholders holding 37 Class A shares and has 16 Class B shareholders holding 18 Class B shares. Class A shareholders are part of the E-COMM radio network and are bound by terms and conditions of the Members' Agreement (Special Users Agreement for the RCMP). Class B shareholders are not required to cover E-COMM's financial obligations.

15. COLLECTIONS FOR OTHER GOVERNMENTS

The Township collected and remitted the following amounts on behalf of other government organizations. These amounts are recorded on a net basis in the consolidated financial statements.

		2025		2024
Province of BC for School Taxes	**$**	**140,603**	$	133,891
Municipal Finance Authority		**22**		22
B.C. Assessment Authority		**4,041**		3,834
Metro Vancouver Regional District		**6,397**		6,035
South Coast British Columbia Transportation Authority		**34,887**		29,800
	$	**185,950**	$	173,582

16. MUNICIPAL PENSION PLAN

The Township and its employees contribute to the Municipal Pension Plan (the “Plan”), a jointly trusteed pension plan. The board of trustees, representing Plan members and employers, is responsible for administering the Plan, including investment of assets and administration of benefits. The Plan is a multi-employer defined benefit pension plan. Basic pension benefits are based on a formula. As at December 31, 2025, the Plan has about 273,000 active members and approximately 133,000 retired members. Active members include approximately 47,000 contributors from local governments of which approximately 1,098 are contributors from the Township.

Every three years, an actuarial valuation is performed to assess the financial position of the Plan and adequacy of plan funding. The actuary determines an appropriate combined employer and member contribution rate to fund the plan. The actuary’s calculated contribution rate is based on the entry-age normal cost method, which produces the long-term rate of member and employer contributions sufficient to provide benefits for average future entrants to the plan. This rate may be adjusted for the amortization of any actuarial funding surplus and will be adjusted for the amortization of any unfunded actuarial liability.

The most recent actuarial valuation for the Plan as at December 31, 2024 indicated a $2,675 million funding surplus for basic pension benefits on a going concern basis.

The next valuation will be as at December 31, 2027.

The Township paid $8,922 (2024 – $8,678) for employer contributions to the Plan, while employees contributed $7,827 (2024 – $7,588) to the Plan in fiscal 2025.

Employers participating in the Plan record their pension expense as the amount of employer contributions made during the fiscal year (defined contribution pension plan accounting). This is because the Plan records accrued liabilities and accrued assets for the Plan in aggregate, resulting in no consistent and reliable basis for allocating the obligation, assets and cost to the individual employers participating in the Plan.

17. EMPLOYEE FUTURE BENEFITS

The Township provides certain benefits to its employees upon retirement. A sick leave benefit accrues to eligible employees who retire from service with the Township at the age of 65. Eligible employees shall be paid all their sick leave credit to a maximum of 75 days multiplied by the daily rate of pay at retirement. Employees who retire before the age of 60 shall have their benefit factored by the percentage of full pension awarded by the Municipal Superannuation Commission. Other post-employment benefits accrue to eligible employees as compensation related to additional hours worked beyond their contractual arrangement that are not payable until retirement, resignation or termination.

		2025		2024
Accrued benefit obligation, beginning of year	**$**	**3,662**	$	3,686
Current service cost		**224**		222
Interest cost		**139**		138
Long-term disability expense		**70**		27
Actual benefits paid		**(334)**		(235)
Actuarial gain		**(109)**		(176)
Accrued benefit obligation, end of year		**3,652**		3,662
Unamortized net actuarial gain		**1,673**		1,767
Total Employee Future Benefits	**$**	**5,325**	$	5,429

The actuarial adjustment will be amortized over a period of 13 years (2024 – 13 years) which is equal to the employee's expected average remaining service lifetime.

Other post-employment benefit liability was calculated based on hours worked and accrued interest for 2025 at 3.52% (2024 – 4.86%). The Township's accrued benefit liability is supported by a report from an independent actuarial consulting firm, and calculated as at December 31, 2025. The actuary report is based on standard assumptions concerning salary scales, mortality rates, retirement age, and withdrawal rates at the following rates:

	2025	2024
Discount rate	**4.40%**	4.20%
Expected future inflation rate	**2.50% - 4.50%**	2.50% - 4.50%
Expected wage and salary inflation	**2.50% - 4.50%**	2.50% - 4.50%
Expected wage and salary increases	**2.50% - 7.90%**	2.50% - 7.90%

18. SIGNIFICANT TAXPAYERS

The Township has a diverse residential, commercial, industrial, and agricultural property tax base and is not significantly reliant upon property tax revenue from any one large taxpayer.

19. TRUST FUNDS

The Cemetery Care Trust Fund must be administered in accordance with the Cemetery and Funeral Services Act. In accordance with PSAB guidance, trust funds are not included in the Township's consolidated financial statements.

Assets		**2025**		2024
Cash and investments	**$**	**4,104**	$	3,690
Accrued interest receivable		**11**		10
	$	**4,115**	$	3,700
Equity				
Balance, beginning of year	**$**	**3,700**	$	3,307
Contributions		**274**		204
Interest revenue		**141**		189
Balance, end of year	**$**	**4,115**	$	3,700

20. BUDGET DATA

The budget data presented in these consolidated financial statements is based upon the 2025 operating and capital budgets approved by Township Council on February 24, 2025. Amortization was not contemplated on development of the budget and, as such, has not been included. The chart below reconciles the approved budget to the budget figures reported in these consolidated financial statements.

		2025 Budget
Revenue		
Operating Budget Bylaw	$	412,619
Capital Budget Bylaw		857,299
Other entities		14,865
Less:		
Transfer from other funds		(305,000)
Proceeds from new debt		(403,337)
Total Revenue		**576,446**
Expenses		
Operating Budget Bylaw		412,619
Capital Budget Bylaw		857,299
Other entities		14,865
Less:		
Transfer from other funds		(46,385)
Capital expenditures		(849,184)
Debt principal payments		(23,149)
Total Expenses		**366,065**
Annual Surplus	**$**	**210,381**

21. SEGMENTED INFORMATION

The Township is a diversified municipal government that provides a wide range of services to its citizens, including:

- General Government Services
- Protective Services
- Facilities Maintenance Services
- Community Planning and Development Services
- Recreation, Culture, and Parks Services
- Engineering Services

For reporting purposes, the Township's operations and activities are organized and reported by service areas. Service areas were created for the purpose of recording specific activities to attain certain objectives in accordance with regulations, restrictions, or limitations.

Township services are provided by departments and their activities are reported in these service areas. Departments disclosed in the Segmented Information Schedule, along with the services they provide, are as follows:

General Government Services

General Government Services includes Corporate Administration, Legislative Services, Human Resources, and Finance. Corporate Administration is responsible for carrying out the direction, policies, and priorities set by Council and for providing recommendations to Council consistent with the needs of the community. Legislative Services department provides a secretariat for Council and its Committees. Human Resources provide assistance, advice, and guidance to both managers and employees in fulfilling roles and achieving and accomplishing their goals. The Finance Division manages the Township's financial resources and provides expert financial information, advice, and services while complying with the Community Charter and other legislated services.

Protective Services

Protective Services includes the RCMP and Fire Departments. The RCMP protects and serves the citizens of Langley through the prevention and reduction of crime in partnership with the community.

The Fire Department operates through seven fire halls located throughout the Township. Services are delivered through four main branches of the Fire Service. Professional expertise is provided in the area of fire prevention, emergency operations, fire safety, and emergency planning.

Facilities Maintenance Services

The Facilities Maintenance Division is responsible for maintenance on all Township facilities. Centralization of this function facilitates more effective prioritization of maintenance to protect significant assets critical for service delivery.

Community Planning and Development Services

The Community Planning and Development Division provides Council, internal divisions, and the general public with professional advice on community planning and development issues Community Development is also responsible for Bylaw Enforcement.

Recreation, Culture, and Parks Services

Recreation, Culture, and Parks is responsible for the management and provision of leisure services within the Township of Langley.

Engineering Services

The Engineering Division delivers municipal transportation, water, sewer, solid waste, and stormwater services. Transportation manages traffic and transportation systems to ensure safe, efficient mobility for pedestrians, cyclists, and vehicles. Water, Sewer, and Drainage Utilities operate and distribute water and network sewer mains, storm sewers, and pump stations. Solid Waste includes waste management including recycling, collection, and disposal.

22. CONTRACTUAL RIGHTS

Contractual rights are rights to economic resources arising from contracts or agreements that will result in revenue and assets in the future. The Township enters into contracts or agreements for various services, and long-term leases in the normal course of operations that it expects will result in the realization of assets and revenue in future fiscal years. Contractual rights are not recorded in the consolidated financial statements.

At December 31, 2025, the Township has contractual rights in the following amounts:

Year		Total Contractual Rights
2026	$	40,774
2027		33,454
2028		30,186
2029		2,069
2030		1,367
Thereafter		13,424
	$	**121,274**

The Township has cost sharing agreements with other government agencies that are not reflected in the above figures as they cannot be quantified. The Township is the recipient of grants from various government agencies. These grants do not guarantee the right to future funding and have not been included in the above figures.

23. FINANCIAL RISK MANAGEMENT

The Township has exposure to the following risks from its use of financial instruments:

(a) Credit risk:

Credit risk is the risk of financial loss to the Township if a counterparty to a financial instrument fails to meet its contractual obligations. The Township's credit risk is primarily from its cash and cash equivalents, investments and accounts receivable.

Cash and cash equivalents are held with financial institutions who have high credit ratings. Given these high credit ratings, the Township does not expect any counterparty to fail to meet its obligations.

The Township minimizes credit risk in its investments by diversifying the investments portfolio across various financial institutions and the MFA and investing in high credit rating government bonds or Guaranteed Investment Certificates (GICs).

Development cost charges receivables are secured by letters of credit. The Township can collect the outstanding property tax and utility receivables through the municipal property tax sale process. The Township also monitors and assesses the collectability of its accounts receivable balance on an ongoing basis.

(b) Interest rate risk:

Interest rate risk is the risk that the fair value or future cash flows of a financial instrument will fluctuate because of changes in the market interest rates. The Township’s interest rate risk relates to its investments (Note 2) and debt and agreements payable (Note 8).

Investments are purchased with the intention to hold until maturity or for the long-term and not driven by speculative fluctuations in interest rates. Interest rates on debt are fixed for 1 to 10 year terms.

23. FINANCIAL RISK MANAGEMENT (CONTINUED)

(c) Liquidity risk:

Liquidity risk is the risk that the Township will not be able to meet its financial obligations as they become due. The Township manages liquidity risk by monitoring actual and forecasted cash flows and anticipated investing and financing activities to ensure that it will have sufficient liquidity to meet its liabilities when due. Accounts payable and accrued liabilities are generally due within 30 days of receipt of an invoice. The Township maintains strong liquidity from its cash and cash equivalents and investments (Note 2). The Township structures its investment portfolio to align with planned liquidity requirements for on-going operations and capital requirements.

There is an additional risk exposure due to the increased net debt position from the prior period.

24. COMPARATIVE FIGURES

Certain 2024 figures have been reclassified to conform to the 2025 consolidated financial statement presentation. There is no impact on accumulated surplus or annual surplus in 2024 from these reclassifications.

AUDITED

Segmented Information Schedule

2025

Consolidated Financial Activities - Segmented

For the year ended December 31, 2025 *(in thousands of dollars)*
(Refer to Note 21 Segmented Information)

		Protective Service			Recreation, Culture & Parks		Engineering							
	General Government	Police Protection	Fire Protection	Facilities Maintenance	Community Planning and Development	Recreation and Culture	Parks	Transportation	Stormwater	Water	Sewer	Solid Waste	Reserve Funds	**2025 Consolidated**	2024 Consolidated
Revenue															
Property taxes	$ 29,513	$ 44,375	$ 28,409	$ 21,756	$ 1,902	$ 18,055	$ 15,798	$ 31,972	$ 11,108	$ -	$ -	$ -	$ -	**$ 202,888**	$ 190,996
Fees, rates and service charges	26,672	322	224	59	15,586	17,762	15,393	3,334	273	44,988	38,503	11,934	-	**175,050**	158,983
Grants and grants in lieu of taxes	3,094	1,432	166	71	1,121	131	536	17,837	1,392	13	-	-	-	**25,793**	21,335
Service cost recoveries	281	3,145	372	127	35	38	-	8,942	-	-	-	-	-	**12,940**	10,368
Gain (Loss) on disposal of assets	36,797	-	-	(693)	-	-	(398)	25	(257)	(12)	(65)	(28)	-	**35,369**	1,452
Investment income	13,702	-	-	17	-	-	549	453	64	708	772	113	4,643	**21,021**	22,235
Contribution from development cost charges	-	-	-	-	-	-	20,604	13,038	609	2,458	2,755	-	-	**39,464**	11,803
Other developer contributions	34,007	-	-	-	-	-	13,705	11,429	7,312	3,440	2,837	-	-	**72,730**	79,012
Other income	(4,351)	4,416	2,452	(366)	554	11,565	1,273	284	152	-	-	1	114	**16,094**	14,732
	139,715	53,690	31,623	20,971	19,198	47,551	67,460	87,314	20,653	51,595	44,802	12,020	4,757	**601,349**	510,916
Expenses															
Salaries, wages and benefits	$ 21,603	$ 9,083	$ 25,413	$ 9,766	$ 13,757	$ 22,216	$ 9,960	$ 15,688	$ 4,203	$ 6,685	$ 3,368	$ 843	$ -	**$ 142,585**	$ 128,383
Service and maintenance contracts	1,257	566	1,504	4,557	752	10,409	4,009	17,148	1,883	1,318	1,182	9,000	-	**53,585**	50,150
RCMP contract	-	36,125	-	-	-	-	-	-	-	-	-	-	-	**36,125**	36,974
Consulting & professional services	3,070	-	28	803	1,808	85	1,770	8,189	942	396	153	-	-	**17,244**	13,507
Insurance	1,693	38	142	2	10	687	3	476	-	135	62	-	-	**3,248**	2,736
Material supplies & equipment	432	186	777	2,033	408	560	3,285	11,223	1,755	2,315	699	38	-	**23,711**	21,513
Information systems maintenance	3,410	7	103	47	60	25	27	282	24	88	37	3	-	**4,113**	3,611
Aviation and vehicle fuel	1	387	174	8	24	-	14	2,211	17	14	8	-	-	**2,858**	3,029
Advertising publications	67	-	3	-	10	9	-	13	2	1	-	-	-	**105**	108
Utilities	56	-	1	2,822	3	-	801	910	74	364	168	-	-	**5,199**	4,636
Sundry	3,060	21	252	119	249	629	166	648	158	162	81	10	-	**5,555**	4,084
Telephone & communications	281	56	60	40	72	35	42	59	17	58	21	1	-	**742**	777
Regional district charges	-	-	-	-	-	5,558	-	-	-	17,295	20,407	-	-	**43,260**	34,012
Municipal grants	2,919	-	-	-	5	-	-	-	-	-	-	-	-	**2,924**	1,331
Debt interest payments	2,969	-	-	3,044	127	-	2,907	2,673	665	1,725	93	-	-	**14,203**	5,610
Fiscal and other debt charges	365	6	-	-	-	211	-	42	-	-	-	-	-	**624**	427
Internal cost (recoveries) charges	(278)	(11)	143	(265)	143	185	2	(7,874)	(49)	(71)	92	(5)	-	**(7,988)**	(7,675)
Amortization Expense	1,225	514	1,358	1,281	-	8,639	4,644	20,108	5,355	4,190	2,632	306	-	**50,252**	47,786
	42,130	46,978	29,958	24,257	17,428	49,248	27,630	71,796	15,046	34,675	29,003	10,196	-	**398,345**	350,999
ANNUAL SURPLUS (DEFICIT)	$ 97,585	$ 6,712	$ 1,665	$ (3,286)	$ 1,770	$ (1,697)	$ 39,830	$ 15,518	$ 5,607	$ 16,920	$ 15,799	$ 1,824	$ 4,757	**$ 203,004**	$ 159,917

AUDITED

Schedules

2025

Schedule 1

Debt and Agreements Payable

For the year ended December 31, 2025 *(in thousands of dollars)*

MFA DEBT

	By-law	Date of Issue	Issued by	Purpose	Issue	Rate	Maturity	Gross Debt	Repayments and Actuarial Adjustments	**Net Debt 2025**	**Net Actuarial Adjustments 2025**	**Principal Repayments 2025**	**Interest Expense 2025**	Net Debt 2024
DEBENTURE DEBT														
GENERAL:														
	5346	October 9, 2019	M.F.A.	Facility	149	2.24%	October 9, 2039	1,500	364	**1,136**	**9**	**56**	**34**	1,201
	5508	June 1, 2020	M.F.A.	Land Acquisition	151	3.38%	June 1, 2050	16,398	2,146	**14,252**	**57**	**404**	**410**	14,713
	5509	June 1, 2020	M.F.A.	Land Acquisition	151	3.38%	June 1, 2050	43,430	5,688	**37,742**	**152**	**1,071**	**1,087**	38,965
	5880	April 9, 2024	M.F.A.	Firehall	161	4.44%	April 9, 2044	25,250	907	**24,343**	**23**	**884**	**1,121**	25,250
	5893	September 27, 2024	M.F.A.	Land Acquisition	162	3.83%	September 27, 2044	38,380	1,369	**37,011**	**12**	**1,357**	**1,467**	38,380
	5968	June 25, 2025	M.F.A.	Facility	166	4.13%	June 25, 2050	49,490	-	**49,490**	**-**	**-**	**1,056**	-
	6038	December 31, 2024	M.F.A.	Facility			Temporary Borrowing	-	-	**-**	**-**	**-**	**829**	49,490
*	6089	December 31, 2025	M.F.A.	Land Acquisition			Temporary Borrowing	32,157	-	**32,157**	**-**	**-**	**3**	-
*	6151	December 31, 2025	M.F.A.	Facility			Temporary Borrowing	38,875	-	**38,875**	**-**	**-**	**3**	-
*	6152	December 31, 2025	M.F.A.	Facility			Temporary Borrowing	25,000	-	**25,000**	**-**	**-**	**2**	-
*	6153	December 31, 2025	M.F.A.	Land Acquisition			Temporary Borrowing	26,848	-	**26,848**	**-**	**-**	**2**	-
*	6178	December 31, 2025	M.F.A.	Facility			Temporary Borrowing	1,500	-	**1,500**	**-**	**-**	**-**	-
								298,828	10,474	**288,354**	**253**	**3,772**	**6,014**	167,999
STORMWATER:														
	4752	April 8, 2010	M.F.A.	Drainage	110	1.28%	April 8, 2030	1,800	1,800	**-**	**10**	**649**	**6**	660
	4829	April 4, 2011	M.F.A.	Drainage	116	1.47%	April 4, 2031	2,292	1,452	**840**	**48**	**84**	**34**	972
	5922	June 25, 2025	M.F.A.	Drainage	166	4.13%	June 25, 2045	6,262	-	**6,262**	**-**	**-**	**134**	-
	5991	June 25, 2025	M.F.A.	Drainage	166	4.13%	June 25, 2045	4,560	-	**4,560**	**-**	**-**	**97**	-
	5999	June 25, 2025	M.F.A.	Drainage	166	4.13%	June 25, 2040	6,093	-	**6,093**	**-**	**-**	**130**	-
	6052	October 22, 2025	M.F.A.	Drainage	167	3.73%	October 22, 2045	19,759	-	**19,759**	**-**	**-**	**142**	-
	6036	December 31, 2024	M.F.A.	Drainage			Temporary Borrowing	-	-	**-**	**-**	**-**	**105**	6,262
	6066	December 31, 2024	M.F.A.	Drainage			Temporary Borrowing	-	-	**-**	**-**	**-**	**17**	1,000
*	6177	December 31, 2025	M.F.A.	Drainage			Temporary Borrowing	7,500	-	**7,500**	**-**	**-**	**1**	-
								48,266	3,252	**45,014**	**58**	**733**	**666**	8,894
WATER:														
	4919	April 7, 2017	M.F.A.	Water Utility	141	2.80%	April 7, 2037	33,535	11,342	**22,193**	**321**	**1,247**	**939**	23,761
	4920	April 7, 2017	M.F.A.	Water Utility	141	2.80%	April 7, 2037	7,015	2,372	**4,643**	**67**	**261**	**196**	4,971
	5921	June 25, 2025	M.F.A.	Water Utility	166	4.13%	June 25, 2040	18,720	-	**18,720**	**-**	**-**	**399**	-
	5922	June 25, 2025	M.F.A.	Water Utility	166	4.13%	June 25, 2045	2,475	-	**2,475**	**-**	**-**	**53**	-
	6035	December 31, 2024	M.F.A.	Water Utility			Temporary Borrowing	-	-	**-**	**-**	**-**	**96**	5,720
	6036	December 31, 2024	M.F.A.	Water Utility			Temporary Borrowing	-	-	**-**	**-**	**-**	**41**	2,475
								61,745	13,714	**48,031**	**388**	**1,508**	**1,724**	36,927
TRANSPORTATION:														
	4751	April 8, 2015	M.F.A.	Transportation	131	4.10%	April 8, 2035	8,700	3,701	**4,999**	**122**	**308**	**312**	5,429
	5232	October 4, 2017	M.F.A.	Transportation	142	3.15%	October 4, 2037	11,716	3,905	**7,811**	**104**	**436**	**369**	8,351
	5233	October 4, 2017	M.F.A.	Transportation	142	3.15%	October 4, 2037	13,744	4,581	**9,163**	**122**	**511**	**433**	9,796
	5347	October 9, 2019	M.F.A.	Transportation	149	2.24%	October 9, 2039	12,950	3,139	**9,811**	**81**	**482**	**290**	10,374
	5922	June 25, 2025	M.F.A.	Transportation	166	4.13%	June 25, 2045	19,089	-	**19,089**	**-**	**-**	**407**	-
	5991	June 25, 2025	M.F.A.	Transportation	166	4.13%	June 25, 2045	25,358	-	**25,358**	**-**	**-**	**541**	-
	6036	December 31, 2024	M.F.A.	Transportation			Temporary Borrowing	-	-	**-**	**-**	**-**	**320**	19,089
*	6089	December 31, 2025	M.F.A.	Transportation			Temporary Borrowing	7,327	-	**7,327**	**-**	**-**	**1**	-
*	6149	December 31, 2025	M.F.A.	Transportation			Temporary Borrowing	3,200	-	**3,200**	**-**	**-**	**-**	-
*	6150	December 31, 2025	M.F.A.	Transportation			Temporary Borrowing	4,000	-	**4,000**	**-**	**-**	**-**	-
								106,084	15,326	**90,758**	**429**	**1,737**	**2,673**	53,039
SEWER:														
	4750	April 8, 2010	M.F.A.	Sewer	110	1.28%	April 8, 2030	8,500	8,500	**-**	**49**	**3,067**	**29**	3,116
	5922	June 25, 2025	M.F.A.	Sewer	166	4.13%	June 25, 2045	1,667	-	**1,667**	**-**	**-**	**36**	-
	6036	December 31, 2024	M.F.A.	Sewer			Temporary Borrowing	-	-	**-**	**-**	**-**	**28**	1,666
								10,167	8,500	**1,667**	**49**	**3,067**	**93**	4,782
PARKS:														
	4455	November 2, 2007	M.F.A.	Land Acquisition	102	3.90%	December 1, 2027	3,250	2,810	**440**	**91**	**122**	**127**	653
	4556	November 2, 2007	M.F.A.	Land Acquisition	102	3.90%	December 1, 2027	11,000	9,511	**1,489**	**309**	**413**	**429**	2,211
	5346	October 9, 2019	M.F.A.	Facility	149	2.24%	October 9, 2039	5,500	1,333	**4,167**	**34**	**205**	**123**	4,406
	5507	June 1, 2020	M.F.A.	Park	151	1.28%	June 1, 2040	1,919	1,919	**-**	**3**	**1,587**	**10**	1,590
	5509	June 1, 2020	M.F.A.	Land Acquisition	151	3.38%	June 1, 2050	24,240	3,173	**21,067**	**84**	**598**	**607**	21,749
	5938	June 25, 2025	M.F.A.	Park	166	4.13%	June 25, 2040	14,645	-	**14,645**	**-**	**-**	**312**	-
	5998	June 25, 2025	M.F.A.	Park	166	4.13%	June 25, 2050	19,697	-	**19,697**	**-**	**-**	**420**	-
	6000	June 25, 2025	M.F.A.	Park	166	4.13%	June 25, 2055	30,597	-	**30,597**	**-**	**-**	**653**	-
	6065	December 31, 2024	M.F.A.	Park			Temporary Borrowing	-	-	**-**	**-**	**-**	**184**	11,000
	6037	December 31, 2024	M.F.A.	Park			Temporary Borrowing	-	-	**-**	**-**	**-**	**41**	2,445
*	6089	December 31, 2025	M.F.A.	Land Acquisition			Temporary Borrowing	5,857	-	**5,857**	**-**	**-**	**-**	-
								116,705	18,746	**97,959**	**521**	**2,925**	**2,906**	44,054
							Total debenture debt	641,795	70,012	**571,783**	**1,698**	**13,742**	**14,076**	315,695
PROPERTY ACQUISITION AGREEMENTS														
GENERAL CAPITAL FUND:														
	**	TOL Housing Trust Society		Housing Projects			Temporary Borrowing			**12,642**	**-**	**-**	**127**	1,213
										12,642	**-**	**-**	**127**	1,213
PARKS UTILITY FUND:														
		February 1, 2024		Asset Acquisition			February 1, 2025			**-**	**-**	**397**	**-**	397
										-	**-**	**397**	**-**	397
							Total agreements payable			**12,642**	**-**	**397**	**127**	1,610
							Total debt and agreements payable			**$ 584,425**	**$ 1,698**	**$ 14,139**	**$ 14,203**	$ 317,305

The Township obtains long-term debt from the Municipal Finance Authority (MFA) pursuant to borrowing bylaws. Sinking Fund Reserve balances are managed by the MFA and are used to retire the debt. For reporting purposes, the Township nets repayments and actuarial adjustments against related gross debt.

The MFA Debt Reserve is composed of Cash Reserves and Demand Note Reserves. The MFA retains these reserves in case any municipality defaults on their debt repayment obligations. Upon retirement of the debt and if no municipality has defaulted, the cash will be returned to the municipality and the demand notes will be cancelled.

*As at December 31, 2025, the Township secured temporary financing of $152,264 (2024 – $99,147) from the MFA for various capital projects. Subsequent to year-end, $54,340 of temporary financing was converted to MFA long-term borrowing in 2026. The remaining temporary borrowing is anticipated to be converted to MFA long-term borrowing to be repaid between 10 to 30 years at estimated interest rates of 4.04% to 4.76%. The variable annual interest rate as at December 31, 2025 was 2.85%.

**TOL Housing Trust Society ("THTS") has BC Housing pre-development temporary borrowing to be converted to long-term mortgage.

Schedule 2

Museum Operations

Statement of Financial Activities

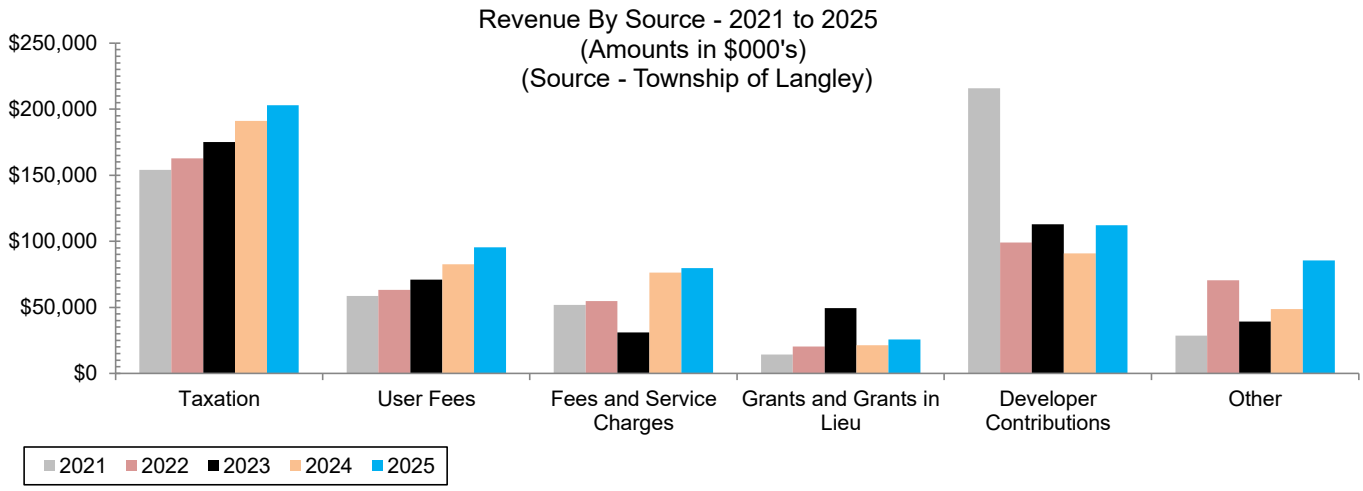
For the year ended December 31, 2025 *(in thousands of dollars)*

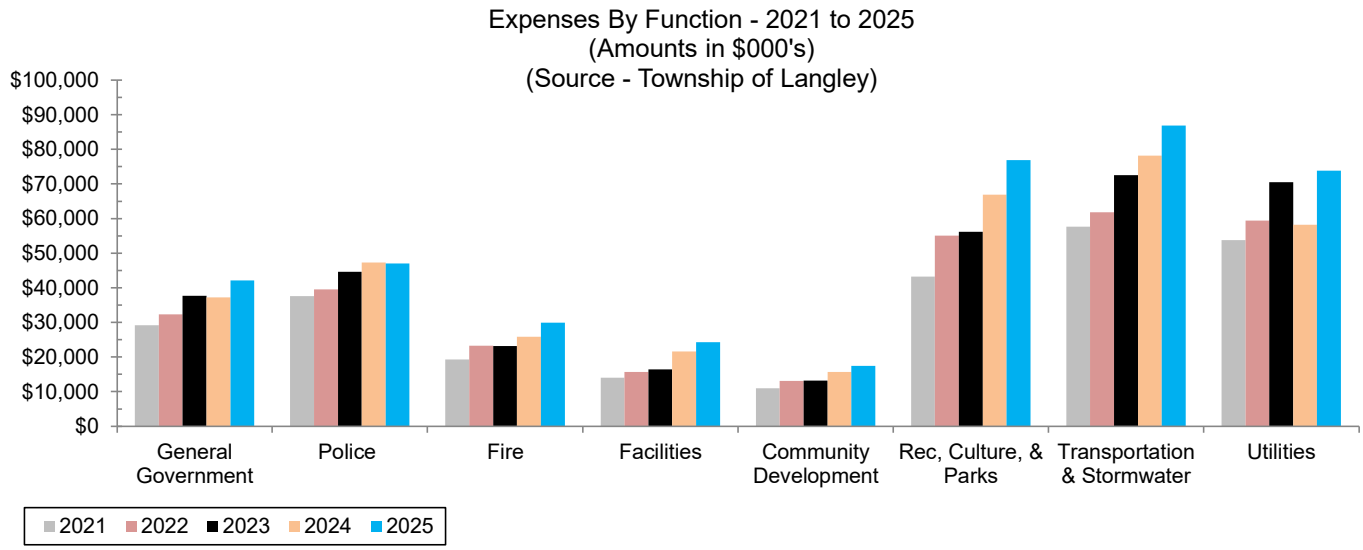
		2025		2024
REVENUE				
Donations, sales and programs	$	**11**	$	-
Facilities and equipment rental, sale of works of art		**79**		-
BC Arts Council grant		**46**		46
Transfer from Reserve		**16**		75
Federal grants - other		**4**		11
Township of Langley funding		**2,300**		1,068
	$	**2,456**	$	1,200
EXPENSE				
Salaries and benefits		**984**		830
Program and events		**27**		16
Exhibit maintenance		**10**		75
Insurance		**46**		20
Office supplies and sundry		**35**		13
Utilities		**80**		72
Telephone and internet		**4**		2
Amortization expense		**973**		93
Grounds maintenance		**26**		16
Advertising		**1**		-
Travel		**2**		2
Building maintenance		**267**		62
Artifact additions		**1**		-
Total operating expense		**2,456**		1,201
Transfer to Museum Reserve		**-**		-
	$	**2,456**	$	1,201
MUSEUM RESERVE				
Balance, beginning of year	$	**306**	$	293
Contribution from Museum operations		**13**		14
Operating expense funded by the Reserve Fund		**(1)**		(1)
Capital expenditure funded by the Reserve Fund		**(38)**		-
Balance, end of year	$	**280**	$	306

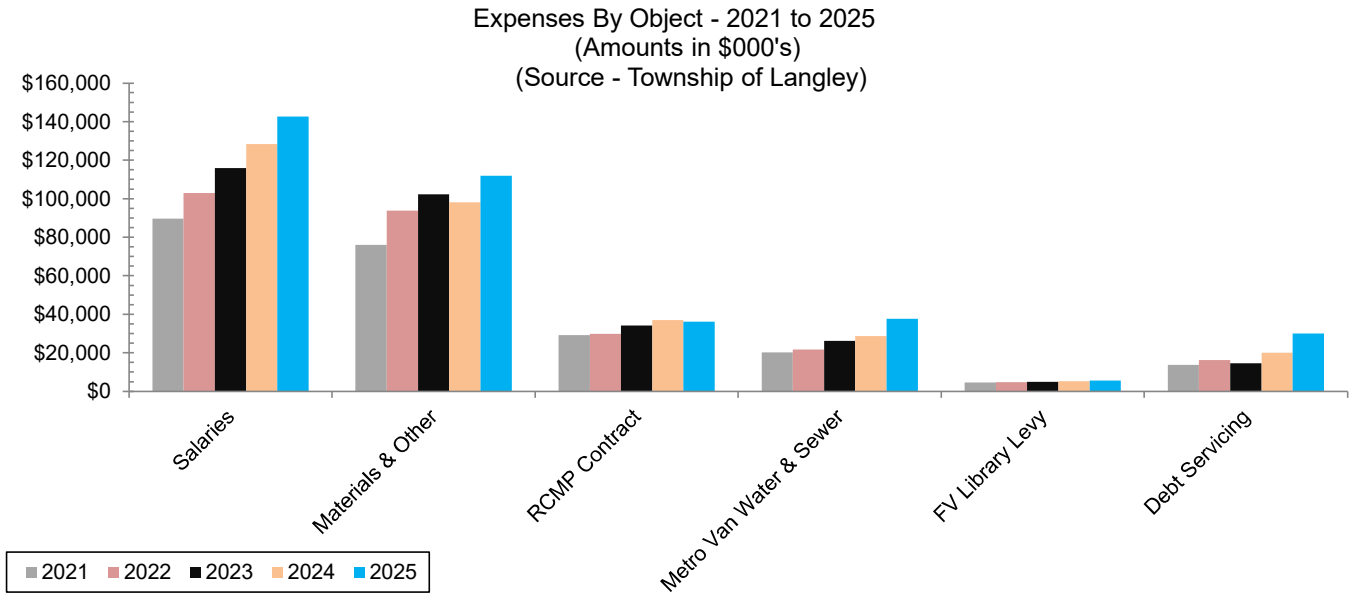
UNAUDITED

Statistical and Other Information

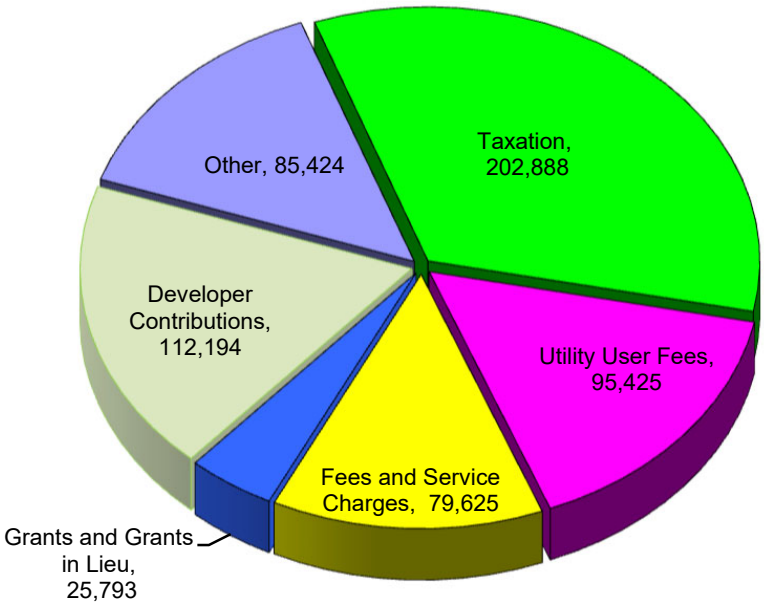
2025


Revenue By Source - 2021 to 2025
(Amounts in $000's)
(Source - Township of Langley)
$250,000
$200,000
$150,000
$100,000
$50,000
$0
Taxation
User Fees
Fees and Service Charges
Grants and Grants in Lieu
Developer Contributions
Other
2021 2022 2023 2024 2025

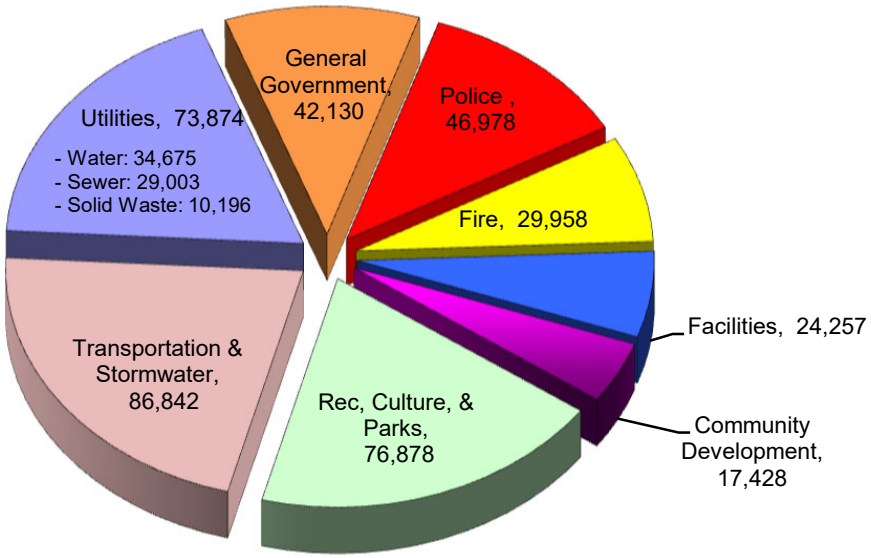

Expenses By Function - 2021 to 2025
(Amounts in $000's)
(Source - Township of Langley)
$100,000
$90,000
$80,000
$70,000
$60,000
$50,000
$40,000
$30,000
$20,000
$10,000
$0
General Government
Police
Fire
Facilities
Community Development
Rec, Culture, & Parks
Transportation & Stormwater
Utilities
2021 2022 2023 2024 2025


Expenses By Object - 2021 to 2025
(Amounts in $000's)
(Source - Township of Langley)
$160,000
$140,000
$120,000
$100,000
$80,000
$60,000
$40,000
$20,000
$0
Salaries
Materials & Other
RCMP Contract
Metro Van Water & Sewer
FV Library Levy
Debt Servicing
2021 2022 2023 2024 2025

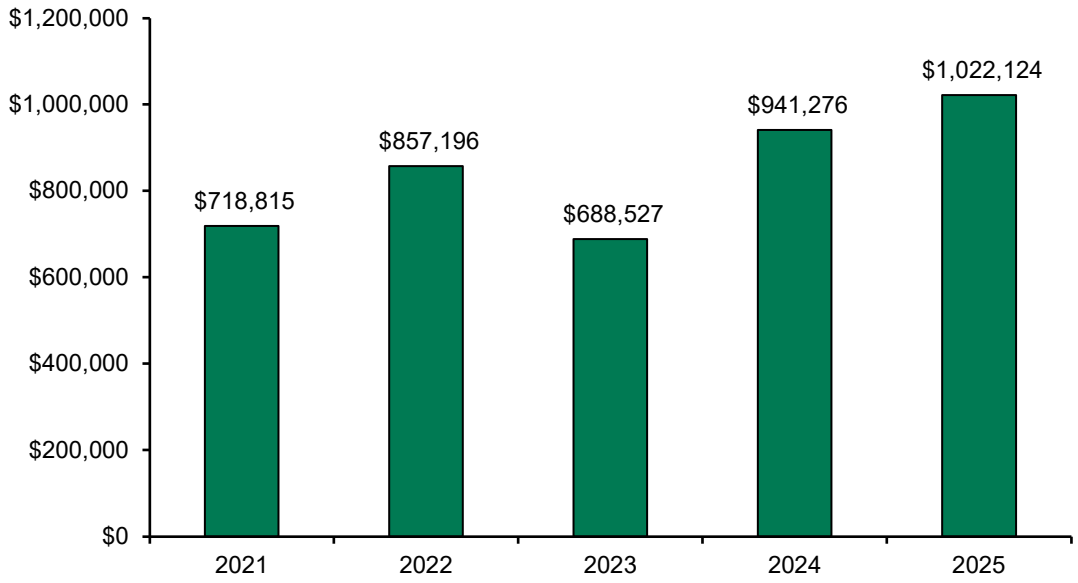
2025 Total Township Revenue
(Amounts in $000's)
(Source - Township of Langley)



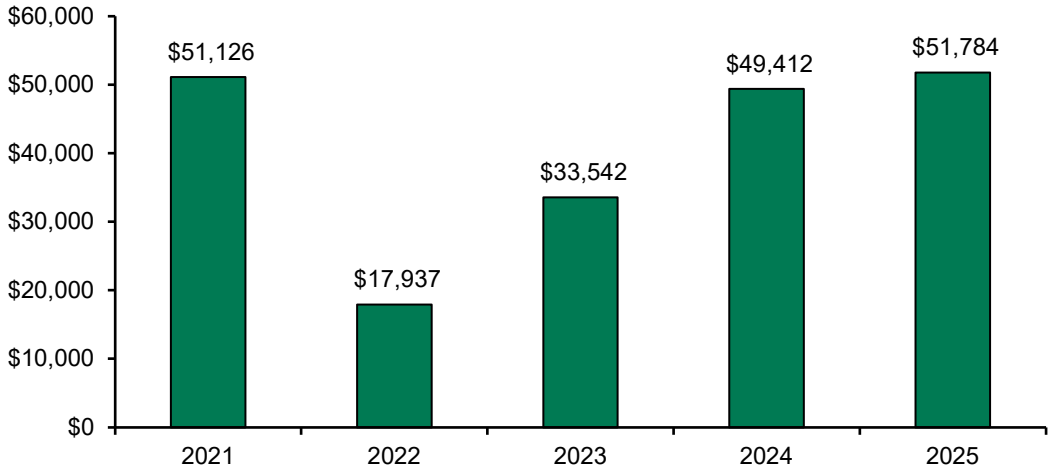
2025 Total Township Expenses
(Amounts in $000's)
(Source - Township of Langley)



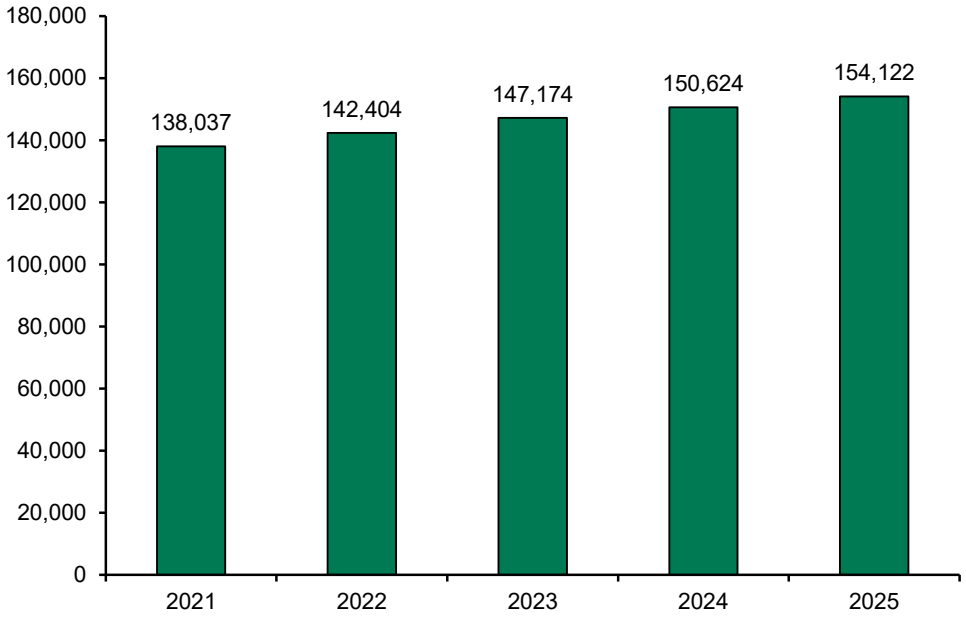
Building Permit Construction Values - 2021 to 2025
(Amounts in $000's)
(Source - Township of Langley)



Net Development Cost Charge Receipts - 2021 to 2025
(Amounts in $000's)
(Source - Township of Langley)

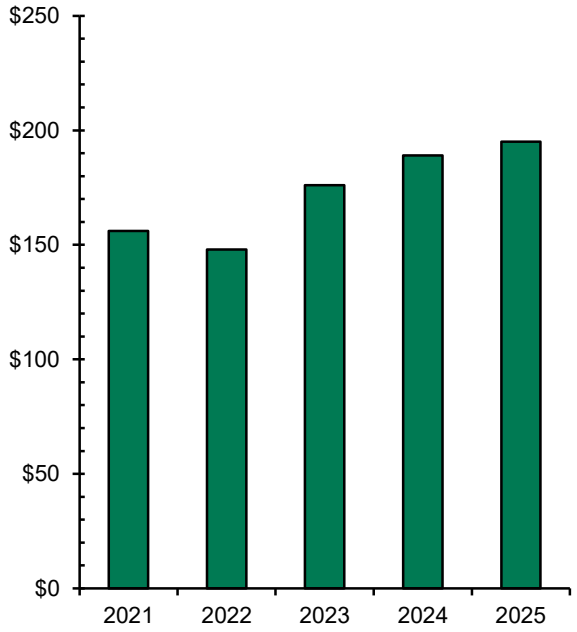


Population Estimates - 2021 to 2025

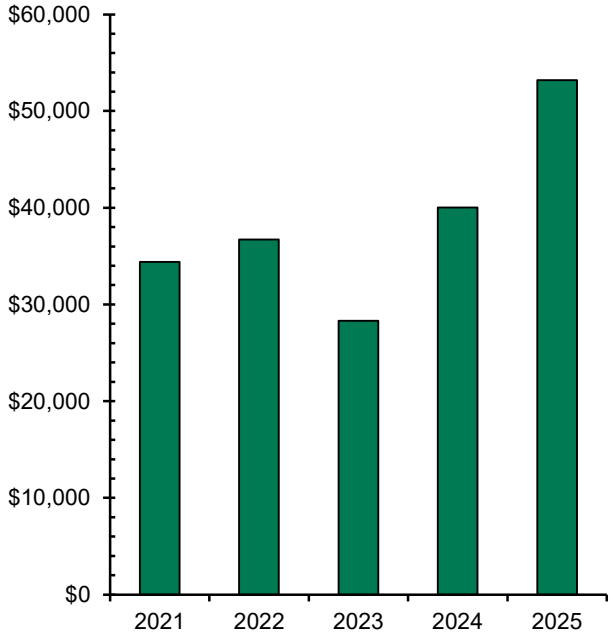


Note: 2021-2022 population numbers have been updated from the previous annual report estimates using new population modeling.

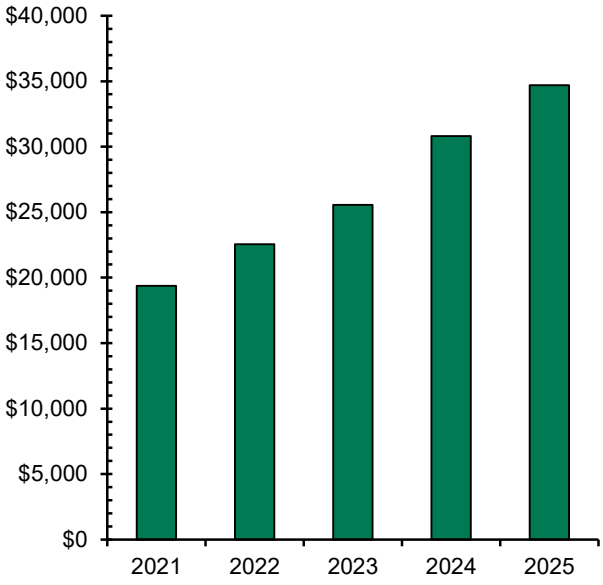
General Capital Reserve
2021 to 2025
(Amounts in $000's)



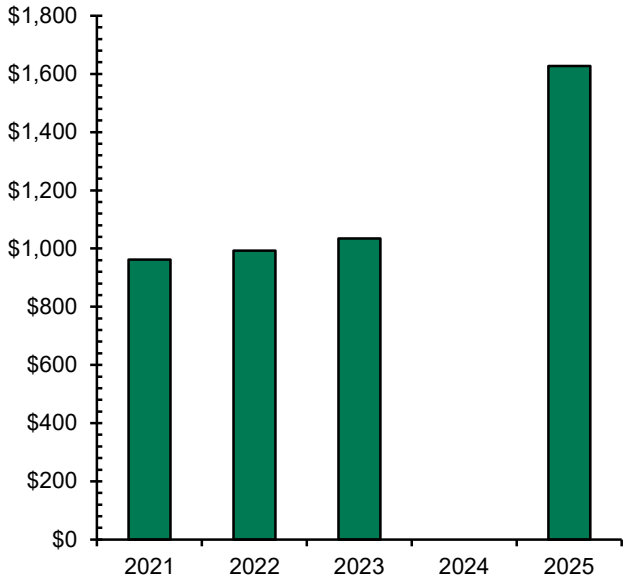
Water Capital Reserve
2021 to 2025
(Amounts in $000's)



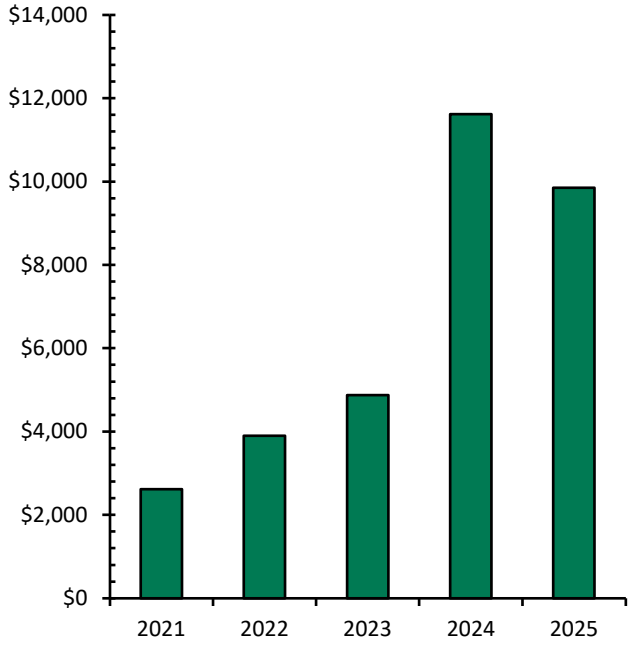
Sewer Capital Reserve
2021 to 2025
(Amounts in $000's)



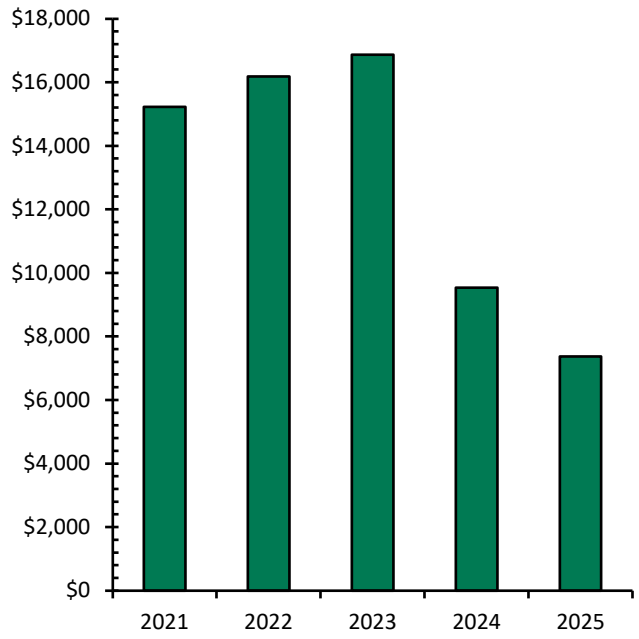
Stormwater Capital Reserve
2021 to 2025
(Amounts in $000's)



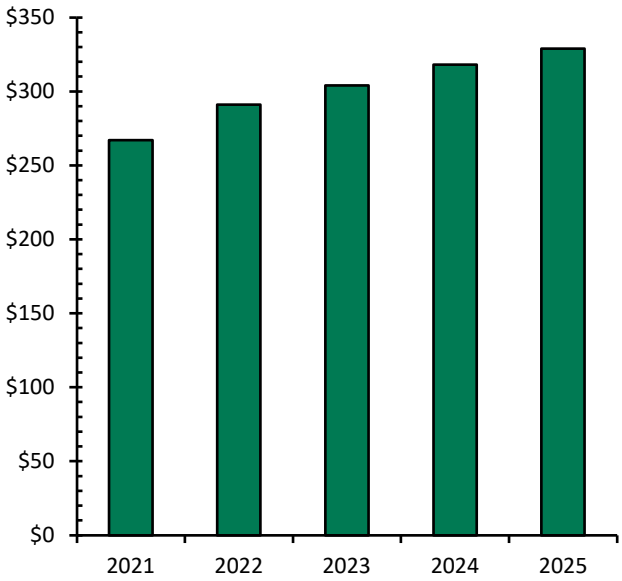
Fire Capital Reserve
2021 to 2025
(Amounts in $000's)



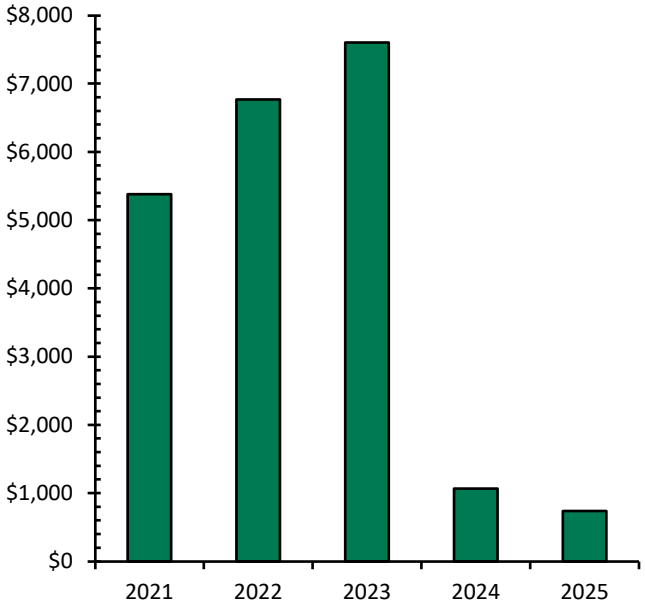
Local Area Service Reserve
2021 to 2025
(Amounts in $000's)



Tax Sale Reserve
2021 to 2025
(Amounts in $000's)



Debt Reserve
2021 to 2025
(Amounts in $000's)



Growing Communities Fund

For the year ended December 31, 2025 *(in thousands of dollars)*

The Province of British Columbia distributed conditional Growing Communities Fund (GCF) grants to communities at the end of March 2023 to help local governments build community infrastructure and amenities to meet the demands of population growth. The Township received $24,306 of GCF funding in March 2023.

The schedule below provides details on how the Township utilized the grant funds as well as interest income earned.

Growing Communities Fund		**2025**		2024
Balance, beginning of year	**$**	**1,027**	$	23,058
Interest Income earned		**18**		547
Eligible costs incurred				
Langley Events Center - Ice and Dry Arenas Facility		**(548)**		(22,479)
Willoughby Community Park - Pickleball Court Conversion		**(457)**		(99)
Balance, end of year	**$**	**40**	$	1,027

Capacity Funding for Local Government Housing Initiatives

For the year ended December 31, 2025 *(in thousands of dollars)*

The Province of British Columbia provided conditional Local Government Housing Initiative (LGHI) capacity funding grants to local governments to help with implementation of the legislative changes to support housing initiatives. The Township received $794 of LGHI capacity funding in January 2024.

The schedule below provides details on how the Township utilized the funds received in 2025.

Local Government Housing Initiatives		**2025**		2024
Balance, beginning of year	**$**	**383**	$	-
LGHI Grant Received		**-**		794
Eligible costs incurred				
ACC/DCC Policy Update		**(146)**		-
Fraser Highway Neighborhood Community Plan (NCP)		**(117)**		(87)
Public Engagement Strategy		**(36)**		(7)
Subdivision and Development Servicing Bylaw Update		**(3)**		(16)
200 Street 2040 Update		**-**		(150)
Fire Apparatus Deployment Analysis Module (ADAM Software)		**-**		(101)
Research and Analysis		**-**		(51)
Balance, end of year	**$**	**81**	$	383

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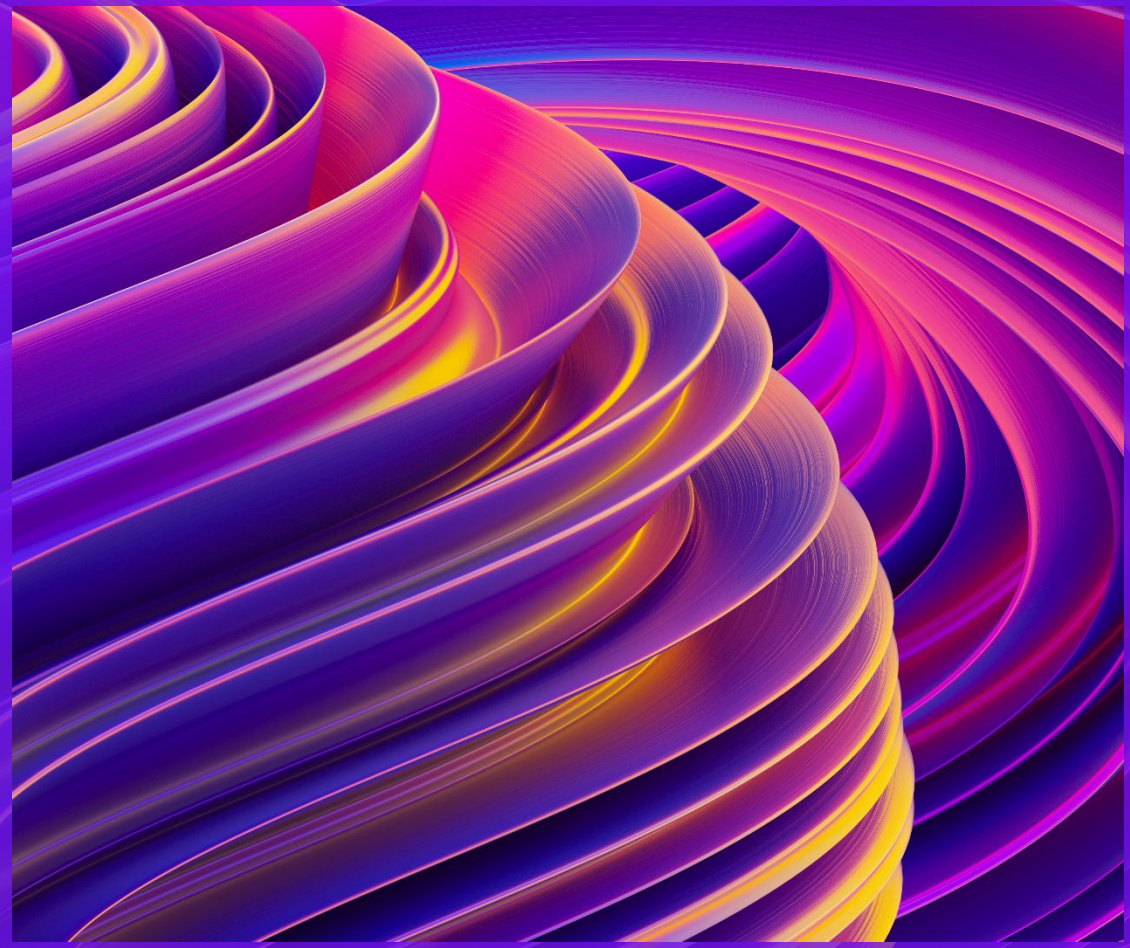
The Corporation of the Township of Langley

Audit Findings Report for the Year ended December 31, 2025

KPMG LLP

Prepared June 9, 2026 for presentation on June 15, 2026

kpmg.ca/audit



KPMG contacts

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5 **Status**

6 **Risks and results**

10 **Control deficiencies**

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16 **Appendices**

The purpose of this report is to assist you, as a member of Council, in your review of the results of our audit of the consolidated financial statements. This report is intended solely for the information and use of Management and Council and should not be used for any other purpose or any other party. KPMG shall have no responsibility or liability for loss or damages or claims, if any, to or by any third party as this report has not been prepared for, and is not intended for, and should not be used by, any third party or for any other purpose.

Digital use information

This Audit Findings Report is also available as a “hyper-linked” PDF document.

If you are reading in electronic form (e.g. In “Adobe Reader” or “Board Books”), clicking on the home symbol on the top right corner will bring you back to this slide.

Click on any item in the table of contents to navigate to that section.

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Audit highlights

No matters to report Matters to report

Status

We have completed the audit of the consolidated financial statements ("financial statements"), with the exception of certain remaining outstanding procedures, which are highlighted on the 'Status' slide of this report.

Significant changes

- Significant changes since our audit plan

Risks and results

- Significant risks
- Other risks of material misstatement
- Significant unusual transactions

Policies and practices & Specific topics

- Accounting policies and practices
- Other financial reporting matters
- Specific topics

Misstatements - uncorrected

- Uncorrected misstatements

Misstatements - corrected

- Corrected misstatements

Control deficiencies

- Significant deficiencies

Audit Quality

- Learn more about how we deliver audit quality.

Independence

- Annual Statement of Compliance



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Status

As of the date of this report, we have completed the audit of the financial statements, with the exception of certain remaining procedures, which include amongst others:

- Completing / finalizing certain audit steps, file review, and documentation.
- Completing our discussions with Council.
- Obtaining signed management representation letter.
- Obtaining evidence of Council's acceptance of the financial statements.
- Completing subsequent event review procedures.

We will update you and management on significant matters, if any, arising from the completion of the audit, including the completion of the above procedures. Our auditor's report, a draft of which is included in the draft financial statements, will be dated upon the completion of any remaining procedures.

KPMG Clara for Clients (KCc)



Real-time collaboration and transparency

We leveraged **KCc** to facilitate real-time collaboration with management and provide visual insights into the status of the audit!

On our audit we used KCc to coordinate requests with management.

Learn more

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Significant risks and results

We highlight our significant findings in respect of **significant risks.**

Risk of management override controls

Presumed significant risk in accordance with Canadian Auditing Standards ("CAS") 240

RISK OF FRAUD

Significant risk

Section 240.32 of Canadian Auditing Standards states: "Management is in a unique position to perpetrate fraud because of management's ability to manipulate accounting records and prepare fraudulent financial statements by overriding controls that otherwise appear to be operating effectively. Although the level of risk of management override of controls will vary from entity to entity, the risk is nevertheless present in all entities. Due to the unpredictable way in which such override could occur, it is a risk of material misstatement due to fraud and thus a significant risk."

Our audit methodology adheres to these mandatory requirements to assess this as a significant risk of fraud.

Our response

As the risk is not rebuttable, our audit methodology incorporates the required procedures in professional standards to address this risk. These procedures include:

- Testing of journal entries and other adjustments.
- Performing a retrospective review of significant estimates and evaluating the business rationale of significant unusual transactions.
- Reviewing the accounting estimates and assessing whether management's estimates are reasonable and not indicative of management bias.

Significant findings

There were no significant findings noted in our testing.

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Other risks of material misstatement and results

We highlight our significant findings in respect of **other risks of material misstatement**.

Revenue, deferred revenues, and development cost charges

RISK OF ERROR

Other risk of material misstatement	Estimate?
Revenue from transactions with performance obligations are recognized when the Township satisfies the performance obligation by providing the promised goods or services to a payor. Revenue from transactions with no performance obligations are recognized when the Township has the authority to claim the economic inflow and an event has given rise to the asset. Revenue relating to future periods, including property taxes, development cost charges ("DCCs"), government grants, contributions for future capital works, and amounts collected for building permits and facility upgrades, are reported as deferred revenue and recognized when earned.	Yes – Deferred revenue for permits. There is no risk of material misstatement due to estimation.

Our response

- We updated our understanding of the process activities and controls over revenue, deferred revenue and development cost charges. We obtained and evaluated significant accounting policies applied to revenue to ensure they comply with the relevant accounting standards.
- We performed substantive analytical procedures over taxation revenue to establish expected changes in taxation revenue and compared with the actual recorded amount to assess the revenue recorded is within our expectation.
- We selected a sample of fees revenue transactions other than utilities revenue and vouched to supporting documents to ensure revenue was recognized appropriately. For utilities revenues, we performed substantive analytical testing.
- For grants, we inspected specific contracts to determine whether there were stipulations or restrictions impacting revenue recognition. We assessed whether revenue was appropriately recognized, or the amount was appropriately deferred. We also agreed the amounts recorded to cash receipts and the funding letter.
- We tested activity within development cost charges, including contributions where we recalculated the total amount collected and agreed the amount recorded to cash receipts or letters of credit, and expenditures were agreed to supporting documentation.

Significant findings

There were no significant findings noted in our testing.

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Other risks of material misstatement and results (continued)

Expenses, including salaries and benefits expense

RISK OF ERROR

Other risk of material misstatement	Estimate?
Expenses are closely monitored against approved budgets. Salaries and benefits expenses represent a significant portion of the Township's expenses. There is a need to ensure that the expenses recognized are appropriate.	No

Our response

- We updated our understanding of the process activities and controls over expenses, including salaries and benefits expense.
- We performed a walkthrough of the expense process, including the payroll process, by tracing a transaction from initiation through to being recorded in the general ledger to confirm that the controls are implemented as designed.
- We analyzed the overall change in expenses relative to the prior year based on changes in operations.
- We performed substantive procedures over salaries and benefit expenses, including reviewing and vouching a sample of expenses to underlying supporting documentation, ensuring the expenses are appropriately recognized.
- We performed substantive procedures over non-payroll expenses, including reviewing and vouching a sample of expenses to underlying supporting documentation, ensuring the expenses are appropriately recognized.
- We performed a search for unrecorded liabilities to ensure expenses were recorded in the appropriate fiscal year. We selected a sample of payments made, trade payables recorded, and invoices received subsequent to year-end and ensured they were recorded in the appropriate fiscal year.

Significant findings

There were no significant findings noted in our testing.

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Other risks of material misstatement and results (continued)

Tangible Capital Assets

RISK OF ERROR

Other risk of material misstatement	Estimate?
Tangible capital assets (“TCA”) represent a significant portion of assets of the Township. Certain TCA may require estimation on recognition related to the fair value of developer contributed assets. Coordination is required between the Finance and other departments to ensure that all projects and TCA are accounted for appropriately. The Township also typically enters into significant land transactions.	Yes - the established useful lives of tangible capital assets, asset retirement obligation and contributed assets. There is no risk of material misstatement due to estimation.

Our response

- We updated our understanding of the process activities and controls over TCA.
- We obtained the TCA continuity schedule, verified its mathematical accuracy, and reconciled it to the general ledger.
- We tested a sample of asset additions including assets under construction transfers, contributed TCA and significant land transactions, and inspected supporting documentation to determine if additions are capital in nature and amounts recorded are accurate.
- We tested certain disposal transaction to underlying supporting documentation and assisted if gains/losses on disposal were accurately recorded.
- We performed an analytical review of the amortization expense of tangible capital assets and assessed the reasonableness of amortization recognized.
- We reviewed the financial statement note disclosure to ensure it is complete and accurate.
- We have confirmed the debt balances as at year end to external confirmation from Municipal Finance Authority (“MFA”).

Significant findings

There were no significant findings noted in our testing.

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Control deficiencies and observations

Consideration of internal control over financial reporting (ICFR)

In planning and performing our audit, we considered ICFR relevant to the Township's preparation of the financial statements in order to design audit procedures that are appropriate in the circumstances for the purpose of expressing an opinion on the financial statements, but not for the purpose of expressing an opinion on ICFR.

Our understanding of internal control over financial reporting was for the limited purpose described above and was not designed to identify all control deficiencies that might be significant deficiencies. The matters being reported are limited to those deficiencies that we have identified during the audit that we have concluded are of sufficient importance to merit being reported to those charged with governance.

Our awareness of control deficiencies varies with each audit and is influenced by the nature, timing, and extent of audit procedures performed, as well as other factors. Had we performed more extensive procedures on internal control over financial reporting, we might have identified more significant deficiencies to be reported or concluded that some of the reported significant deficiencies need not, in fact, have been reported.

A deficiency in internal control over financial reporting

A deficiency exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent or detect misstatements on a timely basis. A deficiency in design exists when (a) a control necessary to meet the control objective is missing or (b) an existing control is not properly designed so that, even if the control operates as designed, the control objective would not be met. A deficiency in operation exists when a properly designed control does not operate as designed, or when the person performing the control does not possess the necessary authority or competence to perform the control effectively.

Significant deficiencies in internal control over financial reporting

A deficiency, or a combination of deficiencies, in internal control over financial reporting that, in our judgment, is important enough to merit the attention of those charged with governance.

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Accounting policies and practices

Initial selection of significant accounting policies and practices

- There were no initial or revised significant accounting policies and practices.
- There were no significant accounting policies in controversial or emerging areas.
- There were no issues noted with the timing of the Township's transactions in relation to the period in which they were recorded.
- There were no issues noted with the extent to which the financial statements are affected by a significant unusual transaction and extent of disclosure of such transactions.
- There were no issues noted with the extent to which the financial statements are affected by non-recurring amounts recognized during the period and extent of disclosure of such transactions.

Description of new or revised significant accounting policies and practices

- There were no issues noted with management's identification of accounting estimates.
- There were no issues noted with management's process for making accounting estimates.
- There were no indicators of possible management bias.
- There were no significant factors affecting the Township’s asset and liability carrying values.

Significant qualitative aspects

- There were no issues noted with the judgments made, in formulating particularly sensitive financial statement disclosures.
- There were no issues noted with the overall neutrality, consistency, and clarity of the disclosures in the financial statements.
- There were no significant potential effects on the financial statements of significant risks, exposures, and uncertainties.

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Our commitment to delivering audit quality

We define '**audit quality**' as being the outcome when:

- audits are **executed consistently**, in line with the requirements and intent of **applicable professional standards** within a strong **system of quality management**; and
- all of our related activities are undertaken in an environment of the utmost level of **objectivity, independence, ethics** and **integrity**.

KPMG is committed to fulfilling our public interest role in providing robust assurance that can benefit investors and other stakeholders.

Businesses are integrating technology in ways once unimaginable. Geopolitical changes and inflationary pressures continue to drive uncertainty, and businesses need to take action to respond to societal threats like climate change.

The pace and scale of change only strengthens our resolve to ensure the quality, consistency and adaptability of our services are fit for this new future. Audit and assurance quality remains the highest priority at KPMG.

Through sustained innovation, we aim to consistently deliver superior audit quality. Across the global organization:

- KPMG firms have implemented a consistent risk-based approach to our system of quality management to drive audit and assurance quality, enabling us to meet the requirements of the International Standard on Quality Management 1 (ISQM 1).
- We are utilising powerful technologies on audit and assurance engagements, including artificial intelligence, and leveraging our alliances with technology leaders such as Microsoft to further enhance quality and provide even more value through deeper analysis of businesses, no matter their size.
- We believe the same level of rigour, quality, consistency and trust that is applied to financial statement information by companies should also apply to ESG reporting. Therefore, across the global organization we have deployed an assurance methodology, KPMG Clara workflow and learning tools to upskill and build teams to provide assurance on ESG reporting that helps our clients build a more sustainable future.

We encourage you to read our Transparency Report to learn more about our system of quality management and our firm's statement on the effectiveness of our SoQM:

KPMG Canada Transparency Report

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How do we deliver audit quality?

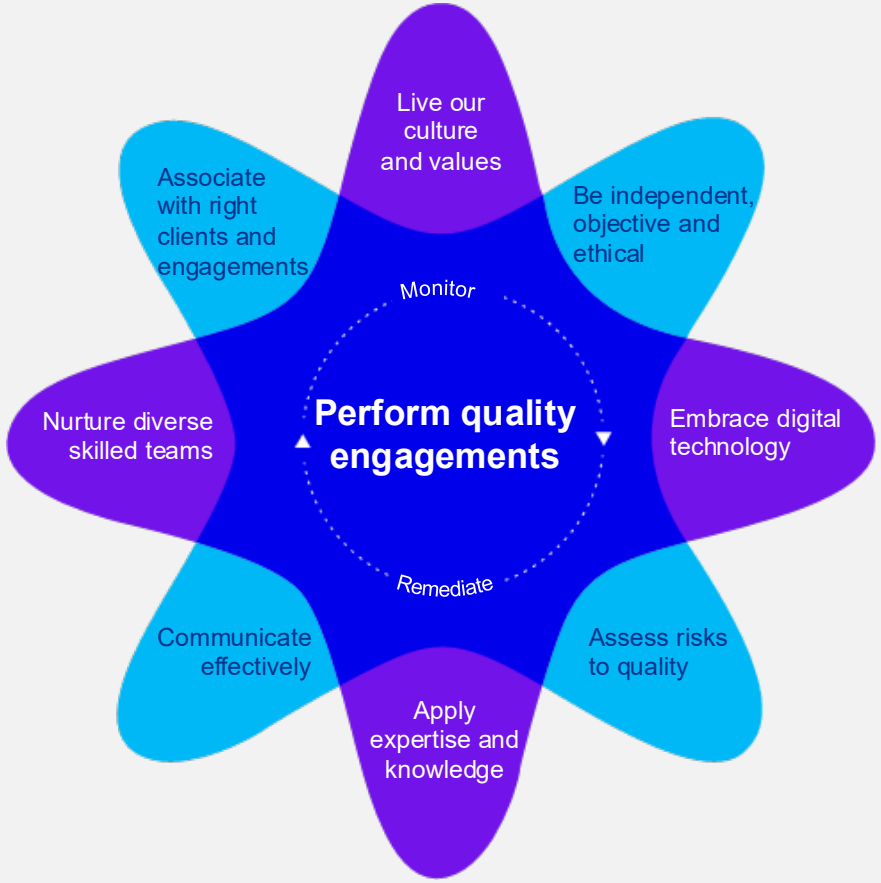
Quality essentially means doing the right thing and remains our highest priority. We have strengthened the consistency and robustness of our system of quality management to meet the requirements of ISQM 1 (CSQM 1), issued by the International Audit and Assurance Standards Board. Foundational for quality management, KPMG's globally consistent approach to ISQM 1 drives compliance with the standard and our efforts to strengthen trust and transparency with clients, the capital markets and the public we serve.

Aligned with ISQM 1 (CSQM 1), our SoQM meets the requirements of the International Code of Ethics for Professional Accountants (including International Independence Standards) issued by the International Ethics Standards Board for Accountants (IESBA) and the relevant rules of professional conduct / code of ethics applicable to the practice of public accounting in Canada, which apply to professional services firms that perform audits of financial statements.

Our **Global Quality Framework** outlines how we deliver quality and how every KPMG professional contributes to its delivery.

- **'Perform quality engagements'** sits at the core, along with our commitment to continually monitor and remediate to fulfil our quality drivers.

- Our **quality value drivers** are the cornerstones to our approach underpinned by the **supporting drivers** and give clear direction to encourage the right behaviours in delivering audit quality.



Doing the right thing. Always.

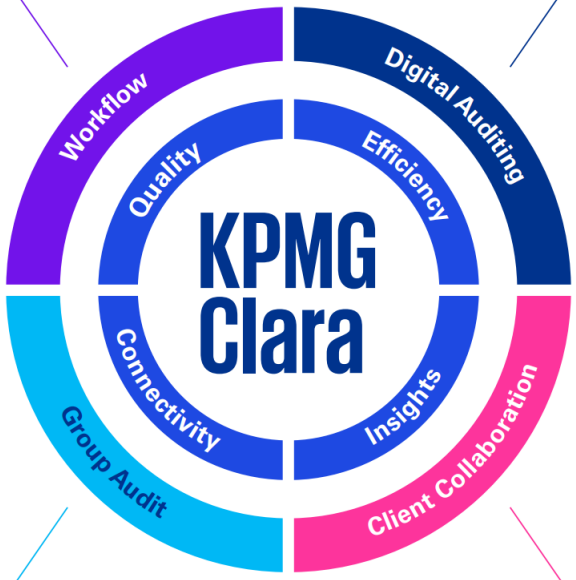
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The KPMG Audit

Globally consistent audit and assurance methodology and tools

As a scalable, intuitive cloud-based platform, KPMG Clara is driving globally consistent execution across all KPMG member firms. It enables delivery of KPMG audit and assurance methodologies through data-enabled workflows, which align with the applicable audit and assurance standards and provide an improved experience to audit and assurance professionals.

- Data and AI-driven
- Audit & Assurance including ESG
- Global, risk-based methodology



- "Risk-to-response" analytics
- Gen AI integration
- Search knowledge base

- Enhanced two-way communication
- Tailored scoping
- Group audit connectivity

- Real-time alerts and task tracking
- Interaction with audit team
- Access to insights

- Methodology aligned with professional standards, laws and regulations
- Standardised methodology and guidance
- Deep technical expertise and knowledge
- Quality and risk management policies

- Meeting the applicable standards, including International Standards on Auditing (ISA), standards issued by the Public Company Accounting Oversight Board (PCAOB) and the American Institute of CPAs (AICPA) – supplemented by KPMG firms to comply with additional local auditing standards and regulatory or statutory requirements.
- Identifying risks of material misstatements and the necessary audit response.

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Independence

As a firm, we are committed to being and being seen to be independent. We apply the following ethical requirements, including independence requirements, in:

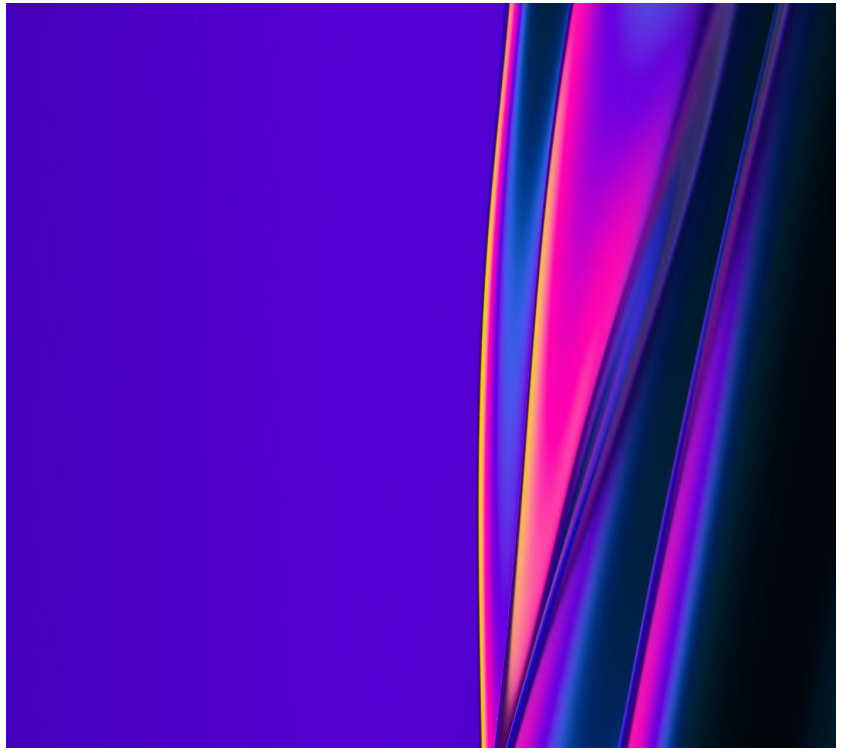
- the rules of professional conduct / code of ethics applicable to the practice of public accounting issued by various professional accounting bodies in Canada("CPA code") that are relevant to audits of financial statements of non-listed entities; and
- the International Code of Ethics for Professional Accountants (including International Independence Standards) issued by the International Ethics Standards Board for Accountants ("IESBA independence rules") that are relevant to audits of financial statements of non-public interest entities.

The following processes and procedures have been established by the firm to ensure independence is maintained:

- Dedicated ethics & independence partners
- Process for reporting breaches of professional standards and policy, and documented disciplinary policy
- Ethics, independence and integrity training for all staff
- International proprietary system used to evaluate and document threats to independence and those arising from conflicts of interest
- Operating polices, procedures and guidance contained in our quality & risk management manual
- Mandated procedures for evaluating independence of prospective audit clients
- Restricted investments and relationships
- Annual ethics and independence confirmation for staff

Statement of Compliance

We confirm that, as of the date of this communication, **we are in compliance** with relevant ethical requirements regarding independence in Canada.



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Appendices

1 **Required communications**

2 **Management Representation Letter**



Appendix 1: Other required communications



Auditor's report

The conclusion of our audit is set out in the draft auditor's report attached to the draft financial statements.

Engagement letter

The objectives of the audit, our responsibilities in carrying out our audit, as well as management's responsibilities, are set out in the engagement letter, copy of which has been provided to management.



Audit findings report

Represented by this report.

Management representation letter

In accordance with professional standards, copy of the management representation letter is included in Appendix 2.



Independence

Refer to page 15 for confirmation of independence.

Internal control deficiencies

We did not identify any significant control deficiencies.

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Appendix 2: Management representation letter

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KPMG LLP
777 Dunsmuir Street, 11th floor
Vancouver, BC V7Y 1K3
Canada

June 15, 2026

We are writing at your request to confirm our understanding that your audit was for the purpose of expressing an opinion on the consolidated financial statements (hereinafter referred to as "financial statements") of The Corporation of the Township of Langley ("the Entity") as at and for the period ended December 31 2025.

General:

We confirm that the representations we make in this letter are in accordance with the definitions as set out in **Attachment I** to this letter.

We also confirm that, to the best of our knowledge and belief, having made such inquiries as we considered necessary for the purpose of appropriately informing ourselves:

Responsibilities:

- We have fulfilled our responsibilities, as set out in the terms of the engagement letter dated January 9, 2023, including for:
  - the preparation and fair presentation of the financial statements and believe that these financial statements have been prepared and present fairly in accordance with the relevant financial reporting framework.
  - providing you with all information of which we are aware that is relevant to the preparation of the financial statements ("relevant information"), such as financial records, documentation and other matters, including:
    - the names of all related parties and information regarding all relationships and transactions with related parties;
    - the complete minutes of meetings, or summaries of actions of recent meetings for which minutes have not yet been prepared, of Council and committees of Council that may affect the financial statements. All significant actions are included in such summaries.
  - providing you with unrestricted access to such relevant information.
  - providing you with complete responses to all enquiries made by you during the engagement.
  - providing you with additional information that you may request from us for the purpose of the engagement.
  - providing you with unrestricted access to persons within the Entity from whom you determined it necessary to obtain audit evidence.
  - such internal control as we determined is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error. We also acknowledge and understand that we are responsible for the design, implementation and maintenance of internal control to prevent and detect fraud.

- ensuring that all transactions have been recorded in the accounting records and are reflected in the financial statements.

Internal control over financial reporting:

- We have communicated to you all deficiencies in the design and implementation or maintenance of internal control over financial reporting of which we are aware.

Fraud & non-compliance with laws and regulations:

- We have disclosed to you:
  - the results of our assessment of the risk that the financial statements may be materially misstated as a result of fraud.
  - all information in relation to fraud or suspected fraud that we are aware of that involves:
    - management;
    - employees who have significant roles in internal control over financial reporting; or
    - others where such fraud or suspected fraud could have a material effect on the financial statements.
  - all information in relation to allegations of fraud, or suspected fraud, affecting the financial statements, communicated by employees, former employees, analysts, regulators, short sellers, or others.
  - all known instances of non-compliance or suspected non-compliance with laws and regulations, including all aspects of contractual agreements or illegal acts, whose effects should be considered when preparing financial statements.
  - all known actual or possible litigation and claims whose effects should be considered when preparing the financial statements.

Subsequent events:

- All events subsequent to the date of the financial statements and for which the relevant financial reporting framework requires adjustment, or disclosure, in the financial statements have been adjusted or disclosed.

Related parties:

- We have disclosed to you the identity of the Entity's related parties.
- We have disclosed to you all the related party relationships and transactions/balances of which we are aware.
- All related party relationships and transactions/balances have been appropriately accounted for, and disclosed, in accordance with the relevant financial reporting framework.

Estimates:

- The methods, the data and the significant assumptions used in making accounting estimates, and their related disclosures are appropriate to achieve recognition, measurement or disclosure that is reasonable in the context of the applicable financial reporting framework.

Going concern:

- We have provided you with all information relevant to the use of the going concern assumption in the financial statements.
- We confirm that we are not aware of material uncertainties related to events or conditions that may cast significant doubt upon the Entity's ability to continue as a going concern.

Other information:

- We confirm that the final version of the Annual Report will be provided to you when available, and prior to issuance by the Entity, to enable you to complete your required procedures in accordance with professional standards.

Non-SEC registrants or non-reporting issuers:

- We confirm that the Entity is not a Canadian reporting issuer (as defined under any applicable Canadian securities act) and is not a United States Securities and Exchange Commission ("SEC") Issuer (as defined by the Sarbanes-Oxley Act of 2002).
- We also confirm that the financial statements of the Entity will not be included in the group financial statements of a Canadian reporting issuer audited by KPMG or an SEC Issuer audited by any member of the KPMG organization.

Yours very truly,

_____
Chanpreet Kooner, Chief Administrative Officer

_____
Sandra Ruff, Director of Finance

cc. Council

Attachment I – Definitions

Materiality

Certain representations in this letter are described as being limited to matters that are material.

Information is material if omitting, misstating or obscuring it could reasonably be expected to influence the economic decisions of users taken on the basis of the financial statements.

Judgments about materiality are made in light of surrounding circumstances, and are affected by perception of the needs of, or the characteristics of, the users of the financial statements and, the size or nature of a misstatement, or a combination of both while also considering the entity's own circumstances.

Fraud & error

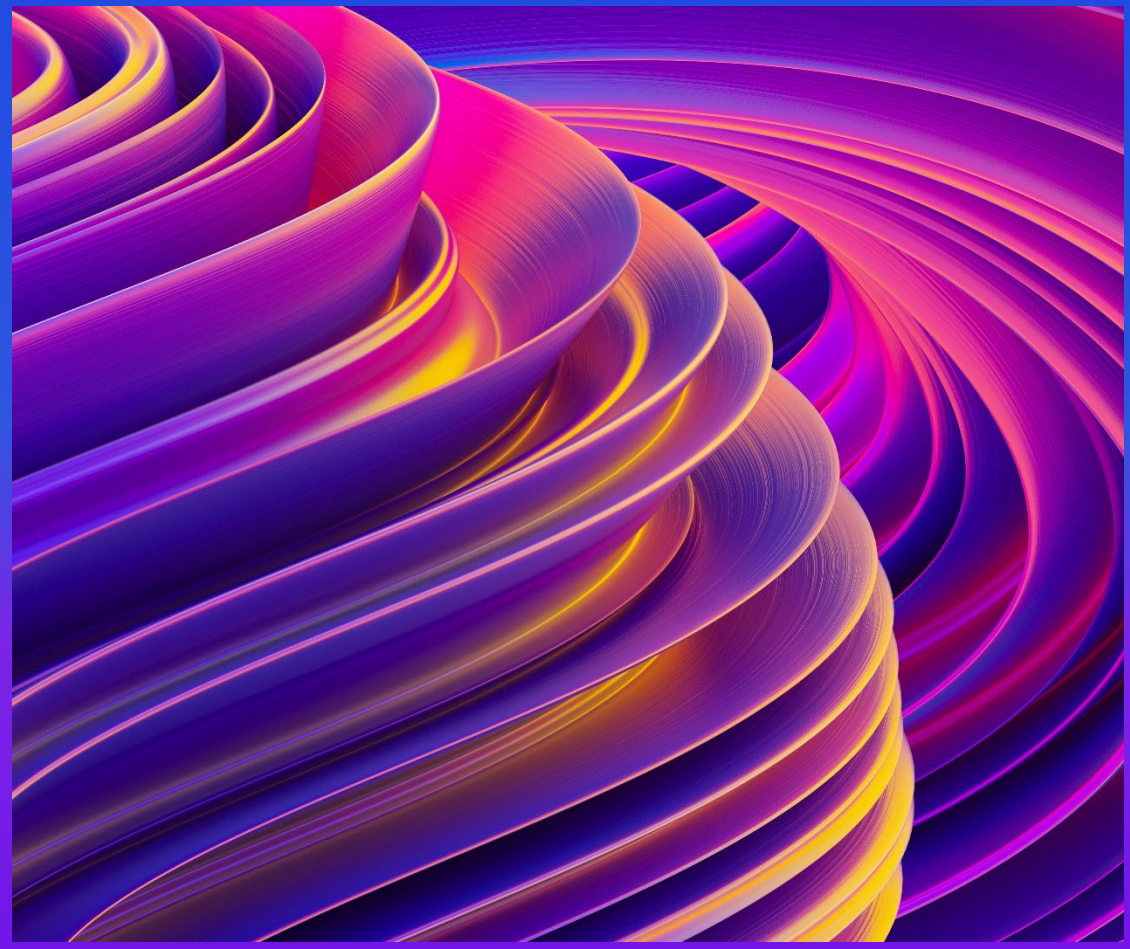
Fraudulent financial reporting involves intentional misstatements including omissions of amounts or disclosures in financial statements to deceive financial statement users.

Misappropriation of assets involves the theft of an entity's assets. It is often accompanied by false or misleading records or documents in order to conceal the fact that the assets are missing or have been pledged without proper authorization.

An error is an unintentional misstatement in financial statements, including the omission of an amount or a disclosure.

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Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 15, 2026 - REGULAR MEETING	**REPORT:**	26-74
FROM:	CORPORATE PROJECTS DIVISION	**FILE:**	6125-20-SPMP1
SUBJECT:	SMITH PASSIVE PARK CONCEPT PLAN		

RECOMMENDATIONS:

That Council endorse the concept plan, features, and intended use for Smith Passive Park as outlined in this report;

That Council refer the park improvements as described in this report to staff to refine and provide project budget envelopes for Council's consideration in the 2027 - 2031 Capital Budget process.

EXECUTIVE SUMMARY:

On Feb 26, 2024, Council directed staff to consider the inclusion of a dog park within the exterior improvements at Smith Athletic Park and,

On Feb 24, 2025, Council directed staff to *"present to council on the merits, or lack thereof, of creating … a new passive park adjacent to the Smith Neighbourhood Plan."*

Development density in the adjacent Smith neighbourhood and general Willoughby community has identified the need for more non-programmed passive park areas, and this location is ideal to consider for such use. The 32.9 acres of the suggested site is to be preserved as a passive park that will provide a strategic anchor along the Arbour Ribbon Trail. The addition of pervious pedestrian trails can connect sidewalks and greenways in the area, and also provide a natural setting which can preserve, protect and maintain the site's trees and agricultural setting.

The inclusion of a dog park on the soccer campus at Smith Athletic Park received some comments during public feedback and proved mostly unfeasible and incompatible with the balance of the site, and thus staff recommend the development of a dog off-leash area that utilizes the existing terrain and vegetation of Smith Passive Park (21198 Smith Cresent), adjacent to Smith Athletic Park.

PURPOSE:

The purpose of this report is to seek Council's endorsement of the concept plan for Smith Passive Park, including specific proposed features and amenities, and to refer consideration of budget requirements to the 2027 - 2031 Capital Budget process.

BACKGROUND/HISTORY:

Smith Passive Park, located at 21198 Smith Crescent, is a portion of John Smith's Hudson Bay Farm, which was purchased by Whitford VanDusen in 1939 as a weekend country home for his family. The original VanDusen house and gardener's residence remain on site.

The property was acquired by the Township of Langley in 2020, following the subdivision and ALR exclusion of the northern portion of the site which is now under development by School District 35 as the new middle and secondary schools in the Smith neighbourhood. The Township's remaining 32.9 acres is to be preserved as a passive park within the Agricultural Land Reserve that will provide a strategic anchor along the Township's Arbour Ribbon Trail.

DISCUSSION/ANALYSIS:

Development in the Smith neighbourhood and general Willoughby community has identified the need for additional non-programmed passive park areas, and this location is ideal to consider for such use. The addition of pervious pedestrian trails can connect sidewalks and greenways in the area and also provide a natural setting which can maintain the sites trees and agricultural setting.

Frequent requests for additional dog friendly facilities in the neighbourhood are also received, and the Smith park site was identified by Council previously as a possible location. Considering the southern park area, this passive site with its existing large open meadow, surrounded by a natural vegetation barrier, is an ideal location for a dog off-leash area and will require minimal capital investment to construct and provide minimum disruption to the current state of the lands.

Following Council's adoption of the Concept Plan, staff will begin to further contemplate the steps required for the plan and possible components to be implemented. At present, the following items would be reviewed for Council's consideration within future budgets:

Pedestrian Pathways
New pedestrian pathways are required to provide access to the proposed off-leash meadow from the adjacent Smith Athletic Park, future Arbour Ribbon Trail, and developing Smith Neighbourhood. Pathways looping through the existing forest and meadows are proposed to connect at appropriate locations with sidewalks and greenways along the 212 Connector, 210 Street, and the Perry-Evans Trail that will connect this park with Willoughby Community Park to the northwest. These loops will include regular seating opportunities and provide passive recreation routes within the park, and pedestrian access to the separated dog-off leash meadow. Granular surfacing of the pathways is recommended to allow for preservation and protection of the existing trees. Trail routes will be selected to avoid tree removal. Hazard assessments will be required, and if hazardous trees are identified, they may require removal or mitigation.

Dog Off-Leash Area
The existing open meadow is an ideal location for a dog off-leash area. It extends nearly four acres across the Milner escarpment hillside, providing natural drainage and stunning views across the adjacent Millner Valley. The meadow is enclosed by dense vegetation that reduces the need for fencing, normally required to contain a dog off-leash area. The meadow is large enough to accommodate heavy use without the need for more durable surface treatments. This site is an opportunity to provide the largest, open lawn, off-leash facility in the Township.

Existing Residences, Utilities and Subdivision Requirements
The existing buildings on site require further investigation to identify if they are suitable to retain, repurpose, or remove. Utility servicing to the residences must also be reviewed as current hydro, water and driveway connections are provided via adjacent properties. Previous

subdivision and Agricultural Land Commission decisions included access and servicing requirements that must also be considered in the concept plan. Staff will also consider and discuss any other requirements, as the park development is intended to be minimal.

FINANCIAL IMPLICATIONS

The concept for Smith Passive Park described in this report will have capital and operating cost implications. Staff will refine cost estimates as they are confirmed through further design development, based upon this preliminary concept plan if approved. Capital and Operating costs will be brought forward as part of the 2027-2031 financial plan for consideration.

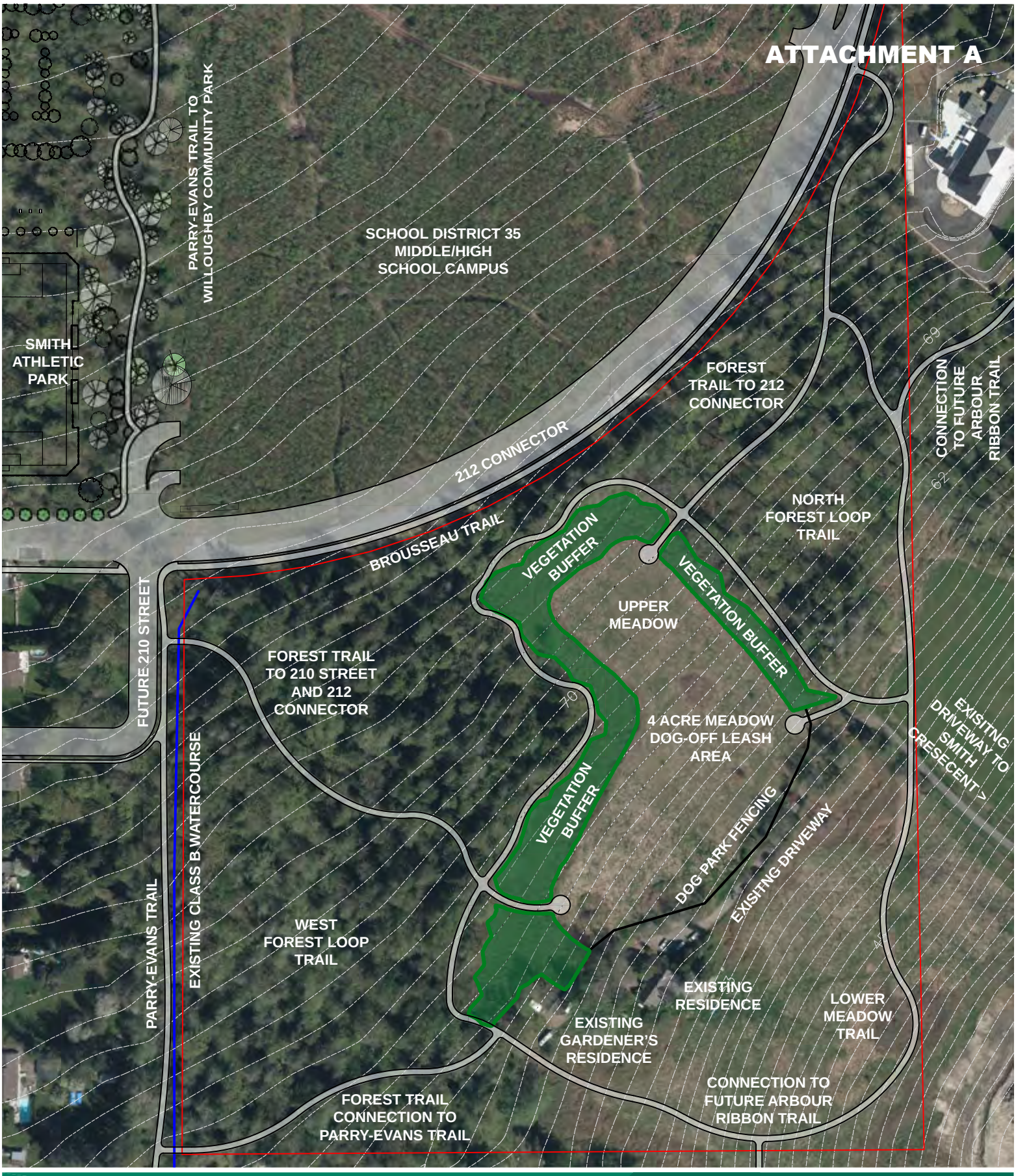
Respectfully submitted,

Scott Groves
DIRECTOR
for
CORPORATE PROJECTS DIVISION

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

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

ATTACHMENT A Smith Passive Park Concept Plan



Township of Langley

SMITH PASSIVE PARK
PRELIMINARY CONCEPT PLAN

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 15, 2026 - REGULAR MEETING	**REPORT:**	26-61
FROM:	ENGINEERING DIVISION	**FILE:**	5460-03-020
SUBJECT:	FRASER HIGHWAY AND 268 STREET INTERSECTION IMPROVEMENTS		

RECOMMENDATION:

That Council direct staff to include $75,000 for the detailed design of a traffic signal at the intersection of Fraser Highway and 268 Street in the 2027 – 2031 Financial Plan for Council's consideration.

EXECUTIVE SUMMARY:

Following a number of collisions at the intersection of Fraser Highway and 268 Street, Council directed staff at the March 23, 2026 Regular Meeting, to undertake a safety assessment and report back on potential traffic safety improvements and upgrades for the intersection.

Staff completed vehicle and pedestrian counts, reviewed collision history, and conducted on-site observations. Existing sightlines at the intersection are clear, and existing signage and pavement markings are well-maintained. Using published Transportation Association of Canada (TAC) guidelines, staff reviewed traffic control options for the intersection and determined that a full traffic signal is warranted.

While the existing pedestrian signal allows pedestrians to safely cross Fraser Highway, it does not assist with vehicle turning movements. Installation of a full traffic signal would allow vehicles on 268 Street to enter the intersection more safely.

As Fraser Highway is part of the TransLink Major Road Network (MRN), installation of a full traffic signal will require TransLink approval. Based on the TAC warrant analysis and safety considerations, staff anticipate TransLink's support for the proposed signal.

Fraser Highway was previously under the jurisdiction of the Ministry of Transportation and Transit (MOTT). A review of available records indicates the pedestrian signal was installed in 1986, and much of the existing infrastructure is dated and may not be suitable for reuse as part of a full traffic signal installation. A detailed design, estimated at $75,000, is required to determine the construction costs associated with the project.

PURPOSE:

The purpose of this report is to present findings of the Fraser Highway and 268 Street intersection review and seek Council endorsement for the installation of a full traffic signal.

BACKGROUND/HISTORY:

There were two motor vehicle collisions at the intersection of Fraser Highway and 268 Street in February and March of 2026. Following these collisions, residents raised concerns regarding the safety of the intersection. At the March 23, 2026 Regular Meeting, Council passed the following resolution:

> *"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."*

DISCUSSION/ANALYSIS:

Staff conducted traffic counts and on-site observations, followed by a technical review to identify potential pedestrian and traffic safety improvements at the intersection of Fraser Highway and 268 Street, as described in the following sections.

Existing Conditions:

Fraser Highway is classified as a Major Arterial Road in the Township's 2009 Master Transportation Plan (MTP). It is also a designated Truck Route and part of the TransLink Major Road Network (MRN). The posted speed limit is 60km/h, and the peak traffic volumes on Fraser Highway are approximately 1,590 vehicles per hour. At this location, 268 Street is classified as a Major Collector Road with a 50 km/hr posted speed limit and peak traffic volumes of approximately 200 vehicles per hour.

The intersection of Fraser Highway and 268 Street is built to urban standards with curb, gutter, sidewalks, and streetlights. This intersection is two-way stop controlled (northbound and southbound) and includes a pedestrian signal. This intersection is one of the routes parents and students use to get to the nearby Aldergrove Community Secondary School. This signal can be activated by pedestrians to stop traffic on Fraser Highway, allowing pedestrians to safely cross the road.

A review of sightlines for vehicles entering Fraser Highway from 268 Street confirmed that drivers entering Fraser Highway have clear visibility of oncoming traffic. Drivers must stop at the stop bar and wait for pedestrians to clear the crosswalk. Once it is safe to proceed, drivers can move forward to improve visibility of approaching vehicles from the east and west without encroaching into the travel lanes on Fraser Highway.

Full Traffic Signal:

When evaluating locations for a full traffic signal, the Township follows guidelines published by the Transportation Association of Canada (TAC). The evaluation considers a range of criteria, including traffic volumes, pedestrian activity, and collision history. While meeting TAC warrant criteria does not automatically require installation of a traffic signal, it provides technical justification for considering signalization.

As part of the review, staff conducted turning movement counts to collect data on vehicle, pedestrian, and cyclist movements. Using the data collected, staff completed a TAC Traffic Signal Warrant Analysis and determined that the intersection meets the warrant criteria for a traffic signal.

ICBC Collision History:

The latest available ICBC collision data from 2019 to 2024 was reviewed to determine if there was a pattern of collisions that could be mitigated through improvements, such as a full traffic signal. During this six-year period, a total of 49 collisions were reported at this intersection. The most common collision type was rear-end collisions, which may increase with the installation of a full traffic signal, based on data from similar intersection types. However, several collisions involving left-turning vehicles and opposing traffic occurred, which are typically more severe.

Due to the high volumes on Fraser Highway, there are limited gaps in traffic and drivers on 268 Street may become impatient and conduct turning movements without sufficient gaps in traffic. A full traffic signal will allow vehicles on 268 Street to safely enter the intersection once the light turns green and may reduce the occurrence of more severe collisions.

Other Considerations:

Fraser Highway was previously under the jurisdiction of the Ministry of Transportation and Transit (MOTT). Following the formation of TransLink in 1999, Fraser Highway was turned over to the Township and included in the TransLink MRN. Based on the available record drawings provided by MOTT to the Township, the pedestrian signal at the intersection of 268 Street was installed in 1986. As such, much of the existing infrastructure is dated and may not be suitable for re-use for a full traffic signal.

As Fraser Highway is part of the MRN, the South Coast British Columbia Transportation Authority Act (SBCTA) requires that municipalities obtain TransLink authorization prior to undertaking works that would impact the capacity of the MRN to move people and goods. While installation of a full traffic signal on Fraser Highway would need TransLink's approval, with consideration of the safety enhancements and the TAC warrant, staff anticipate that TransLink would support the installation of a full traffic signal at the intersection.

Financial Implications:

The cost of constructing the full traffic signal is dependent on several factors, including underground infrastructure conditions, third-party utility impacts, the potential reuse of existing infrastructure, and current design standards. A detailed design is required to determine the construction costs of a full traffic signal. The estimated cost for the detailed design is $75,000, and staff recommend including this amount in the 2027 – 2031 Financial Plan for Council's consideration.

The Township Development Cost Charge (DCC) bylaw does not include the construction of a full traffic signal at the intersection of Fraser Highway and 268 Street.

The TransLink Major Road Network and Bike Cost Share Program (MRNB) allow for municipalities to apply for grants for improvements on the MRN, if warranted. As Fraser Highway is in the MRN, the Township could apply for 50% cost sharing for the construction of the intersection. However, the Township is currently utilizing its full allocation of 2026 MRNB funding for the widening of Fraser Highway between the 23800 and 24300 blocks and is anticipated to require additional years of TransLink funding to proceed to construction.

Due to the ineligibility for the use of DCC funding, detailed design would require an alternate funding source and likely Capital Reserve funding. If approved by Council, as part of the 2027 – 2031 financial plan, staff can proceed with the detailed design immediately following budget approval.

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**
FINANCE DIVISION	S. Ruff

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 15, 2026 - REGULAR MEETING	**REPORT:**	26-67
FROM:	ENGINEERING DIVISION	**FILE:**	5260-26-027
SUBJECT:	16 AVENUE CORRIDOR AND INTERSECTION STUDY		

RECOMMENDATION:

That Council direct staff to include a capital request of $225,000 in the 2027 – 2031 Financial Plan for the detailed design of the short-term improvements on 16 Avenue, as outlined in this report for Council's consideration.

EXECUTIVE SUMMARY:

At the September 15, 2025 Regular meeting, Council received a staff report summarizing previous studies of the 16 Avenue corridor, improvements completed to date, and potential future improvement opportunities. The report recommended undertaking an updated corridor study in response to evolving traffic conditions and growth, and Council subsequently directed staff to proceed.

In November 2025, the Township retained a professional transportation engineering consultant to undertake the 16 Avenue Corridor and Intersection Study (the Study). The Study included a geometric review, collision analysis, and gap study for existing conditions, as well as traffic signal warrant analysis and intersection operations analysis for both existing and projected 2035 conditions.

The Study identified several short- and medium-term improvements to address current and future safety and operational concerns along the corridor. The Study recommends installing traffic signals at 224 Street and 256 Street, installing a northbound right-turn bay at 200 Street, installing centerline delineators at Camp McLean driveway, providing pullouts on both sides of 16 Avenue near 240 Street, adding in a westbound left-turn lane at Campbell Valley Regional Park, implementing two-way left-turn lanes between 196 Street and 200 Street and between 240 Street and 248 Street, and piloting speed management measures along the corridor.

PURPOSE:

The purpose of this report is to present Council with the findings and recommendations of the 16 Avenue Corridor and Intersection Study and seek direction to include funding for detailed design of short-term improvements in the 2027 – 2031 Financial Plan for Council's consideration.

BACKGROUND/HISTORY:

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

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

At the September 15, 2025 Regular Council meeting, Council received a staff report summarizing the previous 16 Avenue corridor studies, improvements completed to date, and potential future improvement opportunities along 16 Avenue. The report recommended undertaking an updated corridor study in response to evolving traffic conditions and growth, and Council subsequently directed staff to proceed.

In November 2025, the Township retained McElhanney Ltd., a professional transportation engineering consultant, to undertake the 16 Avenue Corridor and Intersection Study.

DISCUSSION/ANALYSIS:

The Study, included as Attachment A, was undertaken to assess existing and future corridor conditions, identify operational and safety issues, and recommend short- and medium-term improvements to support the continued safe and efficient movement of people and goods along 16 Avenue. Specifically, the objectives of this study are the following:

- Review signalized intersection performance to identify if any additional improvements are required.
- Assess if unsignalized intersections warrant a traffic signal.
- Assess corridor level improvements to address safety, access, and speeding concerns.

Existing Condition:

An existing condition review was completed to establish a clear understanding of the current corridor geometry, traffic operations, safety performance, and key constraints along 16 Avenue.

The existing condition review included the following:

- Corridor geometric review, completed through a site drive-through and desktop review.
- Critical gap analysis at four unsignalized intersections: 196 Street, 212 Street, 224 Street, and 256 Street.
- Corridor-wide safety assessment.
- Traffic operations analysis at all signalized intersections and four unsignalized intersections.
- Traffic signal warrant analysis at four unsignalized intersections: 196 Street, 212 Street, 224 Street, and 256 Street.

The corridor geometric review was completed to understand key corridor considerations, including corridor usage, potential sightline issues, the prevalence of speeding, unsafe overtaking, other safety concerns, and overall intersection operations. Observations made during the site visit confirmed that vehicle speeding is prevalent throughout the corridor, which was further confirmed by the speed data collected.

A critical gap analysis was conducted at the unsignalized intersections along 16 Avenue to evaluate the behaviour of side-street traffic as drivers attempt to cross or enter the major traffic flow on 16 Avenue. The analysis found that critical gaps were generally satisfactory for side-street movements at the reviewed intersections, except for the northbound left-turn movement at 224 Street, where drivers were more likely to accept shorter gaps to complete turning movements. This behaviour may result in a higher potential for collision risk.

The Study also reviewed ICBC collision data for the five-year period from 2020 to 2024. The safety assessment considered collision frequency, type, and severity. The review identified an above-average Crash Severity Index (CSI) at the intersections of 200 Street, 216 Street, 240 Street, and 256 Street. Fatal collisions were also recorded at the intersections of 200 Street, 240 Street, 256 Street, and 264 Street.

A traffic operations analysis was completed to assess how key intersections currently operate during the AM and PM peak periods. Under existing conditions, all intersections and most turning movements operate at an acceptable Level of Service (LOS) during both peak periods. However, some individual movements were identified as operating poorly, particularly side-street movements at 224 Street and 256 Street, where vehicles experience delays while waiting for acceptable gaps in the 16 Avenue traffic flow.

Future 2035 Condition:

Future 2035 traffic volumes were developed using TransLink's Regional Transportation Model (RTM), together with a review of historical traffic data from the BC Ministry of Transportation and Transit (MOTT) permanent traffic count station adjacent to the corridor.

A traffic operations analysis was then completed for the 2035 horizon year to assess how the key intersections are expected to operate during the AM and PM peak periods. By 2035, the following movements are expected to operate at poor LOS:

- The westbound left-turn and southbound left-turn movements at 200 Street during the PM peak hour.

- Eastbound left-turn and southbound left-turn movements at 216 Street during the PM peak hour.
- Northbound and southbound movements at 224 Street and 256 Street during both the AM and PM peak periods.

Under the future 2035 condition, increased traffic volumes along 16 Avenue are expected to result in longer delays and fewer acceptable gaps for side-street vehicles to enter or cross the corridor at unsignalized intersections.

Corridor Improvements:

Pullouts

A review of existing and proposed pullouts along the corridor was completed to support ongoing safety and operational improvements. The corridor continues to experience several challenges, including high vehicle speeds, limited opportunities for speed enforcement, and interactions between general purpose traffic and slow-moving agricultural equipment. These conditions contribute to recurring safety risks such as unsafe overtaking manoeuvres and speed related incidents.

Based on this review, the Study recommends new pullouts on the far side of the 240 Street intersection in both directions of travel. The recommended locations were identified based on a review of existing pullouts, corridor geometry, traffic operations, and overall safety considerations.

Two-Way Left-Turn Lane (TWLTL)

A review of driveway activity along the corridor was also completed to assess where a TWLTL may be warranted to support safer turning movements and reduce mid-block collision risk. As traffic volumes increase, turning friction at driveways becomes increasingly significant, particularly in areas with numerous access points.

Two segments were identified as strong candidates for TWLTL implementation: 196 Street to 200 Street and 240 Street to 248 Street. These locations are generally consistent with earlier recommendations from the 2016 TransLink study. The segment between 196 Street and 200 Street would require coordination with the City of Surrey to ensure any proposed changes align with Surrey's plans for 16 Avenue.

Speed Management

Speed management measures were also reviewed as part of the Study, including vertical centreline treatments, transverse rumble strips, pavement marking treatments, speed display devices, and speed enforcement. As the effectiveness of these measures may vary by location and over time, a short-term pilot program is recommended, with treatments tailored to local conditions and refined based on monitoring results. Initial improvements should be prioritized toward the eastern end of the corridor, where speeding appears to be more pronounced.

Camp McLean and Campbell Valley Regional Park

The Campbell Valley Regional Park and Camp McLean driveways were also identified as locations requiring further review. During the summer months, these driveways experience increased left-turn traffic volumes associated with regional park visitors and pick-up/drop-off activity at Camp McLean. The closely spaced and offset driveway configuration may create safety concerns during periods of increased traffic activity.

During the Study, the Township received a letter from Scouts Canada Camp McLean expressing concerns regarding the safety of accessing and exiting the camp via left-turn movements. The Camp McLean representative requested that measures be investigated to help restrict left-turn movements.

As part of the Study, several improvement options were reviewed, including installing centreline delineators to restrict the Camp McLean driveway to right-in/right-out movements, installing a westbound left-turn lane at the Campbell Valley Regional Park driveway, and realigning the driveways on both sides of 16 Avenue to form a four-legged intersection.

Based on a preliminary review of environmental and property impacts, installing centreline delineators in front of the Camp McLean driveway is recommended as a short-term improvement, while a westbound left-turn lane is identified as a medium-term improvement. Realignment of the driveways would have greater impacts and would require further consultation with Metro Vancouver and Camp McLean. As such, no implementation timeline has been assigned to this option as part of the Study.

Prior to implementing any improvement at this location, summer traffic data should be collected and reviewed to confirm turning demands and seasonal traffic patterns.

Intersection Review:

16 Avenue and 196 Street

At 196 Street, the traffic signal warrant score was well below the 100-point Transportation Association of Canada (TAC) threshold and average side street volumes are well below the minimum requirement of 75 vehicles per hour. As a result, the intersection does not meet TAC warrant requirements. There was no significant collision history identified, no critical gap concerns identified, and movements operate at an acceptable LOS.

16 Avenue and 200 Street

As part of the intersection operations analysis, the 16 Avenue and 200 Street intersection was identified as a location where delays are expected to increase significantly by 2035, particularly for the westbound left-turn and southbound left-turn movements during the PM peak hour. Several improvement options were developed and tested for this intersection. Based on the analysis, adding a northbound right-turn bay is recommended to improve overall intersection performance. With this improvement, all movements are expected to operate within an acceptable LOS.

16 Avenue and 212 Street

At 212 Street, the traffic signal warrant score was well below the 100-point TAC threshold and average side street volumes are well below the minimum requirement of 75 vehicles per hour. As a result, the intersection does not meet TAC warrant requirements. There was no significant collision history identified, no critical gap concerns identified, and movements operate at an acceptable LOS.

16 Avenue and 224 Street

At 224 Street, the traffic signal warrant score reaches the 100-point TAC threshold; however, average side street volumes remain below the minimum requirement of 75 vehicles per hour. As a result, the intersection does not fully satisfy all TAC warrant requirements. However, the Study also considered the traffic operations, critical gap analysis, and safety performance.

The 2035 traffic operations results indicate that both the northbound and southbound approaches are expected to operate poorly during the peak hours without signalization. Signalization would significantly reduce side street delay, while having minimal impact on traffic operations along 16 Avenue. With a traffic signal in place, all movements are expected to operate within an acceptable LOS. Based on the combined consideration of overall warrant score, future traffic operations, and critical gap analysis, the Study recommends signalization at 224 Street.

With signalization at 224 Street, some traffic currently diverting to the adjacent 216 Street intersection is anticipated to return to 224 Street, resulting in a redistribution of traffic demand. As a result, southbound left-turn demand and opposing traffic volumes at 216 Street are expected to decrease. Under this redistributed traffic condition, the 216 Street intersection is expected to continue operating at an acceptable LOS without additional improvements. Therefore, no improvement is recommended at 216 Street, based on the anticipated effects of signalization at 224 Street.

16 Avenue and 256 Street

At 256 Street, side street volumes and the overall signal warrant score remain below TAC warrant thresholds. Nevertheless, the intersection has a history of fatal collisions, an above-average CSI, and a high proportion of injury collisions. For these reasons, signalization may be considered as a proactive safety enhancement, even though the warrant criteria are not fully satisfied.

In addition, the 2035 traffic operations results indicate that the northbound approach at 256 Street is expected to operate poorly during both peak hours. With a traffic signal in place, all movements are expected to operate within an acceptable LOS.

Based on the combined consideration of collision history, future traffic operations, and safety benefits, the Study recommends signalization at 256 Street.

Next Steps:

The recommended improvements were prioritized based on anticipated safety and operational benefits, estimated cost, complexity, property and utility impacts. Improvements that address current safety or operational concerns and can be implemented with limited impacts were identified as short-term priorities. Improvements that are primarily needed to support future traffic growth, or that require more complex design, approvals, and property impacts, were identified as medium-term priorities. The following tables summarize the short- and medium-term detailed design cost estimates.

Short-Term improvements and detailed design cost estimates:

Location	Recommended Improvement	Design Cost Estimate
16 Avenue	Speed management measures	$ 15,000
Camp McLean	Centerline delineators	$ 10,000
16 Avenue / 200 Street	Northbound right-turn bay	$ 40,000
16 Avenue / 224 Street	Traffic signal	$ 70,000
16 Avenue / 256 Street	Traffic signal	$ 90,000
Total		**$ 225,000**

Medium-Term improvements and detailed design cost estimates:

Location	Recommended Improvement	Design Cost Estimate
16 Avenue / 240 Street	Two enforcement pullouts	$ 170,000
Campbell Valley Regional Park	Westbound left-turn lane	$ 80,000
16 Avenue, 240 Street to 248 Street	Two-way left-turn lane	$ 660,000
16 Avenue, 196 Street to 200 Street	Two-way left-turn lane	$ 300,000
Total		**$ 1,210,000**

Subject to Council direction, staff will include a capital request for the detailed design of the short-term improvements in the 2027 – 2031 Financial Plan for Council's consideration. Once the detailed design is complete, staff will bring forward construction budget requests for the recommended improvements through future budget processes.

Changes to a corridor that may affect the capacity of a Major Road Network (MRN) route, such as 16 Avenue, require TransLink approval.

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**
FINANCE DIVISION	S. Ruff

ATTACHMENT A 16 Avenue Corridor and Intersection Study

McElhanney

BEST MANAGED COMPANIES
Platinum member





16 Avenue Corridor and Intersection Study

May 29, 2026 | FINAL

Submitted to: Township of Langley
Prepared by McElhanney

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Our file: 2121-01409-00

Your Challenge.
Our Passion.

Our File: 2121-01409-00

May 29, 2026

Township of Langley
Transportation Engineering
20338 65 Avenue
Langley, BC, V2Y 3J1

Attention: Yang Li, EIT, Transportation Engineer
Paul Cordeiro, P.Eng., Manager, Transportation Engineering

16 Avenue Corridor and Intersection Study

McElhanney has completed a transportation study to support the Township of Langley (Township) with assessing corridor and intersection operations and recommending improvements along 16 Avenue which provides a critical regional connection between Surrey, White Rock, the Township, and Abbotsford.

This report provides the project context and objectives followed by a summary of the data, an assessment of the existing and future (2035) traffic conditions, and potential improvements. This study considers both corridor and intersection level analysis including a geometric review, critical gap analysis, safety assessment, traffic operations analysis, and signal warrant analysis. Traffic operations analysis and signal warrant analysis were also completed for future conditions. Based on this analysis, four intersection and four potential corridor improvements were developed for consideration. An assessment of each improvement was completed, including traffic operations, safety, and design considerations.

We trust you will find this report addresses the questions you had and meets the technical requirements as set out in the scope of work. Please reach out directly if you have any questions or need for clarification.

Sincerely,
McElhanney Ltd.

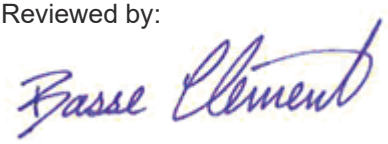
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PERMIT TO PRACTICE
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Study Acknowledgements

The following staff and consultants were directly involved in this study and provided input, support, and/or guidance in the analysis and development of this report.

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Executive Summary

The 16 Avenue corridor in the Township of Langley (Township) is a critical east-west arterial that connects the Township with Highway 99 in Surrey and King Road in Abbotsford. It functions as a regional link for commuting and goods movement as well as local access for residential, agricultural, and industrial properties. It is connected to a broader network of north-south roadways in the quickly growing South of Fraser area and is the only continuous east-west corridor south of Fraser Highway. The 16 km segment through the Township consists primarily of a two-lane cross-section road with narrow paved shoulders and a 50 to 60 km/hr posted speed. The corridor is designated as a rural arterial and a truck route and is part of TransLink's Major Road Network (MRN).

PROJECT BACKGROUND

In 2015, TransLink commissioned a study of the 16 Avenue corridor due to several factors including the new Highway 99 / 16 Avenue interchange, traffic safety, corridor trade movements, and opportunities for network connectivity between the regional highways and the Abbotsford International Airport. At that time, existing (2014) and future (2031) conditions were assessed and several improvements (short-, medium-, and long-term) were recommended, of which some were implemented both within and outside the Township. Within the Township, several medium-term improvements were included based on the anticipated increase in traffic along the corridor due the corridor extension from Bradner Road to Marshall Road in Abbotsford.

Once the extension was approved by Abbotsford City Council, McElhanney was engaged by the Township in 2016 to review signalization opportunities for six intersections at 208 Street, 224 Street, 232 Street, 240 Street, 256 Street, and 272 Street. The six intersections were assessed for opening day (2018) conditions and the report recommended signalization along the 16 Avenue corridor at 208 Street, 232 Street, and 272 Street. These three intersections have since been signalized, along with two enforcement pullouts being implemented in each direction of travel.

PROJECT OBJECTIVES

With continued growth and ongoing safety and reliability issues, an updated assessment of the corridor is required to review and assess potential improvements. The long-term vision for the 16 Avenue corridor remains a five-lane arterial and this vision is included as part of the Township's draft Transportation and Mobility Strategy (TMS). This study focuses on the short- and medium-term improvements for the corridor. The analysis is completed for existing (2025) and future (2035) conditions. Specifically, the objectives of this study are the following:

- Review signalized intersection performance to identify if any additional improvements are required.
- Assess if unsignalized intersections warrant a traffic signal.
- Assess corridor level improvements to address safety, access, and speeding concerns.

16 AVENUE CORRIDOR ASSESSMENT

The corridor assessment considered the following elements: corridor geometric review, critical gap analysis, safety assessment, traffic operations and signal warrant analysis.

Corridor Geometric Review

A corridor review was completed to understand key considerations including corridor usage (e.g., commuters, heavy truck vehicles, farm vehicles, transit, etc.), potential sightline issues, prevalence of speeding, unsafe overtaking and other safety concerns, and overall intersection operations. Observations during the site review confirmed that **vehicle speeding remains prevalent throughout the corridor**. While unsafe overtaking manoeuvres were limited in frequency, they were noted primarily at intersections. Speeding along the corridor was confirmed by analyzing speed radar data from four locations along 16 Avenue, where 85th percentile speeds were consistently 10 to 20 km/h above the posted speed.

Critical Gap Analysis

A critical gap analysis was conducted at four unsignalized intersections along 16 Avenue (196 Street, 212 Street, 224 Street, and 256 Street) to evaluate behaviour of side-street traffic as they attempt to cross or enter the major traffic flow on 16 Avenue. **Critical gaps were satisfactory for all side-street movements except NBL at 224 Avenue / 16 Avenue**.

Safety Assessment

A review of the collision data indicated an **above corridor average Collision Severity Index (CSI) at the 200 Street, 216 Street, 240 Street, and 256 Street intersections**. Fatalities have occurred at 200 Street, 240 Street, 256 Street, and 264 Street and three of these were reviewed for improvements.

Traffic Operations

Traffic operations at all intersections along the corridor were analyzed for existing and future conditions. Future turn movement forecasts were developed and level of service (LOS) and queuing were calculated for all movements at all study intersections. **Turning movements at two signalized (200 Street and 216 Street) and two unsignalized (224 Street and 256 Street) intersections were found to operate at LOS E or F**. Potential short-term improvements were reviewed for these intersections.

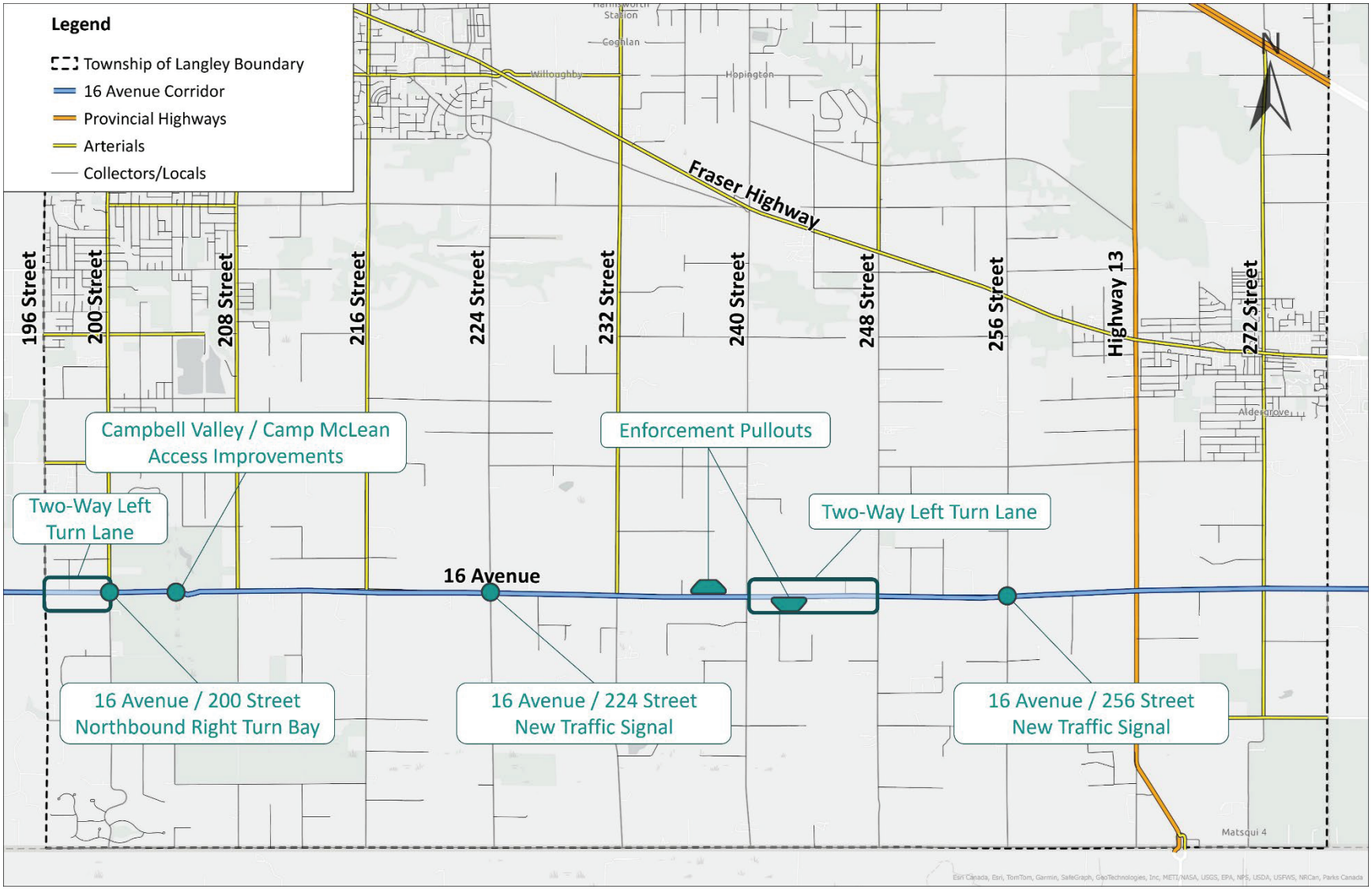
Signal Warrant Analysis

A traffic signal warrant analysis was completed for existing and future conditions. The analysis included the Transportation Association of Canada (TAC) signal warrant analysis and thresholds, as well as inputs from the safety assessment, critical gap analysis, and traffic operations. Based on the findings **two unsignalized intersections are recommended for signalization: 16 Avenue / 224 Street and 16 Avenue / 256 Street**.

16 AVENUE IMPROVEMENTS

Based on the corridor assessment, a list of recommended short-term and medium-term improvements have been proposed. The improvements are identified in ***Figure ES-1*** and summarized in the following pages. Detailed sketches for all improvements are provided in ***Appendix G***.

Figure ES-1: 16 Avenue Recommended Improvements



Speed Management (Short-Term)

Several speed management measures have been provided for application on the corridor. These measures focused on visual cues, minor physical treatments, and enforcement support to influence driver behaviour without substantially compromising corridor operations or access. The measures include vertical centreline treatments, transverse rumble strips, pavement marking options, lane narrowing, speed display devices, and speed enforcement. Each option has advantages and disadvantages, and effectiveness that can vary with time and location. The options are not mutually exclusive and what works may depend from location to location. **The short-term recommendation is to pilot a few of these measures, with treatments tailored to local conditions and refined over time as effectiveness is evaluated**. **As speeds are higher toward the eastern end of the corridor, initial improvements should be prioritized in that area**.

Campbell Valley Regional Park (CVRP) / Camp McLean (Short-Term)

About 600 metres east of 200 Street, a driveway on the south side provides access to CVRP and about 50 metres further east, a driveway on the north side provides access to Camp McLean. During summer, these two driveways experience increased traffic volumes and potential safety concerns have been raised by the Scouts Canada Camp McLean Chairperson. While a review of the collision data did not identify a history of collisions occurring at these driveways, short-term improvements are recommended at the Camp McLean driveway. **The recommended short-term option restricts left turn movements at the Camp McLean driveway through the use of plastic delineators along the centre yellow line**. This would restrict both the left-in and left-out movements, resulting in a right-in right-out only driveway for Camp McLean.

16 Avenue / 200 Street (Short-Term)

This signalized intersection is anticipated to experience increased delays and LOS F for the WBL and SBL turn movements by 2035 in the PM peak hour. **The short-term recommendation of a NBR turn bay was determined to improve traffic operations at this intersection such that all movements including SBL and WBL could operate at acceptable LOS**. From a safety consideration, with this improvement there could be up to a 4% reduction in targeted collisions. The new right turn lane will require 2.0-2.5 m of roadway widening into the existing gravel shoulder area. This widening is expected to remove parking area and restrict access to the existing mailbox that is along the back of the gravel parking shoulder. Environmental impacts are expected to be minimal. The southeast corner signal pole may need to be relocated to accommodate truck turning radius and the corner cut works may require property from Metro Vancouver.

16 Avenue / 224 Street (Short-Term)

The short-term recommendation for 16 Avenue / 224 Street is a traffic signal. Currently, northbound left traffic is accepting shorter than the acceptable gaps as defined by the Highway Capacity Manual, which can lead to unsafe conditions. As a side-street stop-controlled approach, 224 Street experiences significant delays. **A traffic signal improves operations for 224 Street without materially impacting 16 Avenue. All movements would operate at LOS C or better**. From a safety consideration, converting a rural stop-controlled intersection to a traffic signal can result in a **44% reduction in targeting collisions**. The **severity of collisions would be reduced** as well as traffic signals address the more severe types of accidents including right angle collisions. There are large corner cuts for all property lines, so no property acquisition is expected. No BC Hydro pole relocations are anticipated to be required to signalize the intersection.

16 Avenue / 256 Street (Short-Term)

The short-term recommendation for 16 Avenue / 256 Street is a traffic signal based on collision history and traffic operations. As a side-street stop-controlled intersection, 256 Street is anticipated to experience significant delays for the NB approach. **A traffic signal would improve operations for 256 Street without significantly impacting 16 Avenue, and all movements would operate at LOS B or better**.

16 Avenue / 256 Street has a history of a fatal collision, above average CSI, and high percentage of injury collisions. From a safety consideration, converting a rural stop-controlled intersection to **a traffic signal can result in a 44% reduction in targeting collisions**. The **severity of collisions would be reduced** as well as traffic signals address the more severe types of accidents including right angle collisions. In addition, a traffic signal could help reduce vehicle speeds along the corridor.

At this intersection, property acquisition will be required at each of the corners for traffic signal infrastructure. Culverts are required at some corners, which may require environmental permitting. **Survey work in future design phases will be required to confirm if BC Hydro pole relocations are required to signalize the intersection**.

Pullouts (Medium-Term)

A review of pullouts along the corridor was completed to address ongoing safety concerns. Currently, there is limited opportunities for enforcement which may contribute to unsafe overtaking manoeuvres and speed-related incidents. Dedicated enforcement pullouts would assist police with speed monitoring and traffic stops by providing a safe, widened shoulder area for officers to operate. For these pullout sites to function effectively, they should be placed at locations with adequate sight distance with minimal grade.

This study proposes **two locations for enforcement pullouts as a medium-term recommendation, one per direction on the far side of 240 Street**. The first would be about 250 metres east of the intersection for eastbound travel and the second would be about 150 metres west of the intersection for westbound travel. The pullouts are 175 metres long including 50-metre tapers on both ends.

Campbell Valley Regional Park (CVRP) / Camp McLean (Medium-Term)

Further to the short-term improvements at CVRP and Camp McLean, **the medium-term recommendation would be the addition of a westbound left turn lane to CVRP**. The left turn lane storage length into CVRP has been maximized while restricting left turn movements at Camp McLean, but it is expected that storage lengths be determined by a traffic count and study in detailed design to determine minimum lengths. Any improvement at CVRP and Camp McLean is subject to a review of peak summer traffic data.

Two-Way Left Turn Lane (TWLTL) (Medium-Term)

The medium-term recommendation is to prioritize two segments along 16 Avenue for TWLTLs: 196 Street to 200 Street and 240 Street to 248 Street. This recommendation is based on a review of driveway activity along the corridor and mid-block collisions. For 240 Street to 248 Street, the recommendation would be to begin from the east and work towards the west. The 196 Street to 200 Street segment would require collaboration with City of Surrey to ensure alignment with their plans for 16 Avenue. High-level sketches showing the typical plan and section view illustrates some of the environmental and property impacts of installing a TWLTL. For **240 Street to 248 Street, the existing ditch system will need to be pushed out.**

For **196 Street to 200 Street, ditch infills have been previously completed, so relocation of the ditch system will be minimal.** A **drainage study will need to be undertaken** to determine the exact sizing of the ditches and confirm capacity for the storm systems. **BC Hydro poles will need to be relocated** and additional property may be required. **Property between 240 Street and 248 Street will likely be required to allow for the ditch relocation**. There are fewer property concerns from 196 Street to 200 Street as the right of way is wider.

NEXT STEPS

This study has determined the short- and medium-term recommendations for the corridor along with design sketches and key considerations. The next step is to advance each recommendation from its current stage through to preliminary and detailed design. To support the Township, the following consulting fee estimates have been developed for preliminary and detail design. Note 20% contingency has been included for additional or unforeseen scoping needs and the estimates are subject to change based on the engineering market at the time when the Township decides to advance these projects. A cost estimate to advance the speed management plan has also been included.

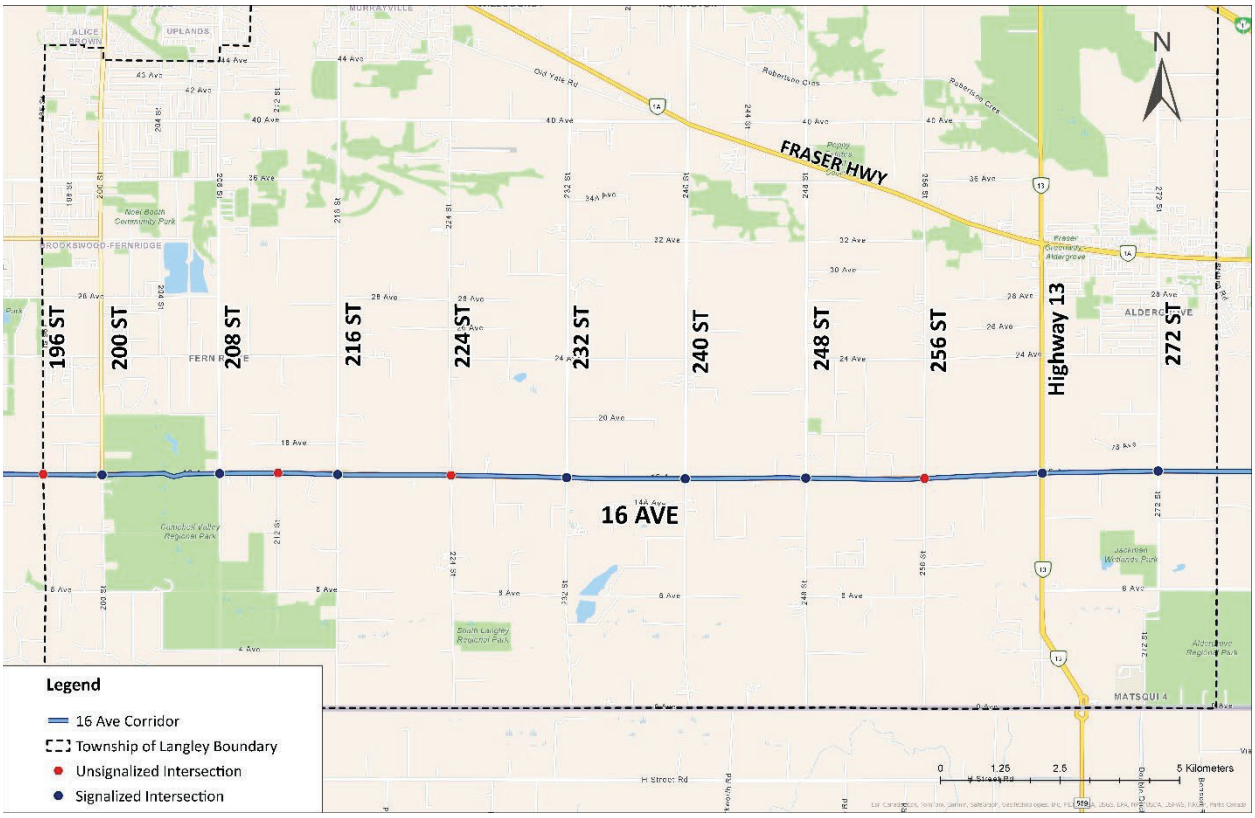
Table ES-1: Cost Estimate to Advance Improvements to Preliminary and/or Detail Design

Improvement	Timeline	Cost Estimate	Assumptions
Speed Management	Short-Term	$15,000	Identify locations for the pilot implementation. Identify the measures to be implemented. Identify the data collection requirements for before, during, and after implementation. Analyze findings and provide recommendations. Excludes CAD drawings and data collection.
Left Turn Restriction Delineators at Camp McLean	Short-Term	$12,000	No road widening required. No survey required, work will just be done from ortho photo
16 Avenue / 200 Street Add Northbound Right	Short-Term	$40,000	No property acquisition, environmental permitting, or traffic signal relocations
16 Avenue / 224 Street New Traffic Signal	Short-Term	$70,000	No property acquisition, environmental permitting, or Hydro Pole relocations
16 Avenue / 256 Street New Traffic Signal	Short-Term	$90,000	Property acquisition will be completed by the Township separately. No WSA permitting will be required for ditch infills (but an Environmental Overview Assessment will be completed). No Hydro Pole relocations
2 Enforcement Pullouts	Medium-Term	$170,000	No property acquisitions. No WSA permitting required for ditch infills.
CVRP / Camp McLean	Medium-Term	$80,000	Ditches will be infilled without requiring environment permitting. Includes effort for a brief traffic study to determine storage length for the left turn lane.
Two-Way Left-Turn Lane 196 Street to 200 Street	Medium-Term	$300,000	Excludes scope for traffic signal, streetlighting, public consultation, and presentations to the public.
Two-Way Left-Turn Lane 240 Street to 248 Street	Medium-Term	$660,000	Excludes scope for traffic signal, streetlighting, public consultation, and presentations to the public.

1. Introduction

The Township of Langley (Township) requires an updated 16 Avenue Corridor and Intersection report to reassess existing (2025) and future (2035) traffic conditions. As shown in ***Figure 1***, 16 Avenue provides a critical east-west corridor connecting the Township with Highway 99 in Surrey and King Road in Abbotsford. It functions as a regional link for commuting and goods movement as well as a local access to residential, agricultural, and industrial properties. It is connected to a broader network of north-south roadways in the quickly growing South of Fraser area, provides full access to the border crossing at Highway 13, and is the only continuous east-west corridor south of Fraser Highway.

Figure 1: 16 Avenue Study Corridor



The 16 km segment through the Township consists primarily of a two-lane cross-section road with narrow paved shoulders and a 50 to 60 km/hr posted speed. The corridor is designated as a truck route and a rural arterial and is part of the region's Major Road Network (MRN). There are a high proportion of trucks that utilize this corridor, particularly gravel trucks from the pit operations located to the east. Several of the intersections along the corridor are unsignalized and may potentially require upgrades, subject to the findings of this report. There is also a desire to explore targeted pullouts for trucks and enforcement and a two-way left turn lane through key segments to provide safe access to properties.

1.1. PROJECT BACKGROUND

In 2015, a study of the 16 Avenue corridor was commissioned by TransLink[1] with support and input from provincial partners (BC MOTT and ICBC) and local municipal partners including the Township, the City of Surrey and City of Abbotsford. At the time, the corridor review was initiated due to several factors including the new 16 Avenue interchange with Highway 99, traffic safety, corridor trade movements, and opportunities for a direct connection between the regional highways and the Abbotsford Airport. At that time, existing (2014) and future (2031) conditions were assessed for functionality, traffic operations, multimodal use, and safety. Several improvements (short-, medium-, and long-term) were recommended, of which some were implemented both within and outside the Township.

Within the Township, the TransLink study included medium-term improvements to signalize intersections at 208 Street, 232 Street, and 272 Street. This was driven by the anticipated increase in traffic along the corridor due the corridor extension from Bradner Road to Marshall Road in Abbotsford. With Abbotsford City Council approving the connection earlier than was previously expected, McElhanney was engaged by the Township in 2016 to review signalization opportunities for six intersections at 208 Street, 224 Street, 232 Street, 240 Street, 256 Street, and 272 Street.[2]

As part of the 2016 McElhanney study for the Township, these six intersections were assessed for opening day (2018) traffic conditions, signal warrant analysis, geometric review, collision analysis, and a gap study. The report recommended signalization at 208 Street, 232 Street, and 272 Street, along with other non-signal related improvements. Since then, these three intersections have been signalized. Additionally, two enforcement pullouts were implemented in each direction of travel.

1.2. PROJECT OBJECTIVES

With continued growth and ongoing safety and reliability issues, an updated reassessment of the corridor is required to review the corridor for potential improvements. The long-term vision for the 16 Avenue corridor is a five-lane arterial (four travel lanes plus turn lanes) and this vision is included as part of the Township's draft Transportation and Mobility Strategy (TMS).

This study focuses on the short- and medium-term improvements for the corridor. The analysis is completed for existing (2025) and future (2035) conditions. Specifically, the objectives of this study are the following:

- Review signalized intersections to identify if any additional improvements are required.
- Assess if unsignalized intersections warrant a traffic signal.
- Assess corridor level improvements to address safety, access, and speeding concerns.

[1] *16 Avenue Corridor Study, TransLink (prepared by CH2M Hill Canada Ltd.), February 2016*
[2] *16 Avenue Traffic Signal Study, Township of Langley (Prepared by McElhanney Ltd.), September 2016*

The corridor assessment considers the following elements (where appropriate):

- Corridor Geometric Review
- Critical Gap Analysis
- Safety Assessment
- Traffic Operations
- Signal Warrant Analysis

1.3. REPORT OUTLINE

Following this introduction, this report is arranged as follows:

- ***Section 2*** describes the data received, collected and reviewed to support the study analysis and recommendations.
- ***Section 3*** summarizes existing traffic conditions including the corridor geometric review, critical gap analysis, corridor safety assessment, traffic operations analysis, and traffic signal warrant analysis.
- ***Section 4*** summarizes future traffic conditions including future growth and traffic movement forecasts, future traffic operations analysis, and future signal warrant analysis.
- ***Section 5*** presents the corridor improvements, specifically the enforcement pull-outs, the two-way left turn lanes, speed management, and potential access improvement options for Campbell Valley Regional Park / Camp McLean.
- ***Section 6*** presents the intersection improvements along 16 Avenue at 200 Street, 216 Street, 224 Street, and 256 Street.
- ***Section 7*** provides a summary of the recommended improvement options and next steps.

2. Project Data

Prior to assessing the corridor or providing improvements, an understanding and compilation of input data was required. This section identifies describes and summarizes data from various sources including from the Township.

2.1. TRAFFIC COUNTS

Existing intersection turning movement counts, provided by the Township, were reviewed and summarized for the study corridor. The location and date of data collection are specified in ***Table 1***.

Table 1: Traffic Count Locations

Intersection Location	Traffic Count Date
196 Street / 16 Avenue	November 13, 2025
200 Street / 16 Avenue	October 6 to 10, 2025
208 Street / 16 Avenue	September 8 to 12, 2025
212 Street / 16 Avenue	November 26, 2025
216 Street / 16 Avenue	September 22 to 26, 2025
224 Street / 16 Avenue	November 13, 2024
232 Street / 16 Avenue	June 9 to 13, 2025
240 Street / 16 Avenue	September 15 to 19, 2025
248 Street / 16 Avenue	September 22 to 26, 2025
256 Street / 16 Avenue	November 19, 2024
264 Street / Highway 13 / 16 Avenue	October 24 to 31, 2025
272 Street / 16 Avenue	December 10, 2025

While most of the provided traffic counts were completed during fall 2025, there were some counts outside that period. To best achieve consistency between all counts, annual and seasonal adjustments from nearby BC Ministry of Transportation and Transit (MOTT) permanent count stations were applied as applicable.

Using the adjusted volumes, the morning and evening peak hours were identified for the corridor. It was determined that the AM peak period generally occurred between 07:45 and 08:45, while the PM peak period typically fell between 16:15 and 17:15. These peak hours were applied consistently across the corridor.

The peak hour volumes were then balanced with adjacent intersections to develop a consistent set of counts along the study corridor reflecting existing conditions for the 2025 base year. These balanced intersection counts were used as inputs for the Synchro traffic operations model. The balanced volumes

are also used for a high-level validation of the macroscopic Emme model to ensure the model is reasonably representing the observed volumes in the study area.

Peak hour factors (PHF) were calculated for each study intersection. PHF is a metric in traffic operations measured by the total hourly volume divided by four times the peak 15-minute volume. The lower the value, the 'peakier' the intersection, while a value of one would indicate no peaking within the hour. The intersection PHF was set to the PHF for all individual turning movements at the corresponding intersection.

Heavy truck percentages were derived using available classification counts at study intersections. Where heavy vehicle volume data were not available, nearby intersections along with the MOTT permanent count stations along Highway 13 were used to estimate heavy truck percentages.

The balanced AM and PM peak hour turn movement volumes are provided in ***Appendix B***, along with the intersection PHFs and heavy truck percentages.

2.2. TRAFFIC VIDEO

Miovision video footage was provided by the Township for four unsignalized intersections along the corridor with five to 10 hours of video available per location. This footage was used to conduct critical gap analyses at the following locations:

- 196 Street / 16 Avenue
- 212 Street / 16 Avenue
- 224 Street / 16 Avenue
- 16 Avenue & 256 Street

2.3. SIGNAL TIMING PLANS

Signal timing plans provide parameters to properly designate and allocate the right-of-way at a signalized intersection. Signal timing plans were provided for the following intersections:

- 200 Street / 16 Avenue
- 208 Street / 16 Avenue
- 216 Street / 16 Avenue
- 232 Street / 16 Avenue
- 240 Street / 16 Avenue
- 248 Street / 16 Avenue
- 264 Street (Highway 13) / 16 Avenue
- 272 Street / 16 Avenue

2.4. TRAVEL TIMES

With widespread adoption of smart, connected devices (smartphones, tablets, in-car GPS, etc.), crowd-sourced passive information on traffic travel time has become readily accessible through sources such as the Google Maps API. Google Maps bases travel time estimates on historical and real-time data. For this study, Google Maps API was used to extract travel times along 16 Avenue and assessed for congestion in comparison to the Regional Transportation Model (RTM) travel time estimates to ensure the model was

adequately representing corridor travel. A comparison of the Google Maps API travel times with Emme is presented in ***Appendix C***.

The Emme model travel times for the AM and PM peak hours in both directions (eastbound and westbound) are within the observed range. The Emme model travel times also exhibit a similar pattern along the corridor compared to the Google Maps API observed data. Together these two demonstrate that the Emme model is adequately representing corridor travel times and therefore it is fit for use along the 16 Avenue corridor for traffic forecasting.

2.5. SPEED DATA

A review of vehicle speed point data was completed using information provided by the Township. The data was collected at four locations along 16 Avenue: the 19600, 22400, 25000, and 26700 blocks. The speed data for the 22400 block was collected from December 9 to 24, 2025 while the speed data for the other three locations were collected from November 12 to 20, 2025 The posted speed limit is 50 km/h along the 19600 block, and 60 km/h along the 22400, 25000 and 26700 blocks.

Results averaged over the survey period are summarized in ***Table 2*** and include the posted speed limit, as well as the 85th percentile speed, average speed, and percentage of drivers within observed ranges. The 50 to 60 km/h is shown only for the 19600 block, where the posted speed is 50 km/h.

A significant proportion of vehicles (73% to 97%) were observed exceeding the speed limit across the four locations. In all instances, the average speeds were greater than the posted speed limit. The 85th percentile speed was consistently at least 10 km/h faster than the posted speed limit.

Table 2: Speed Data Summary

Location	Direction	Speed Limit (km/h)	85th Percentile Speed (km/h)	Average Speed (km/h)	50 to <60 km/h	60 to <70 km/h	70 to <80 km/h	80 to <90 km/h	90+ km/h
19600 Block	WB	50	72	64	27%	43%	19%	4%	1%
	EB	50	72	63	28%	46%	19%	3%	1%
22400 Block	WB	60	77	69	-	44%	36%	7%	1%
	EB	60	74	65	-	44%	23%	5%	1%
25000 Block	WB	60	80	71	-	35%	43%	13%	3%
	EB	60	73	65	-	51%	23%	4%	1%
26700 Block	WB	60	80	71	-	36%	39%	13%	3%
	EB	60	76	68	-	47%	32%	7%	1%

2.6. COLLISION DATA

Collision data for 16 Avenue was obtained from ICBC for a five-year period (2020 to 2024). The database is based on collisions that have been reported to ICBC. Collisions not occurring on public roadways, such as those within parking lots or on private driveways, were omitted from the analysis. ***Table 3*** summarizes annual collisions by severity and of the 595 collisions that were recorded within the study area over the five-year period, four resulted in fatalities, 241 in injury, and 350 in property damage only (PDO). Further analysis of this safety data is presented in ***Section 3.3***.

Table 3: Summary of Collisions (2020 to 2024)

Year	Property Damage Only (PDO)	Injury	Fatality	Total
2020	53	41	1	**95**
2021	69	50	0	**119**
2022	63	42	0	**105**
2023	79	47	1	**127**
2024	86	61	2	**149**
Total	**350**	**241**	**4**	**595**

3. Existing Conditions

This section presents the existing conditions assessment including the corridor geometric review, critical gap analysis, corridor safety assessment, traffic operations analysis, and traffic signal warrant analysis.

3.1. CORRIDOR GEOMETRIC REVIEW

The existing corridor geometric review was undertaken using the following approaches:

- A site drive-through along 16 Avenue with Township Project Management and Roads Operations staff, accompanied by McElhanney personnel.
- A desktop review of previous studies prepared by McElhanney Ltd. and CH2M Hill Canada Ltd., with a focus on identified sightline constraints.

The site review consisted of a drive-through of the full length of 16 Avenue between 196 Street and 276 Street, with periodic stops at key locations to assess sightlines at established intersections (***Figure 2***). This review also considered transportation service requests received over the past five years. These requests commonly related to excessive speeding, unsafe overtaking manoeuvres, and corridor-wide noise concerns. Observations made during the site review confirmed vehicle speeding is prevalent throughout the corridor. While overtaking manoeuvres were limited in frequency, they were noted primarily at intersections, where vehicles attempt to pass slower-moving semi-trucks by utilizing left turn bays. Traffic noise was also evident along the entire corridor, largely attributable to the high proportion of heavy vehicle traffic.

During the drive-through, McElhanney staff observed that several short-term measures recommended in previous studies have been implemented. These include oversized intersection warning signs along 16 Avenue with side road name information. In addition, the Township has implemented RCMP enforcement pull-outs at select locations along the corridor. Opportunities to expand enforcement areas, particularly near the 240 Street intersection, have been identified as potential future improvements. As part of the geometric review, McElhanney staff revisited previously documented sightline issues and assessed stopping sight distance (SSD) on the 16 Avenue approaches at select intersections. The purpose of this review was to confirm whether vehicles travelling along 16 Avenue would be able to stop safely in the presence of an obstruction within the intersection. Stopping sight distance along the corridor is influenced by several factors, including local topography (notably vertical curvature and rolling grades), vehicle speeds, and roadside obstructions such as property boundary fences, trees, and hedges.

For the unsignalized intersections at 224 Street and 256 Street, the relatively flat topography identified in McElhanney's 2016 report was confirmed onsite and was found to satisfy the stopping sight distance requirements for a posted speed of 60 km/h. Discussions with Township staff also confirmed that no sightline concerns have been reported by residents related to vehicles exiting residential driveways. Based on the existing corridor review, McElhanney has coordinated with the Township to identify potential

improvement areas, which are presented in ***Section 5*** and ***Section 6***. Implementation of these measures is recommended to enhance safety and address ongoing speeding concerns along 16 Avenue.

Figure 2: Selected Site Visit Photos

16 Avenue at 208 Street



16 Avenue at 216 Street



16 Avenue at 232 Street



16 Avenue at 240 Street



3.2. CRITICAL GAP ANALYSIS

A critical gap analysis was conducted at the following four unsignalized intersections along 16 Avenue to evaluate behaviour of side-street traffic as they attempt to cross or enter the major traffic flow on 16 Avenue:

- 196 Street / 16 Avenue
- 212 Street / 16 Avenue
- 224 Street / 16 Avenue
- 256 Street / 16 Avenue

Critical gap is defined as the minimum time interval in a major traffic stream that a driver on the minor traffic stream needs in order to enter safely. Critical gap can help define minor street traffic behaviours, including

delays and safety. Note that the findings of any critical gap analysis should be treated with caution. There are several factors that influence driver behaviours, and thus gap acceptance, that vary between sites. Different drivers can exhibit different gap-acceptance thresholds for the same situation. Weather, time of day, alertness, and local familiarity all play a role in influencing driver behaviours.

It is difficult to measure critical gap directly; instead, it is estimated by observing rejected and accepted gaps for a given movement, where:

- Rejected gaps are time intervals between two successive major flow vehicles that a vehicle on the minor street does not accept in order to enter the roadway and instead waits for a larger gap; and
- Accepted gaps are time intervals between two successive major flow vehicles that a minor street vehicle accepts to enter the roadway.

The Miovision traffic videos (***Section 2.2***) were analyzed to identify rejected and accepted gaps for each of the side-street stop-controlled movements at the four unsignalized intersections. The videos provided data for five hours, specifically a two-hour AM period (07:00-09:00) and three-hour PM period (15:00-18:00). The use of traffic count video provides several advantages compared to spot observations conducted in person in the field, including ability to capture a larger sample of data, increased data accuracy and consistency, and safety as well as an ability to replay the video stream if needed. The sample size for each intersection approach varied depending on the minor street volume. Excluding the southbound left at 196 Street, the data sample size of accepted gaps ranged from 10 to 63 seconds for each movement, while the data size of rejected gaps ranged from 23 to over 400 seconds. This provided more data points than would have been collected through a site visit. The low sample size of accepted gaps for the southbound left at 196 Street was due to the low turning volume.

Once samples of rejected and accepted gaps are collected for a given movement at a given intersection, driver decision-making behaviour was modelled using a binary logistic regression. This approach estimates the probability that a driver will accept a given gap of time *t* as:

$$P(t) = \frac{1}{1 + e^{\alpha_0 + \alpha_1 \cdot t}}$$

where t = observed gap,
α_0 and α_1 are constants that are calibrated to match observed data

Larger gaps offer drivers more opportunity to enter the major traffic stream and are associated with higher probabilities of acceptance while smaller gaps are more likely to be rejected. The constants are derived by comparing predicted model curve probabilities to the binary outcome for each observed gap (i.e., 1 for an accepted gap or 0 for a rejected gap). The curve is iteratively adjusted to achieve the best overall fit.

Once fitted, the probability curve provides an estimate for the likelihood that a vehicle driver will accept a gap with a given time *t*. From this relationship, the critical gap is defined as the gap time in which a driver is equally likely to accept or reject a gap (i.e., P(t) = 0.50). A sample critical gap probability curve for northbound through movements at 224 Street / 16 Avenue is shown in ***Figure 3***.

Using the traffic video counts, all minor roadway movements were analyzed to fit the probability function curves and calculate the observed critical gap. Using the *Highway Capacity Manual (HCM)*[3], the critical

[3] *Highway Capacity Manual (HCM) 7th Edition, Chapter 20: Two-Way Stop-Controlled Intersections - Equation 20-16*

headway for each movement was calculated using the base critical headway values, vehicle movement, heavy truck percentage, roadway grade, and intersection geometry. A comparative summary of these values is provided in ***Table 4***. Note the HCM critical gap for left-turns is lower at 196 Street and 212 Street due to the intersection geometry (i.e. three-legged intersection instead of four-legged intersections).

Figure 3: Critical Gap Probability Curve (224 Street NBT)

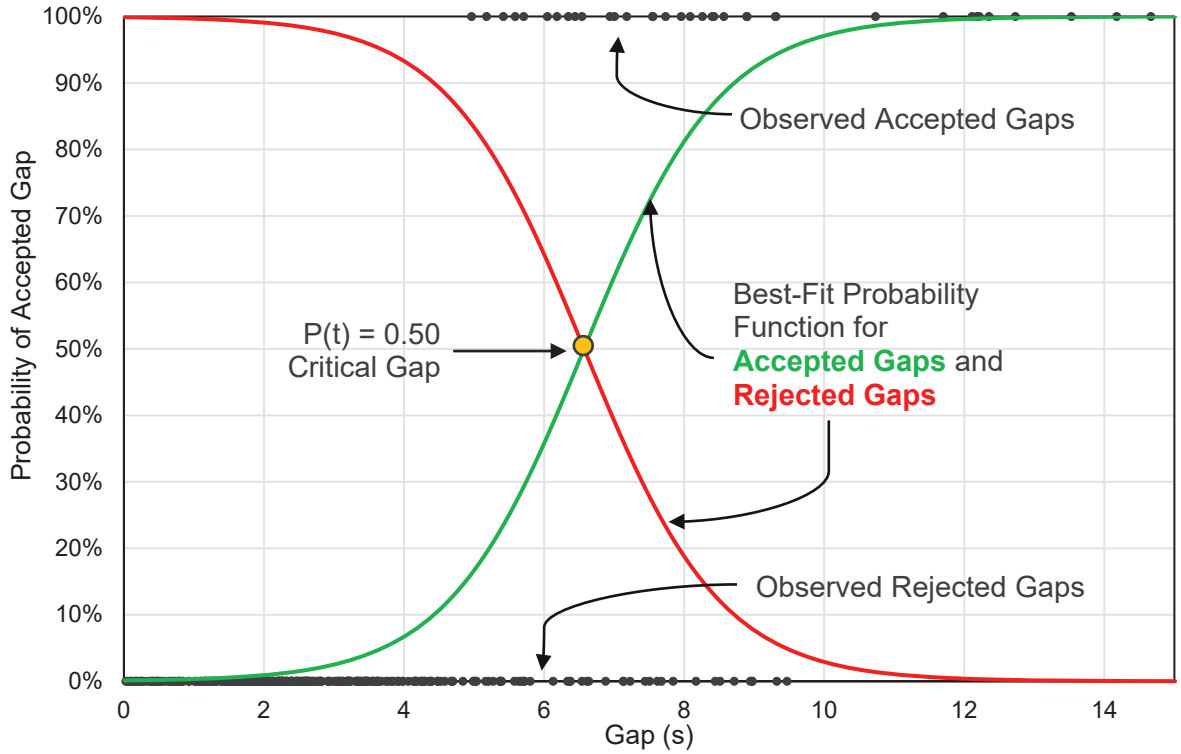


Table 4: Critical Gap Comparison by Movement

Minor Roadway	Approach	Observed Critical Gap (s)			HCM Critical Gap (s)		
		Left	Thru	Right	Left	Thru	Right
196 Street	SB	8.3	-	6.5	6.5	-	6.3
212 Street	NB	7.0	-	7.5	6.5	-	6.3
224 Street	NB	**5.3**	6.6	8.2	7.2	6.6	6.3
224 Street	SB	7.9	7.2	6.8	7.2	6.6	6.3
256 Street	NB	9.8	7.2	9.5	7.2	6.6	6.3
256 Street	SB	8.9	7.9	6.3	7.2	6.6	6.3

The observed critical gaps derived from measured field data were equal to or greater than the calculated HCM value for all movements except for the NBL at 224 Street / 16 Avenue, which was almost two seconds

shorter. This indicates that drivers for this movement are much more likely to engage in riskier behaviour by taking smaller than acceptable gaps in the conflicting traffic stream due to potentially reduced availability of suitable turning opportunities.

3.3. CORRIDOR SAFETY ASSESSMENT

Collision records for the 16 Avenue corridor from 196 Street to 276 Street were obtained from ICBC. The dataset represents collisions reported to ICBC over the five-year period from 2020 to 2024. Collisions not occurring on public roadways, such as those within parking lots or on private driveways, were omitted from the analysis. Within the study limits, a total of 595 collisions were recorded during this period, including four fatal crashes, 241 injury collisions, and 350 property-damage-only (PDO) incidents. Details regarding the four fatal crashes are as follows:

- **December 2020**: A side impact collision at the intersection of 16 Avenue / 256 Street.
- **May 2023**: A rear-end collision between vehicles travelling eastbound on 16 Avenue, east of 200 Street. This incident was initially recorded as a PDO collision in the dataset, but upon further investigation, it was determined to involve a fatality.
- **February 2024**: An overtaking collision that occurred at or near 16 Avenue / 240 Street.
- **March 2024**: An unknown collision type that occurred at the intersection of 16 Avenue / 264 Street.

3.3.1. Collision Occurrence

The following figures (***Figure 4*** - ***Figure 7***) present the annual, monthly, day of week, and hourly distribution of collision occurrence, respectively, over the five-year period within the study area. Within each figure, the collisions are broken down by severity. Some of the trends that can be identified from the figures are:

- Overall collisions were lower between 2020 and 2022, which may reflect changes in traffic patterns during the COVID-19 pandemic. The increases in 2023 and 2024 may indicate an emerging upward trend following this period of reduced activity.
- Collisions generally increased through the summer and fall, with the highest volumes occurring from July to November. Lower collision counts were observed in the winter and spring months.
- Collisions were generally higher on weekdays than on weekends, though overall volumes remained fairly consistent across all days. This suggests that while weekday activity contributed to elevated collision counts, the day of week had limited influence on collision occurrence.
- Collisions tend to occur during the afternoon / evening hours, when visibility is potentially affected by darker conditions or during sunset. This is also when traffic volumes are typically higher, indicating that peak travel periods have an influence on collision occurrence.

Figure 4: Collisions by Year (2020 to 2024)

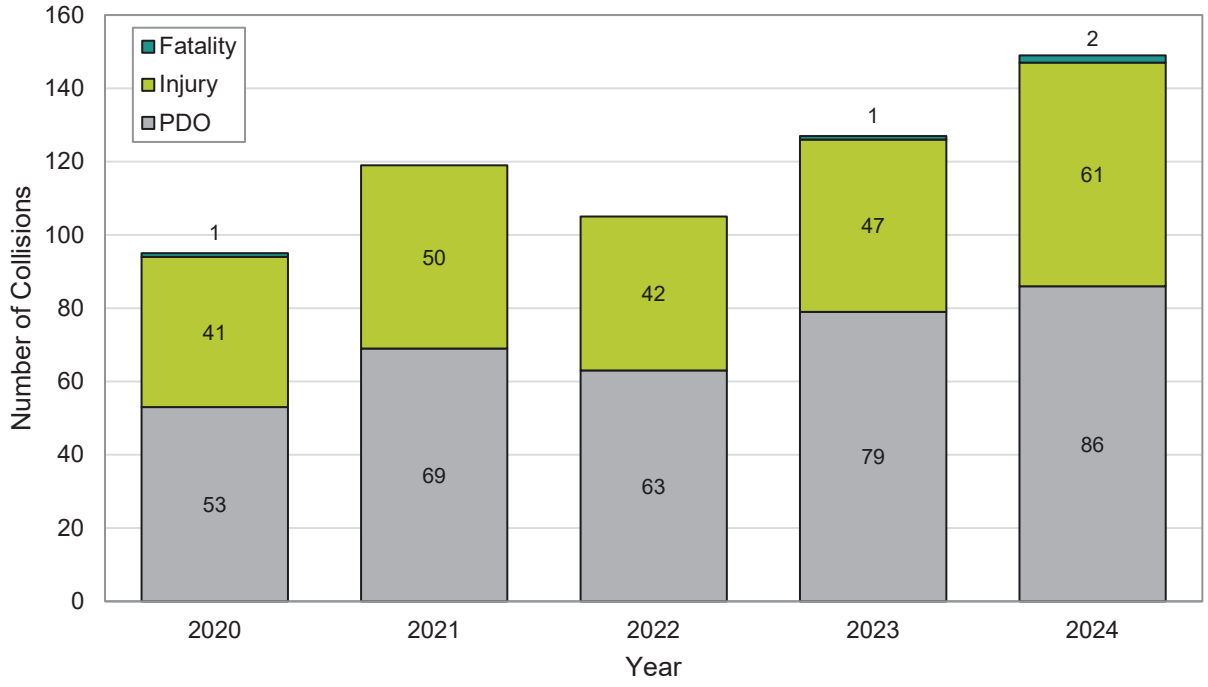


Figure 5: Collisions by Month (2020 to 2024)

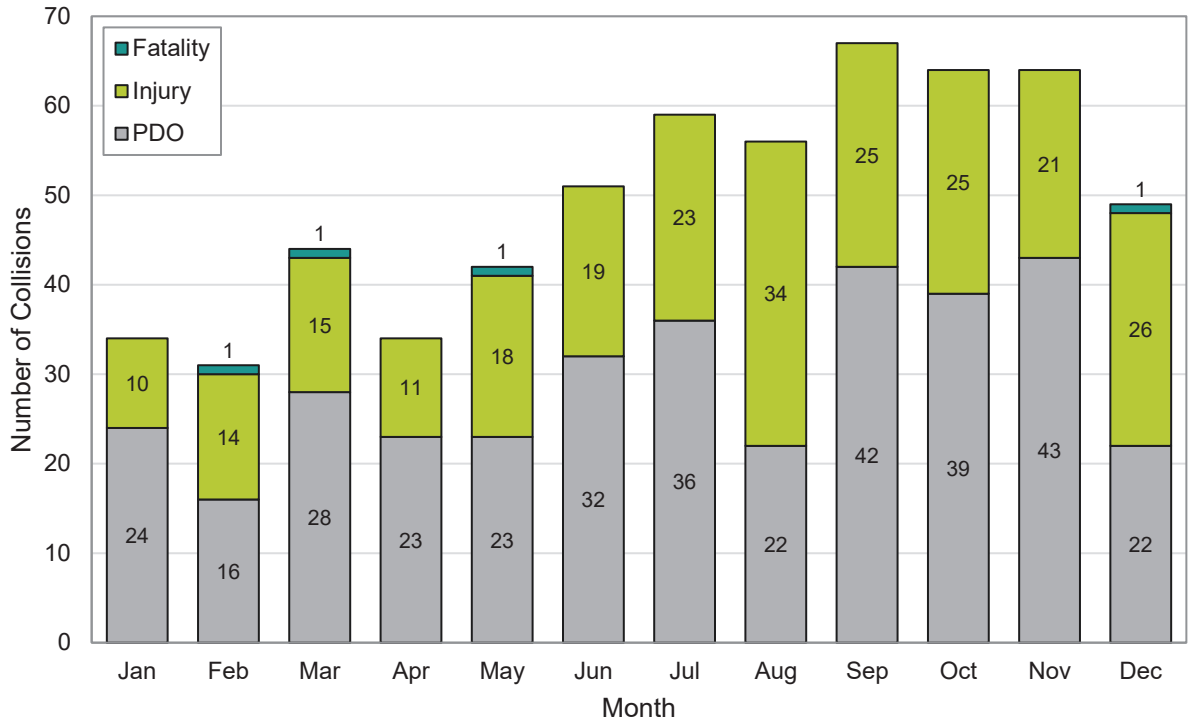


Figure 6: Collisions by Day of Week (2020 to 2024)

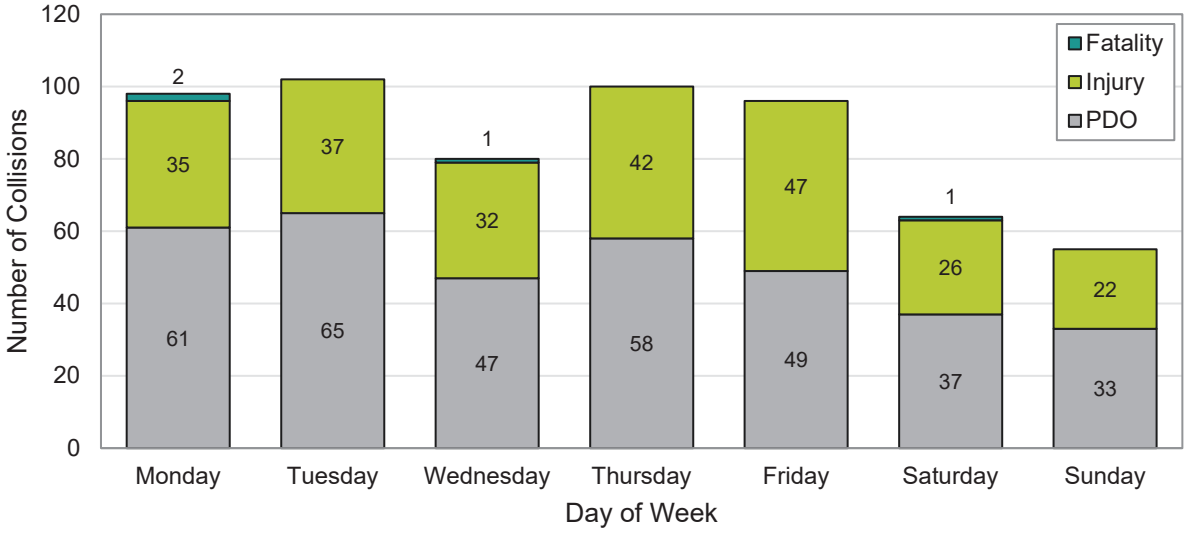
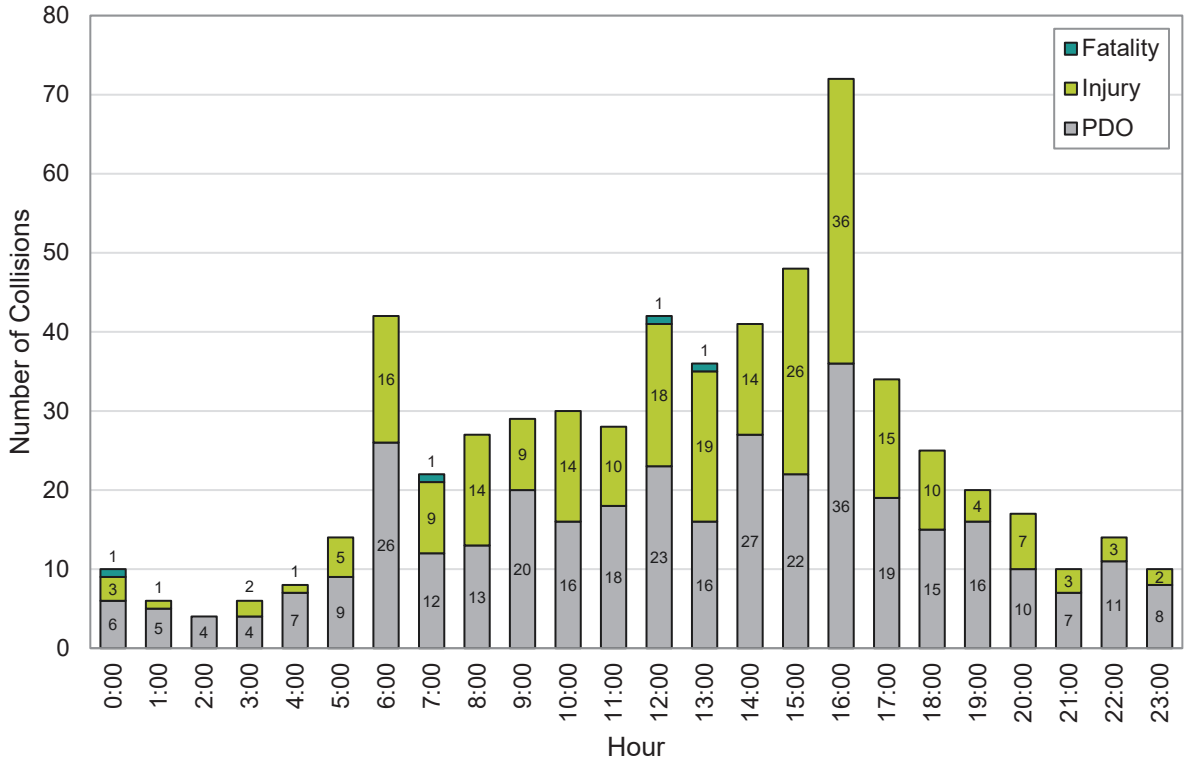


Figure 7: Collisions by Hour (2020 to 2024)



3.3.2. Intersection Collisions

Most of the recorded collisions (518 out of 595) occurred at intersections. ***Table*** 5 summarizes the collisions by severity and the collision severity index (CSI) for each intersection and the entire corridor. Locations at least 20 collision and above average CSI are shown in red.

Table 5: Collisions by Severity (2020 to 2024) – Intersections

Intersection	Number of Collisions	PDO	Injury	Fatality	CSI
Signalized					
200 Street	61	57%	41%	2%	**6.3**
208 Street	39	56%	44%	0%	4.9
216 Street	46	48%	52%	0%	**5.7**
232 Street	56	66%	34%	0%	4.1
240 Street	40	58%	40%	3%	**7.1**
248 Street	48	54%	46%	0%	5.1
264 Street	99	63%	36%	1%	5.3
272 Street	21	52%	48%	0%	5.3
All Signalized Intersections	**410**	**58%**	**41%**	**1%**	**5.4**
Unsignalized					
196 Street	5	80%	20%	0%	2.8
197a Street	3	67%	33%	0%	4.0
212 Street	14	71%	29%	0%	3.6
224 Street	26	65%	35%	0%	4.1
227 Street	5	60%	40%	0%	4.6
236 Street	3	67%	33%	0%	4.0
242 Street	5	60%	40%	0%	4.6
246 Street	4	50%	50%	0%	5.5
250 Street	2	50%	50%	0%	5.5
252 Street	6	33%	67%	0%	7.0
256 Street	20	45%	50%	5%	**10.5**
260 Street	4	50%	50%	0%	5.5
268 Street	11	36%	64%	0%	6.7
All Unsignalized Intersections	**108**	**56%**	**43%**	**1%**	**5.8**
All Intersections	**518**	**58%**	**42%**	**1%**	**5.5**

CSI provides a weighted measure of collision severity by assigning values to collisions as follows:

$$CSI = \frac{100 * Fatality\ Collisions + 10 * Injury\ Collisions + 1 * PDO\ Collisions}{Total\ Collisions}$$

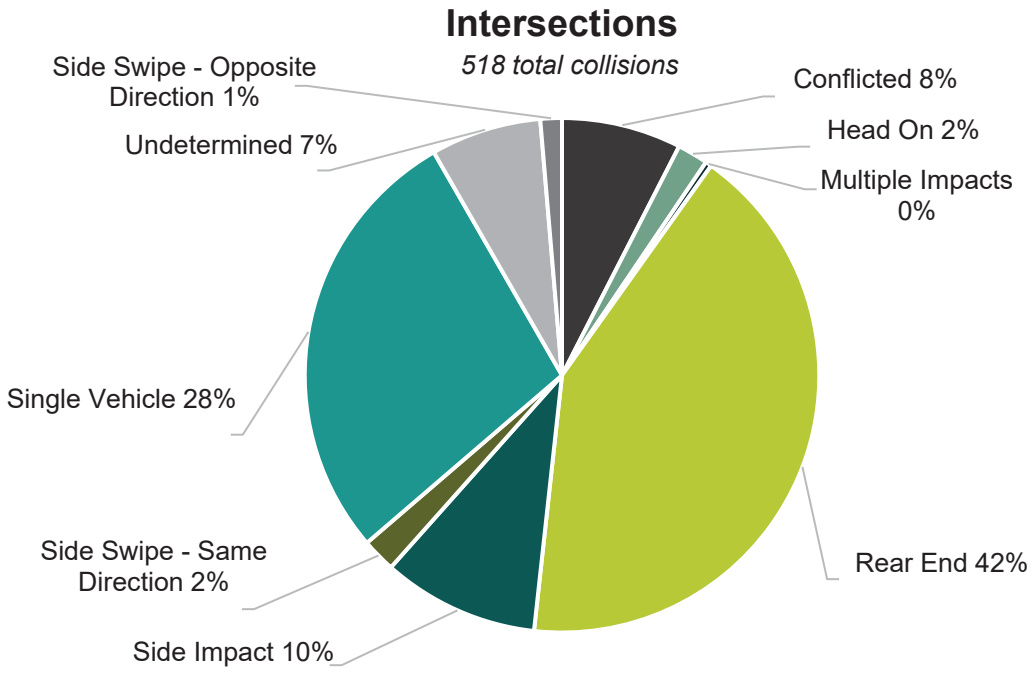
Overall trends observed in the collision data include:

- Intersections with CSI above the network average (5.5) and a sufficient collision history (at least 20 in 5 years) include 200 Street, 216 Street, 240 Street, and 256 Street. Although some unsignalized intersections also show high CSI values (e.g., 252 Street and 268 Street), CSI at locations with few total collisions is more sensitive to individual severe events and may not be fully representative of broader conditions.
- Several intersections have injury proportions well above the network average (42%), including 216 Street (52%), 248 Street (46%), 256 Street (50%), 268 Street (64%), and 272 Street (48%).
- Fatal collisions occurred at four intersections: 200 Street, 240 Street, 264 Street, and 256 Street. Details of each of the four fatal collisions are described at the beginning of ***Section 3.3***.

Intersection collision severity distribution and CSI for each intersection location are presented in ***Appendix D***. A regional comparison of collision severity is discussed in ***Section 3.3.4***.

The types of intersection collisions within the study area based on five years of collision data (2020 to 2024) are presented in ***Figure 8***. As shown, over 40% of recorded collisions were rear end collisions. The second most common type was single vehicle, making up over one quarter of the total. A detailed breakdown of collision type by intersection location is presented in ***Appendix D***.

Figure 8: Collisions by Type (2020 to 2024) – Intersections



Overall trends observed in the collision data include:

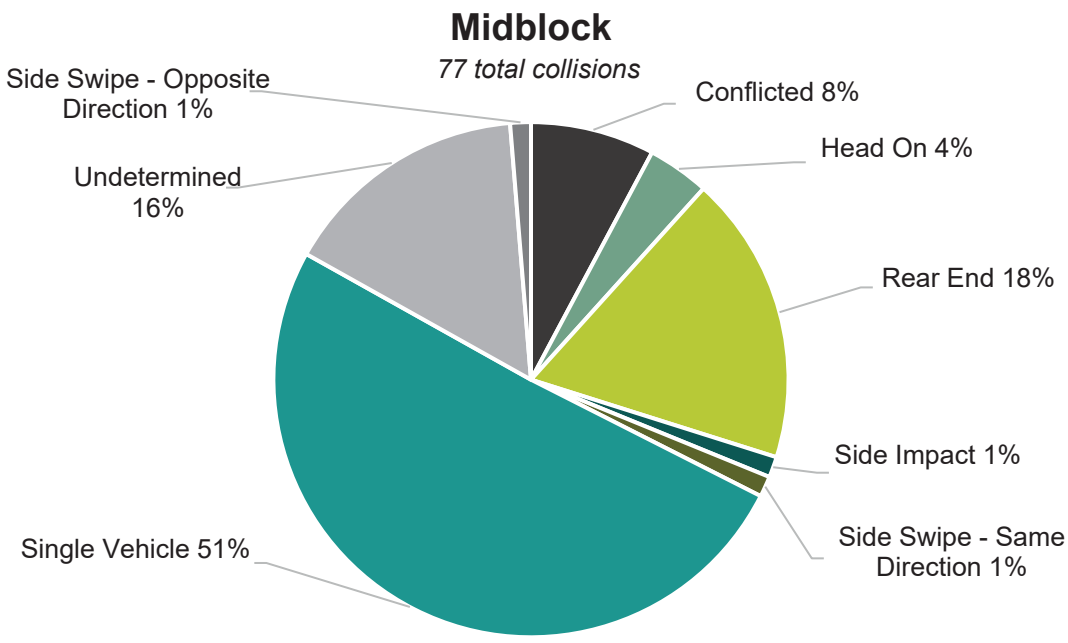
- Rear-end collisions are above the corridor average of 42% at several higher-volume signalized intersections. This is most evident at 216 Street (59%), 248 Street (52%), and 272 Street (52%).
- Single-vehicle collisions occur at notably higher proportions at 224 Street (54%), 232 Street (41%), 240 Street (38%), and 208 Street (31%).
- Side-impact collision types are elevated at specific intersections, relative to the network average (10%). This is particularly notable at 256 Street (40%), 272 Street (19%), and 200 Street (16%).
- Above average sideswipes (3%) were observed at 256 Street (10%), 208 Street (8%), and 264 Street (7%).

3.3.3. Midblock Collisions

About 13% of the record collisions (77 out of 595) occurred midblock. Of the 77 collisions, 66% resulted in PDO and 34% in injury. No midblock fatalities were recorded. The types of midblock collisions within the study area based on five years of collision data (2020 to 2024) are presented in ***Figure 9***. The most common midblock collisions were single vehicle collisions (51%), rear end (18%) and undetermined cause (16%).

Single vehicle was the most common type of collision for all midblock segments except 216 Street to 224 Street, where it was the second most common, and 256 Street to 264 Street, where there were only two total collisions over the five-year period. A detailed breakdown of midblock collisions by location and type of collision is presented in ***Appendix D***.

Figure 9: Collisions by Type (2020 to 2024) – Midblock



3.3.4. Regional Comparison

Intersection collision data for the five-year period (2020-2024) was obtained from ICBC and is summarized in ***Table 6***. The study-corridor intersections exhibit a higher proportion of injury-related collisions compared to regional averages for Langley (City of Langley and Township of Langley), the Lower Mainland, and BC, which in turn results in a higher-than-average CSI. CSI values for the Lower Mainland and BC could not be derived, as their datasets report injury and fatal collisions collectively as casualty collisions.

Table 6: Regional Collision Data Comparison (2018 to 2022)

Parameter	Study Corridor	Langley[4]	Lower Mainland	British Columbia
# of Collisions	518	31,968	433,797	567,275
CSI	5.5	4.4	-	-
PDO	57.7%	63.3%	66.3%	66.8%
Injury	41.5%	36.6%	33.7%	33.2%
Fatality	0.8%	0.1%		

3.3.5. Corridor Safety Assessment Summary

The corridor safety assessment, specifically the CSI, was used along with other factors to determine if and where corridor improvements were required. As a result, the enforcement pullouts were recommended at 240 Street (***Section 5.1***) and 16 Avenue / 256 Street was recommended for a new traffic signal (***Section 4.4***). At 16 Avenue / 200 Street, the proposed improvement is not specifically tied to the safety assessment but may impact safety patterns in the future. As for other locations, speed management improvements may improve safety, specifically for incidents involving speeding, which is common concern for the corridor. No distinct patterns were noticed at other location or at mid-block. Additionally, sightlines were reviewed during the site visit and were not determined to be a safety concern.

3.4. TRAFFIC OPERATIONS ANALYSIS

Traffic operations analysis was completed for all signalized and select unsignalized intersections along 16 Avenue under existing conditions, for the weekday AM and PM peak hours. The analysis was completed in Synchro, version 11. Synchro is a traffic software package used to determine traffic operational conditions based on movement volumes, intersection configuration including laning, and type of traffic control. Synchro calculates average delays for each movement, which are then translated into level of service (LOS).

3.4.1. Synchro Model Development

The 2025 existing conditions were modelled in Synchro using the existing balanced traffic volumes, lane configurations, signal phasing, and timing plans for all study intersections along 16 Avenue. Turn volumes, PHF, and heavy truck percentage (see ***Section 2.1***) were incorporated into this scenario.

[4] Langley includes both the Township of Langley and the City of Langley

3.4.2. Intersection Level of Service Criteria

Intersection capacity analysis provides an indication of traffic operations based on volume to capacity (v/c) ratios and average delay for all movements at an intersection. The v/c ratio represents the sufficiency of a movement or intersection to accommodate the vehicular demand. As v/c approaches 0.90, traffic flow may become unstable resulting in significant delay and queuing. Once demand exceeds capacity (i.e. v/c > 1), traffic flow is unstable resulting in excessive delays and queuing. LOS is a quantitative measure of delay used to evaluate intersection operations. LOS provides an indication of the quality of traffic operations and relates to the delay experienced by vehicles. LOS definitions for both signalized and unsignalized intersections as outlined in the *Highway Capacity Manual* are included in ***Table 7***. Acceptable operations are typically considered to be LOS D or better for the intersection with individual movements at LOS E or better.

Table 7: Intersection Level of Service Definitions

Level of Service	Delay Criteria (sec / veh)		Description
	Signalized Intersections	Unsignalized Intersections	
A	≤ 10	≤ 10	Represents free flow. Individual users are virtually unaffected by others in the traffic stream. Usually no conflicting traffic.
B	> 10 to 20	> 10 to 15	Stable flow, but the presence of other users in the traffic stream begins to be noticeable. Occasionally some delay due to conflicting traffic.
C	> 20 to 35	> 15 to 25	Stable flow, but the operation of individual users becomes significantly affected by interactions with others in the traffic stream. Delay is noticeable but not inconveniencing.
D	> 35 to 55	> 25 to 35	Represents high-density, but stable flow. Delay is noticeable and irritating; increased likelihood of risk taking.
E	> 55 to 80	> 35 to 50	Represents operating conditions at or near the capacity level. Delay approaching tolerance levels; risk taking behaviour is likely.
F	> 80	> 50	Represents forced or breakdown flow. Delay exceeds tolerance level; high likelihood of risk taking.

3.4.3. Existing Condition Results

The 2025 existing conditions intersection results are illustrated in ***Figure 10*** to ***Figure 15*** for the AM and PM peak hours. The figures provided overall intersection LOS for all intersection and turning movement LOS for intersections with any movements at LOS E or F. Overall, the PM peak hour is more congested than the AM across the corridor. Under existing conditions, all intersections and most turn movements operate at LOS D or better for both the AM and PM peaks. The exceptions are as follows:

- 200 Street / 16 Avenue:
  - The westbound left turn operates at LOS E during the PM peak, with an average delay of 66 seconds and 95th percentile queue lengths of 55 m.
- 224 Street / 16 Avenue (unsignalized intersection):
  - The northbound approach operates at LOS E with an average delay of 36 seconds during the AM peak, and LOS F with an average delay of 63 seconds in the PM peak.

  - The southbound approach at this intersection operates at LOS E in the PM peak with an average delay of 35 seconds.
  - No significant queueing is estimated.
- 256 Street / 16 Avenue (unsignalized intersection):
  - The northbound movement operates at LOS E with an average delay of 44 seconds during the PM peak. The movement operates at LOS D in the AM peak.
  - No significant queueing is estimated.

A detailed summary of the 2025 AM and PM peak hour intersection results, v/c ratio, queue length (metres), delay (seconds/vehicle), and LOS, are provided in ***Appendix E***.

Figure 10: Intersection LOS: 2025 AM (196 Street to 212 Street)



Figure 11: Intersection LOS: 2025 AM (216 Street to 240 Street)

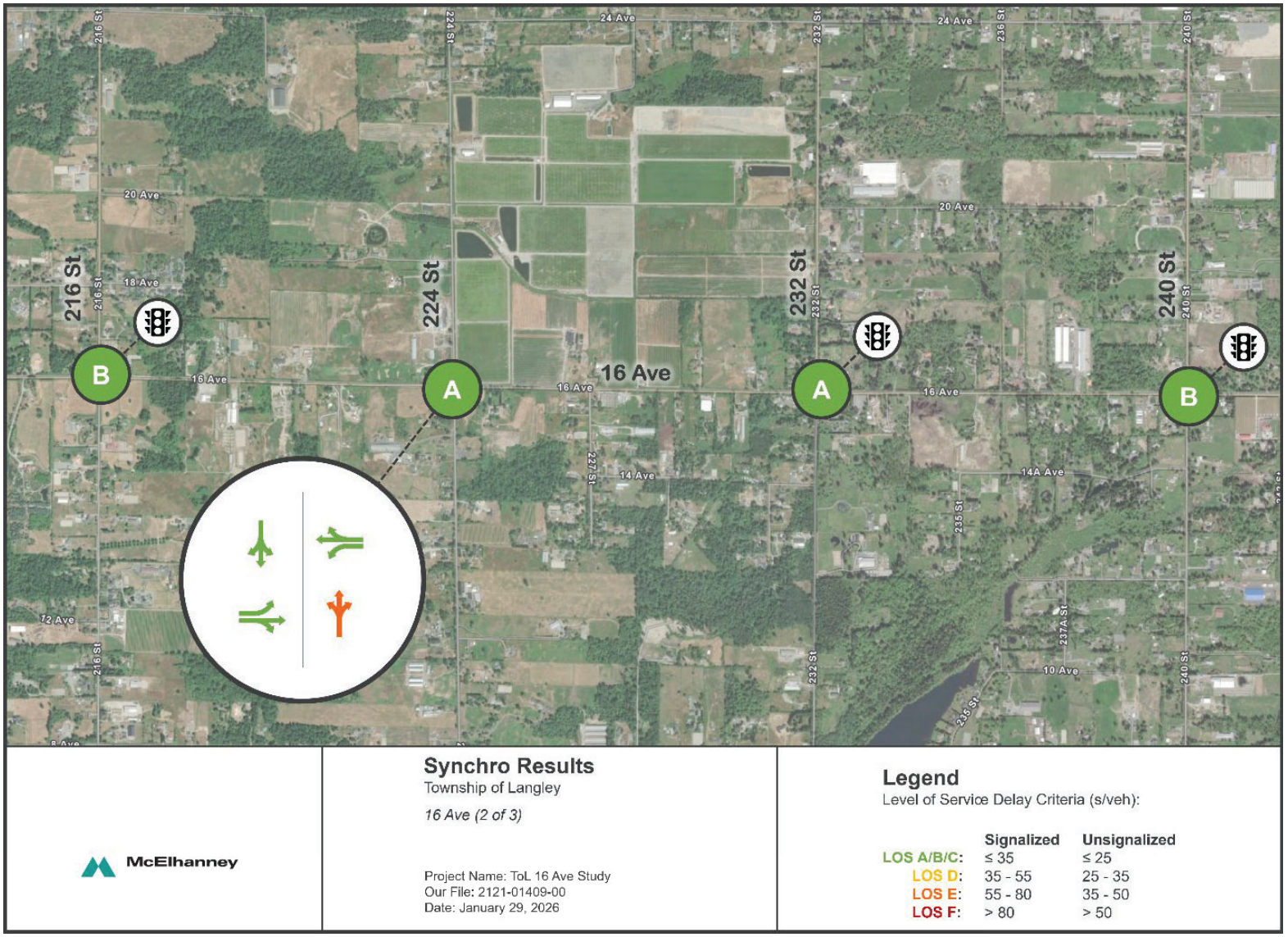


Figure 12: Intersection LOS: 2025 AM (248 Street to 272 Street)

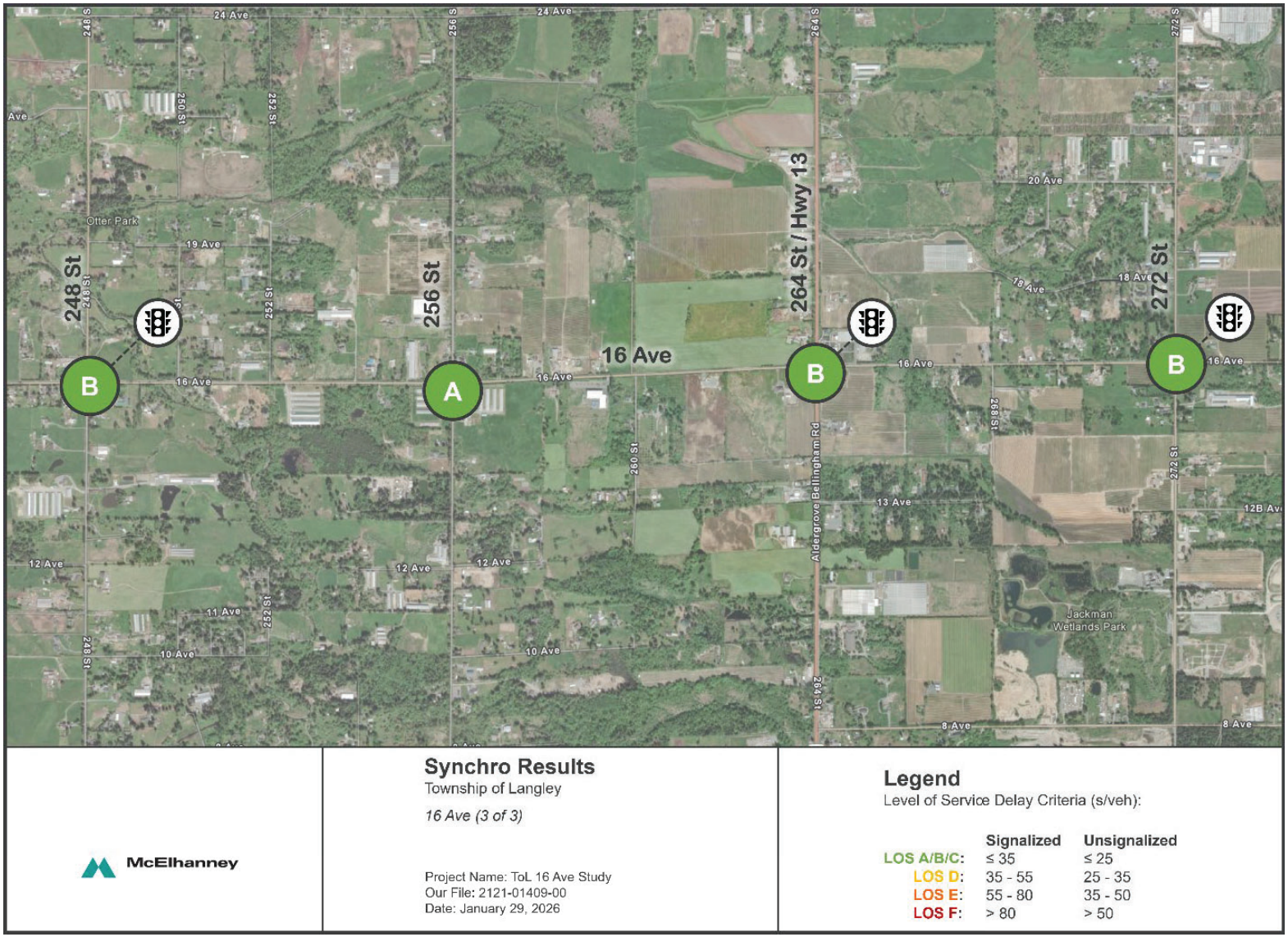


Figure 13: Intersection LOS: 2025 PM (196 Street to 212 Street)

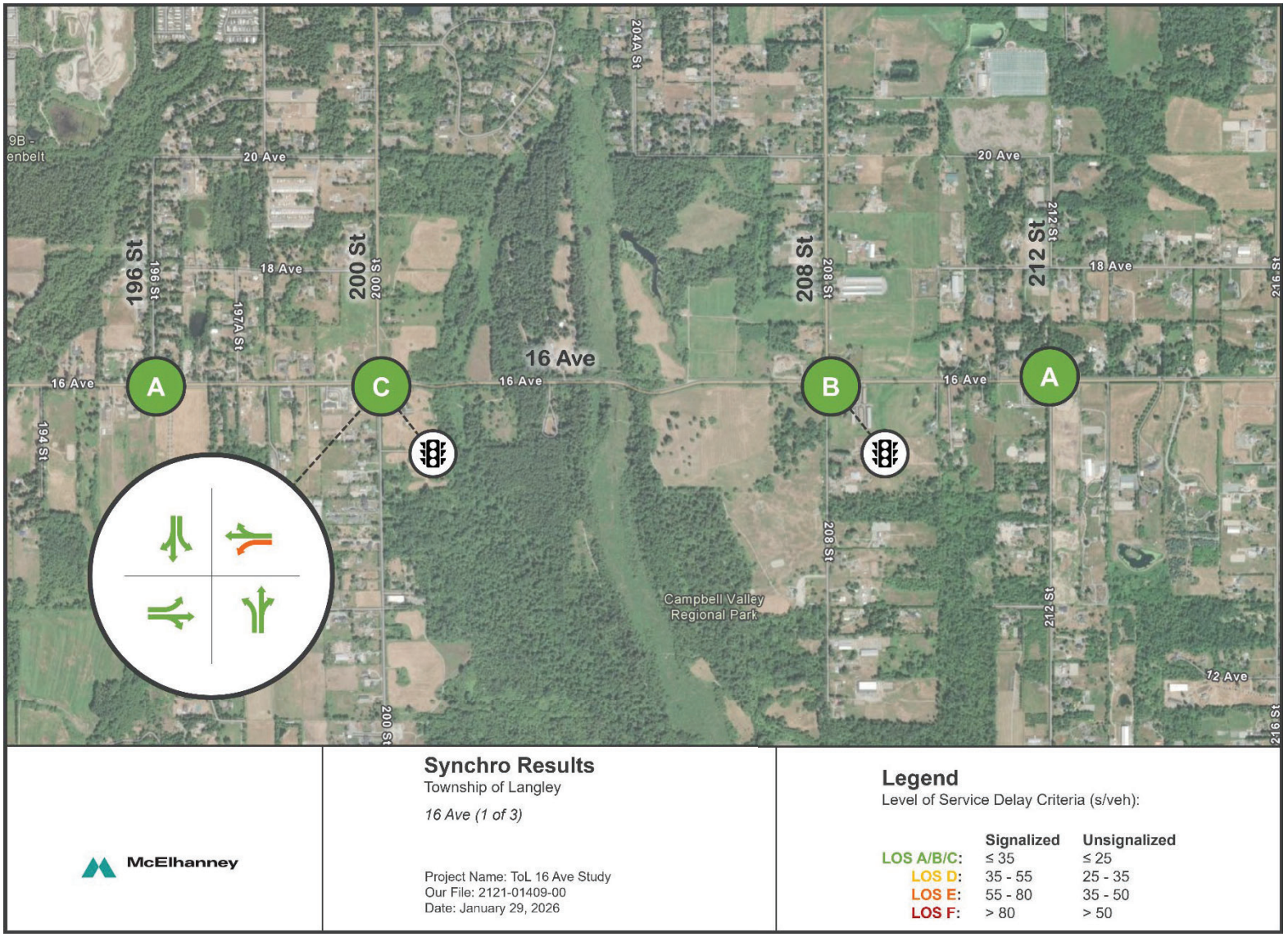


Figure 14: Intersection LOS: 2025 PM (216 Street to 240 Street)

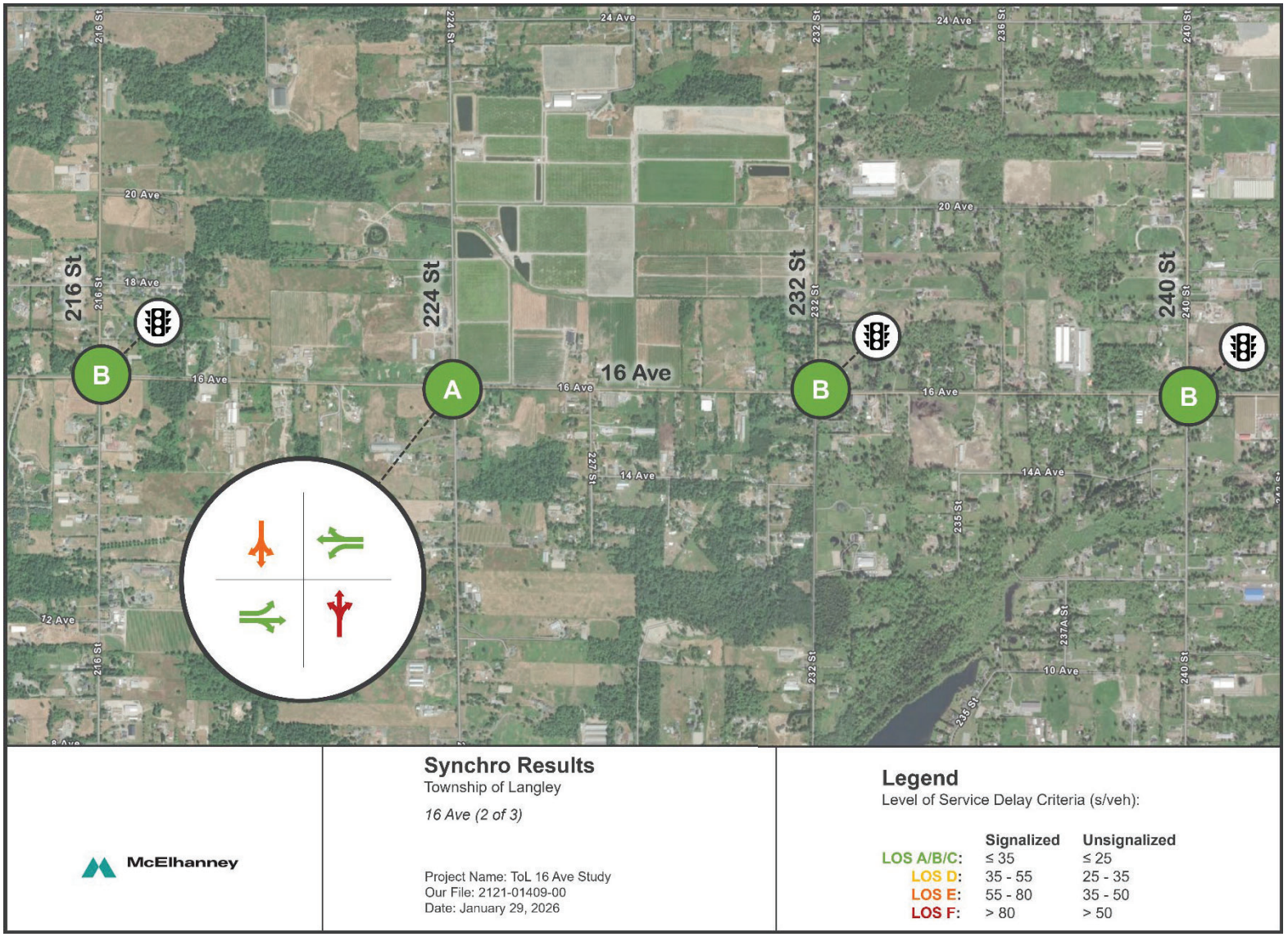
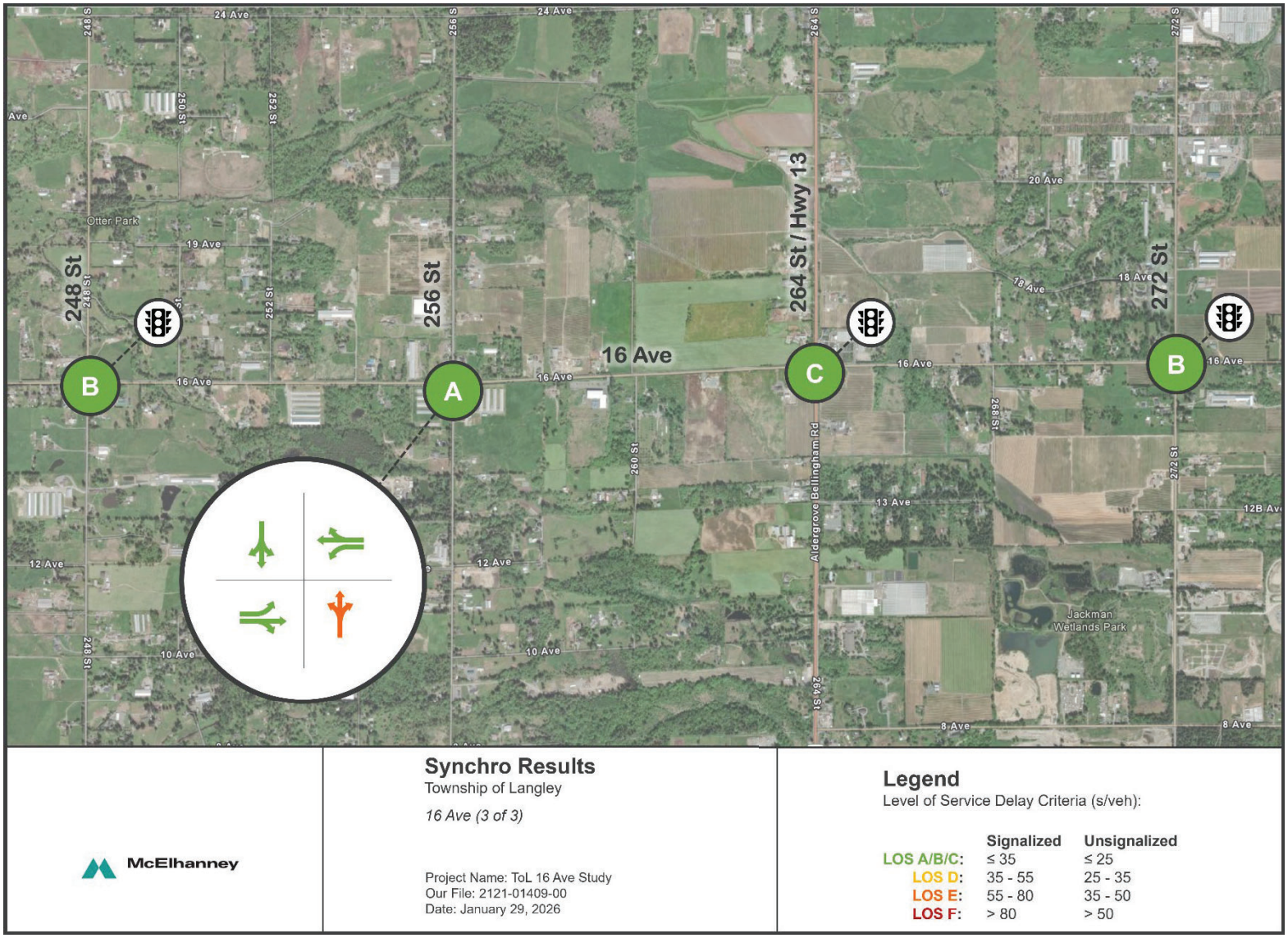


Figure 15: Intersection LOS: 2025 PM (248 Street to 272 Street)



3.5. TRAFFIC SIGNAL WARRANT ANALYSIS

A signal warrant analysis was completed for four unsignalized intersections along the 16 Avenue corridor (196 Street, 212 Street, 224 Street, and 256 Street) using the Transportation Association of Canada (TAC) Signal Warrant methodology. This methodology evaluates the need for traffic signal installation based on existing pedestrian and vehicular volumes, operating speeds, and other site-specific characteristics. While this methodology does not include collision history, the final traffic signal recommendation (***Section 4.4***) considers the existing and future (2035) traffic signal warrant analysis, collision history, gap analysis, and traffic operations.

According to the *Manual of Uniform Traffic Control Devices (MUTCD) for Canada*, the Canadian Traffic Signal Warrant Procedure, which is detailed in the *Traffic Signal and Pedestrian Signal Head Warrant Handbook*, applies a Cumulative Factors Methodology (CFM). This approach generates a score for each intersection using a set of formulas that incorporate cross-product relationships between vehicle–vehicle and vehicle–pedestrian conflicts. Intersections accumulate points based on these conflict volumes, and a minimum score of 100 points is required for a signal to be warranted. Additionally, at least one minor street approach must carry a minimum of 75 vehicles per hour (vph) averaged over the combined six-hour AM, midday, and PM count periods.

It is important to note, consistent with guidance from the BC Ministry of Transportation and Infrastructure's *Electrical and Traffic Engineering Manual* (January 2019), that meeting a traffic signal warrant does not automatically justify its installation. Instead, warrant satisfaction indicates that further traffic engineering evaluation is necessary to determine the most appropriate traffic control treatment for the intersection.

TAC Signal Warrant results under existing conditions are summarized below. Based on current side-street traffic volumes and overall warrant scores, a traffic signal is not warranted at any of the four intersections. Detailed traffic signal warrants are included in ***Appendix F***.

Table 8: TAC Signal Warrant Results – Existing Conditions

Intersection	Maximum Side Street Volume (vph)	Exceeds Warrant Threshold of 75 vph?	Warrant Score	Exceeds Warrant Threshold of 100?
16 Avenue / 196 Street	8	No	4	No
16 Avenue / 212 Street	6	No	4	No
16 Avenue / 224 Street	38	No	54	No
16 Avenue / 256 Street	37	No	33	No

4. Future Conditions

This section presents the future growth assumptions along with the corresponding future traffic operations and signal warrant analysis.

4.1. FUTURE GROWTH ASSUMPTIONS

To evaluate the corridor intersections with future (2035) demand, growth assumptions which can be applied to existing traffic counts are required. These growth assumptions and resulting forecast turning volumes for the corridor were estimated using TransLink's Regional Transportation Model (RTM)[5] and the BC Ministry of Transportation and Transit (MOTT) permanent traffic count data adjacent to the corridor.

As part of this assignment, a high-level corridor validation was completed to ensure overall travel patterns to and from the study area are consistent with observed conditions and the link volumes were generally in the correct order of magnitude. This validation included a review of network coding, link volume validation, and corridor travel time validation. Detailed results of the validation are presented in ***Appendix C***.

As part of the link volume validation, a total of 20 traffic count data points were used for each peak hour. Two metrics were used: the R^2 of the best fit line and the GEH statistic. R^2 is a statistical measure of how close the data is to the fitted regression line and the target is an $R^2 \geq 0.9$. The GEH statistic measures the level of fit while considering the magnitude of the traffic count volume. The target is for 85% of all locations to have a GEH statistic ≤10. The GEH statistic is calculated as follow:

$$GEH = \sqrt{\frac{(V-C)^2}{(V+C)/2}} \; where: V = model\ volume; C = count\ volume$$

The volume validation metrics were generally met for both peak hours. The R^2 values were 0.97 and 0.96 for the AM and PM respectively. The GEH ≤ 10 was 95% and 80% for the AM and PM respectively. One location in the PM peak had a GEH of 10.2, which was just outside the GEH cutoff value. Based on these findings, the model was determined to be suitably representative of the overall corridor travel patterns.

The corridor travel time validation was completed by comparing the RTM travel times with Google Maps API for the entire corridor and each segment, where segments were defined by crossing intersection, e.g., 196 Street to 200 Street. The travel time validation was completed for both peak and both travel directions. From Google Maps API, travel time can be extracted for the 'best guess', 'optimistic', and 'pessimistic' times which provide an average and range of observed travel times. Travel time for both peaks were within the observed range and generally followed the average travel time for most segments. This implies that the RTM is accurately modelling the level of congestion along the corridor.

[5] The RTM from Langley-Haney Place (LHP) Bus Rapid Transit (BRT) study was used for this study.

The RTM was updated to include future network assumptions including corridor widening by Surrey up to 192 Street. The King Road connection is also included. Beyond 192 Street, the corridor retains its existing two-lane cross-section, with no additional capacity enhancements considered as part of this scenario.

Recognizing the limited network and traffic zone details along 16 Avenue in the RTM, the model results were supplemented with a review of historical traffic data. Nearby MOTT count stations were reviewed to help inform background growth assumptions. Pre-COVID trends (i.e., pre-2018) indicated an annual growth rate of 2%. Recognizing that recent growth has been more moderate, an annual rate of 1% was considered for locations where model outputs did not reflect anticipated growth due to localized network representation and zone connectivity limitations. The final growth values were incrementally applied to the 2025 volumes to develop the 2035 AM and PM forecast volume. These forecast volumes are provided in ***Appendix B***.

4.2. TRAFFIC OPERATIONS ANALYSIS

For the future traffic operations analysis, the 2035 AM and PM forecast turn volumes were input into the Synchro model. No geometric or network improvements were assumed at this stage. Signal timing plans were optimized within Synchro to try to accommodate the future traffic demand.

The 2035 future condition intersection results are illustrated in ***Figure 16*** to ***Figure 21*** for the AM and PM peak hours. The figures provided overall intersection LOS for all intersections as well as turning movement LOS for intersections with any movements at LOS E or F. Overall, the PM peak hour is more congested than the AM across the corridor. Under future conditions, all intersections and most turn movements operate at LOS D or better for both the AM and PM peaks. The exceptions are as follows:

- 200 Street / 16 Avenue:
  - Westbound left operates at LOS F during the PM peak, with 99 second average delay.
  - Southbound left operates at LOS F during the PM peak with 125 second average delay.
- 216 Street / 16 Avenue:
  - Eastbound left operates at LOS E during the PM peak, with 73 second average delay.
  - Southbound operates at LOS E during the PM peak with 73 second average delay.
- 224 Street / 16 Avenue (unsignalized intersection)
  - Northbound approach operates at LOS F with average delays of 84 and 249 seconds in the AM and PM peak hours respectively.
  - Southbound approach operates at LOS E in the AM and F in PM, with average delays of 37 and 95 seconds in the AM and PM peak hours respectively.
  - No significant queueing is estimated.
- 256 Street / 16 Avenue (unsignalized intersection)
  - Northbound approach operates at LOS F with average delays of 53 and 71 seconds in the AM and PM peak hours respectively.
  - No significant queueing is estimated.

A detailed summary of the 2035 AM and PM peak hour intersection results, v/c ratio, queue length (metres), delay (seconds/vehicle), and LOS, are provided in ***Appendix E***.

Figure 16: Intersection LOS: 2035 AM (196 Street to 212 Street)



Figure 17: Intersection LOS: 2035 AM (216 Street to 240 Street)

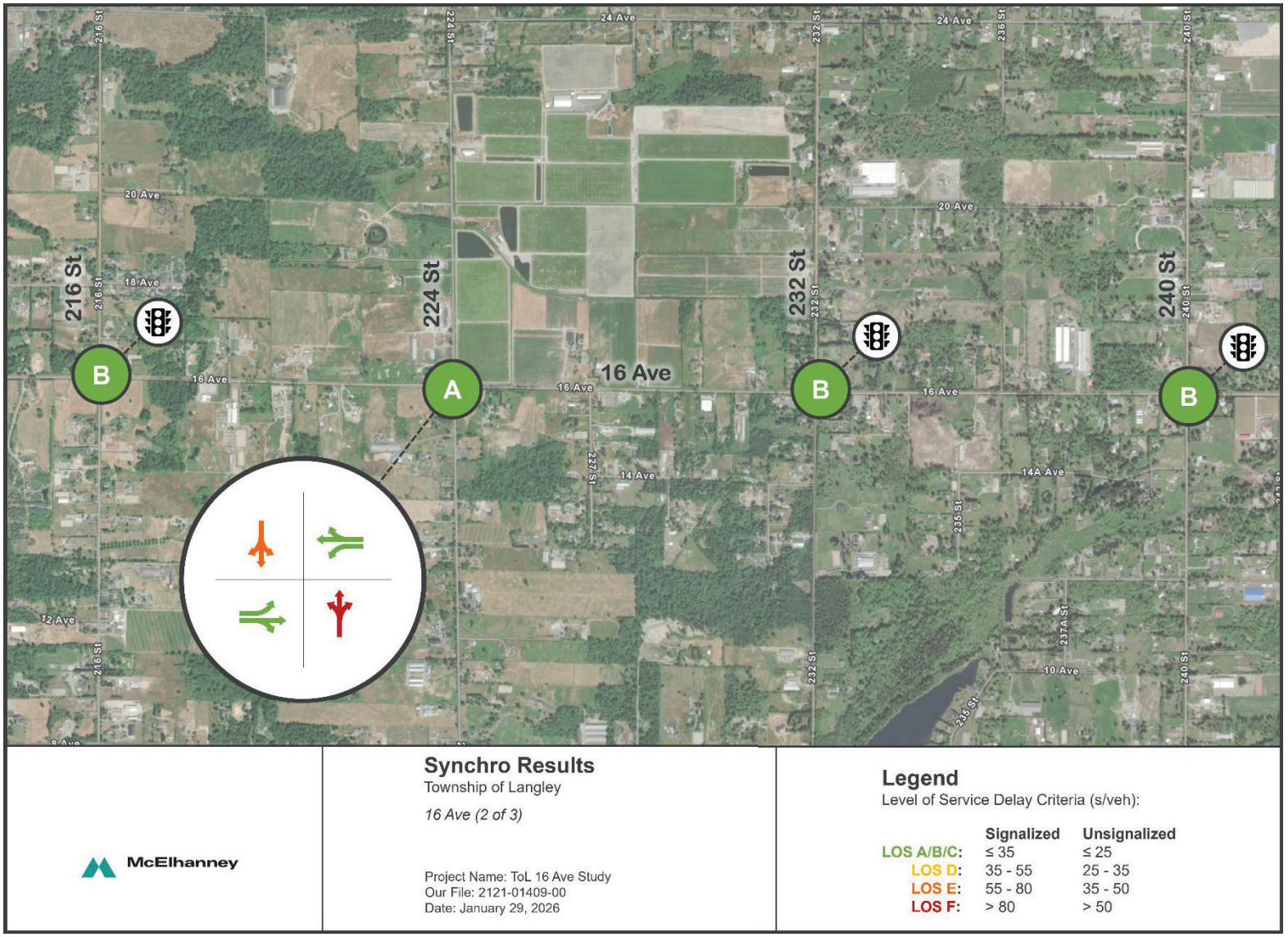


Figure 18: Intersection LOS: 2035 AM (248 Street to 272 Street)

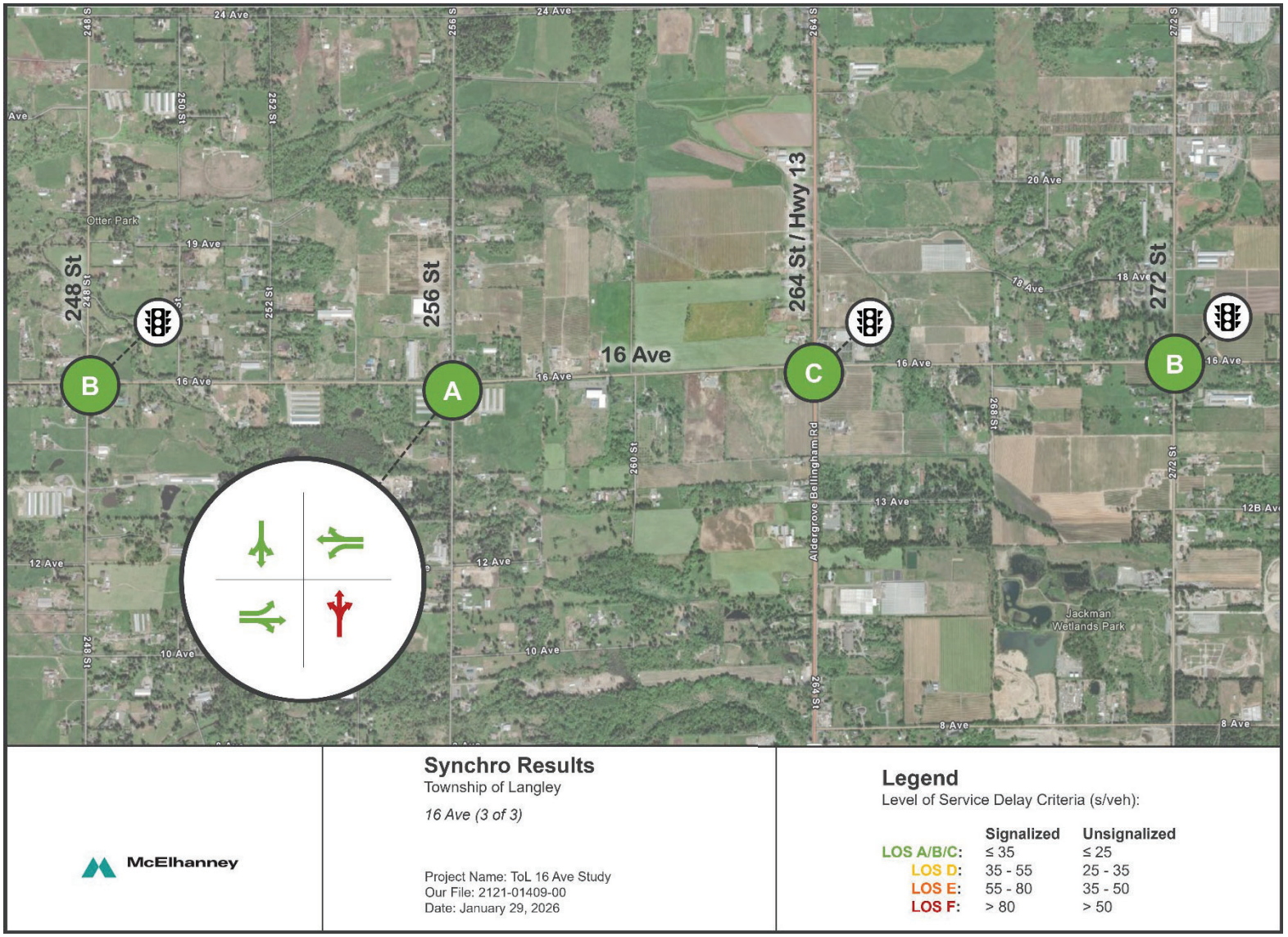


Figure 19: Intersection LOS: 2035 PM (196 Street to 212 Street)

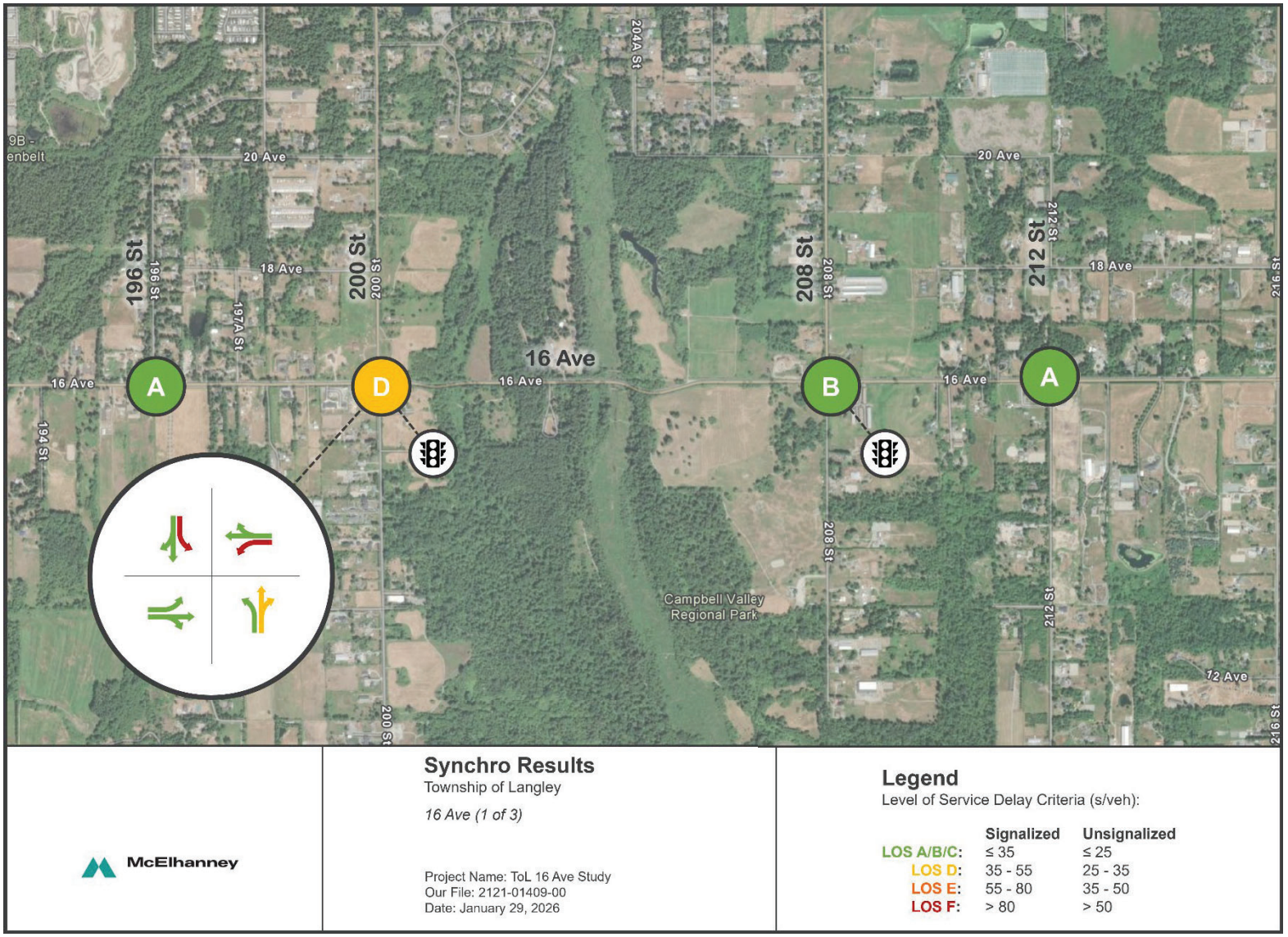


Figure 20: Intersection LOS: 2035 PM (216 Street to 240 Street)

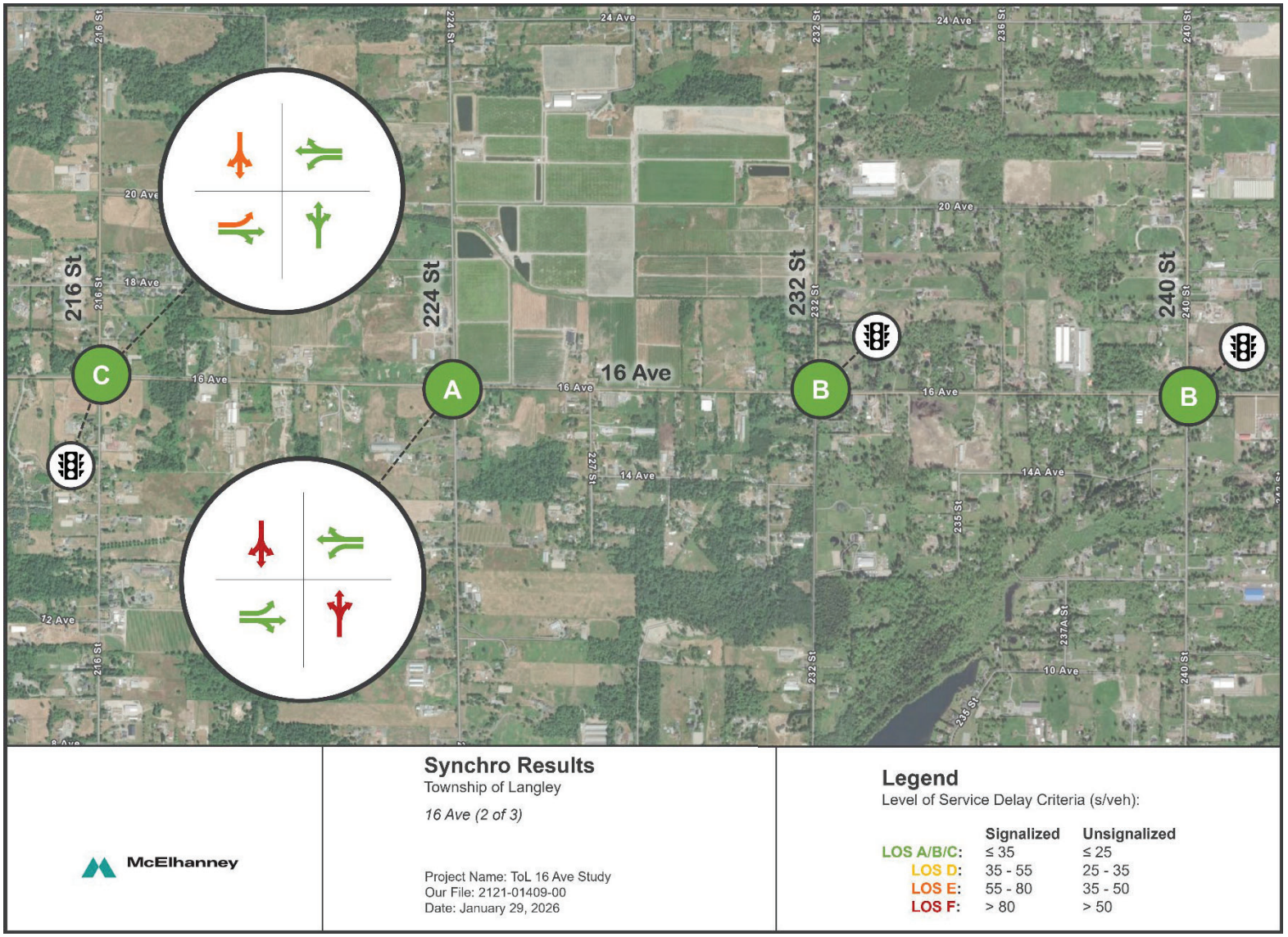
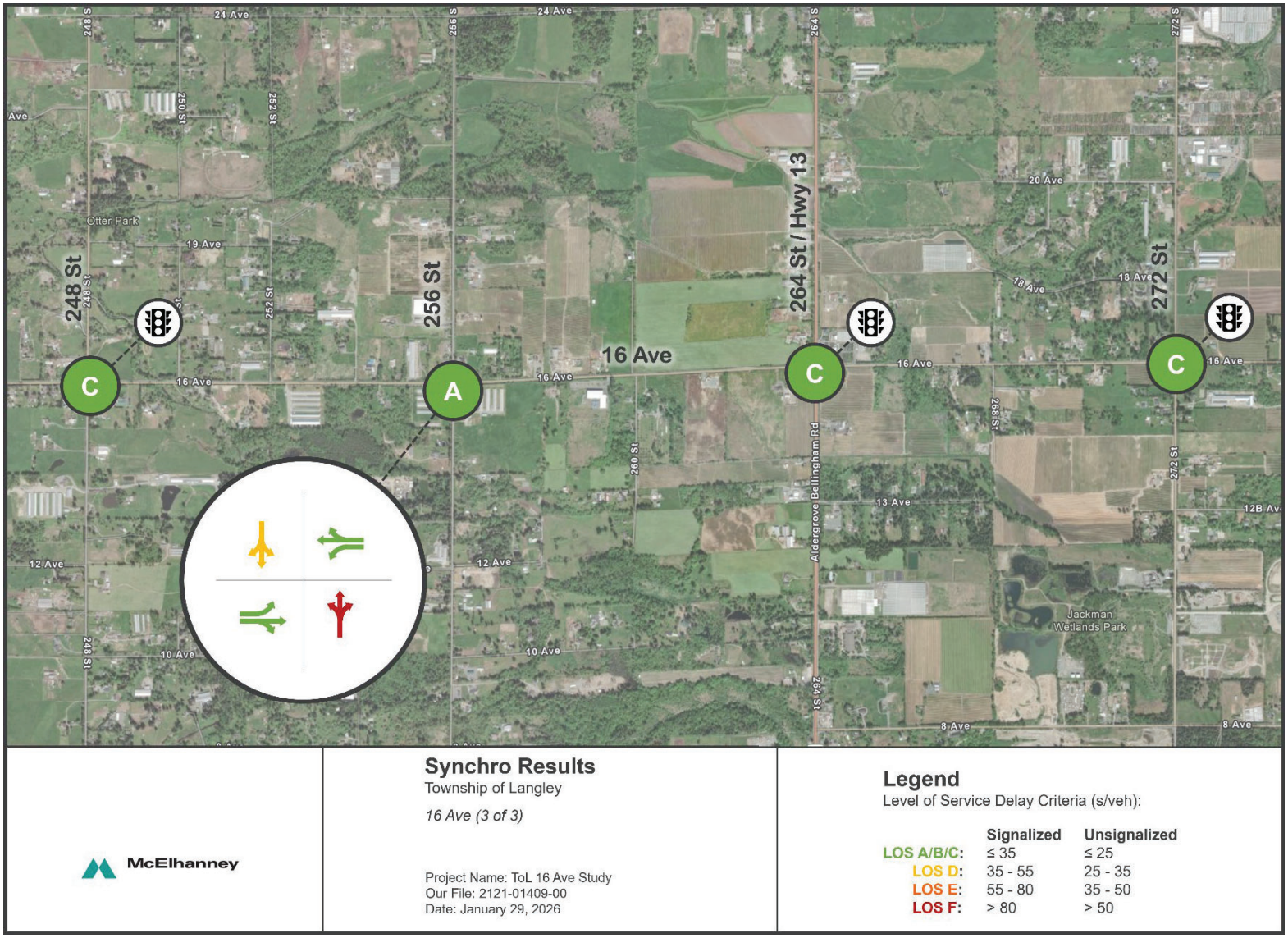


Figure 21: Intersection LOS: 2035 PM (248 Street to 272 Street)



4.3. TRAFFIC SIGNAL WARRANT ANALYSIS

Consistent with the existing conditions analysis, the signal warrant analysis for future (2035) conditions was completed using the TAC Signal Warrant Procedure methodology. Additional details on the warrant methodology are provided in ***Section 3.5***. The final traffic signal recommendation (***Section 4.4***) considers the existing and future (2035) traffic signal warrant analysis, collision history, gap analysis, and traffic operations.

Future six-hour traffic volumes for each intersection were developed from projected AM and PM peak hour volumes. The remaining four hours of the six-hour warrant period were estimated by applying existing six-hour distribution factors to the projected peak hour volumes. This approach ensures that future traffic patterns reflect both anticipated growth and the observed hourly distribution of current traffic.

TAC Signal Warrant results under 2035 future conditions are summarized in ***Table 9***. As detailed in ***Section 3.5***, a minimum score of 100 points and at least one minor street approach must carry a minimum of 75 vehicles per hour (vph) averaged over the combined six-hour AM, midday, and PM count periods for a signal to be deemed warranted. Based on projected side-street traffic volumes and the resulting overall warrant scores, a traffic signal is not strictly warranted at any of the four intersections. Detailed traffic signal warrants are included in ***Appendix F***.

Table 9: TAC Signal Warrant Results – Future Conditions

Intersection	Maximum Side Street Volume (vph)	Exceeds Warrant Threshold of 75 vph?	Warrant Score	Exceeds Warrant Threshold of 100?
16 Avenue / 196 Street	24	No	14	No
16 Avenue / 212 Street	26	No	16	No
16 Avenue / 224 Street	42	No	**107**	**Yes**
16 Avenue / 256 Street	40	No	46	No

4.4. TRAFFIC SIGNAL RECOMMENDATION

Four unsignalized intersections were reviewed in detail to determine if it should be considered for traffic signalization. This review was based on the critical gap analysis and the safety assessment during existing conditions and the TAC signal warrant analysis and traffic operations for the future conditions. This allowed the four unsignalized intersections to be reviewed from multiple criteria instead of just the TAC traffic signal warrant. The results of this detailed consideration is provided in ***Table 10***.

The intersections of 16 Avenue / 196 Street and 16 Avenue / 212 Street both do not meet any criteria for a traffic signal. Both locations have low side street volumes, low warrant scores, below average CSI, no known critical gap issues, and all movements operate at acceptable LOS during the peak hours. Therefore, neither of these two locations would be recommended for traffic signalization at this point.

Table 10: Traffic Signal Consideration Summary

Intersection	Side Street Volume	Warrant Score	Safety Analysis	Critical Gap Analysis	Traffic Operations
16 Avenue / 196 Street	No (27)	No (17)	5 collisions 20% injury CSI (2.8) ≤ average (5.5)	OK	All LOS C or Better
16 Avenue / 212 Street	No (17)	No (11)	14 collisions 29% injury CSI (3.6) ≤ average (5.5)	OK	All LOS D or Better
16 Avenue / 224 Street	No (43)	**Yes (107)**	26 collisions 35% injury CSI (4.1) ≤ average (5.5)	**NBL**	AM: **NB LOS F**, **SB LOS E** PM: **NB LOS F, SB LOS F**
16 Avenue / 256 Street	No (40)	No (78)	20 collisions **50% injury, 5% fatal** **CSI (10.5) > average (5.5)**	OK	AM: **NB LOS F** PM: **NB LOS F**

At 224 Street, the warrant score meets the 100-point threshold; however, side-street volumes remain below the minimum requirement of 75 vph. This suggests that while projected conflicts may be sufficient to trigger a high warrant score, the traffic demand on the minor approach is still too low to justify a signal at this stage. As side-street volumes continue to grow in the future and begin to consistently exceed the 75 vph threshold, the intersection would likely meet all required criteria for signalization. With a traffic signal, it is anticipated that the side street volume would increase as currently diverted traffic would return and there may be some redistributed traffic demand. Currently, some traffic is diverting to 216 Street which is signalized.

Additionally, the critical gap analysis identified drivers willing to accept short gaps for the NBL movement. Furthermore, 2035 traffic operations results show that both the NB and SB approaches are anticipated to operate at LOS E or F in both peak hours. Therefore, this intersection is recommended for further review with signalization as an improvement option. This is studied further in ***Section 6***.

At 256 Street, the side-street volume and overall warrant score remains below the signal warrant thresholds. Nevertheless, due to the history of a fatal collision, above average CSI, and high percentage of injury collisions at this location (see ***Section 3.3***), a traffic signal may be considered as a proactive safety enhancement, even though the warrant criteria are not satisfied. Furthermore, traffic operations results show that the NB approach will be operating at LOS F in both peak hours by 2035. Therefore, this intersection is also recommended for further review with signalization as an improvement option and this is studied further in ***Section 6***.

5. Corridor Improvements

The long-term vision for the 16 Avenue corridor remains a five-lane arterial and this vision is included as part of the Township's draft Transportation and Mobility Strategy (TMS). This study focuses on the short- and medium-term improvements for the corridor. The analysis is completed for existing (2025) and future (2035) conditions.

Several corridor improvements have been identified to enhance safety and day-to-day operations. These include pullouts to support enforcement, two-way left-turn lanes (TWLTL) to improve access and reduce turning conflicts, speed management considerations along the corridor, and options to address concerns at Campbell Valley Regional Park / Camp McLean. Sketches for the proposed corridor improvements are provided in ***Appendix G***.

5.1. PULLOUTS

A review of existing and proposed pullouts along the corridor was completed to support ongoing safety and operational improvements. The corridor continues to experience several challenges, including high vehicle speeds, limited opportunities for speed enforcement, and interactions between general-purpose traffic and slow-moving agricultural equipment. These conditions contribute to recurring safety risks such as unsafe overtaking manoeuvres and speed-related incidents.

The TransLink study identified a series of short-term (0–5 year) improvement measures intended to address these immediate issues. Among the recommended actions were the installation of enforcement pullouts for police operations and dedicated areas for slow-moving farm vehicles to safely let traffic pass.

Dedicated enforcement pullouts would assist police with speed monitoring and traffic stops by providing a safe, widened shoulder area for officers to operate. For these sites to function effectively, they should be placed at locations with adequate sight distance and preferably on sections of roadway with minimal grade. The previous report also documented feedback from the Township, indicating that earlier enforcement pullouts constructed elsewhere in the Township had seen limited RCMP use due to insufficient pullout length for safely stopping vehicles. This highlighted the need for careful geometric and operational design considerations for new enforcement areas.

Much of the corridor traverses active agricultural areas, where farm vehicles regularly travel at significantly slower speeds than general traffic. As traffic volumes and agricultural activity increase, the speed differential between vehicle types is expected to become a more substantial safety concern, particularly with respect to rear-end collisions and driver frustration. To mitigate these risks, the TransLink study identified potential locations for slow-moving vehicle pullouts. These areas require considerably less length than passing lanes but still provide adequate space for farm vehicles to move out of the travel lane, reducing delays and lowering the likelihood of unsafe passing attempts.

A potential operational issue associated with these pullouts, notably the longer, slow-moving vehicle pullouts, is the risk that drivers may attempt to use them as informal passing lanes. To minimize this risk, accompanying speed-management strategies or physical deterrents could be incorporated into the pullout design.

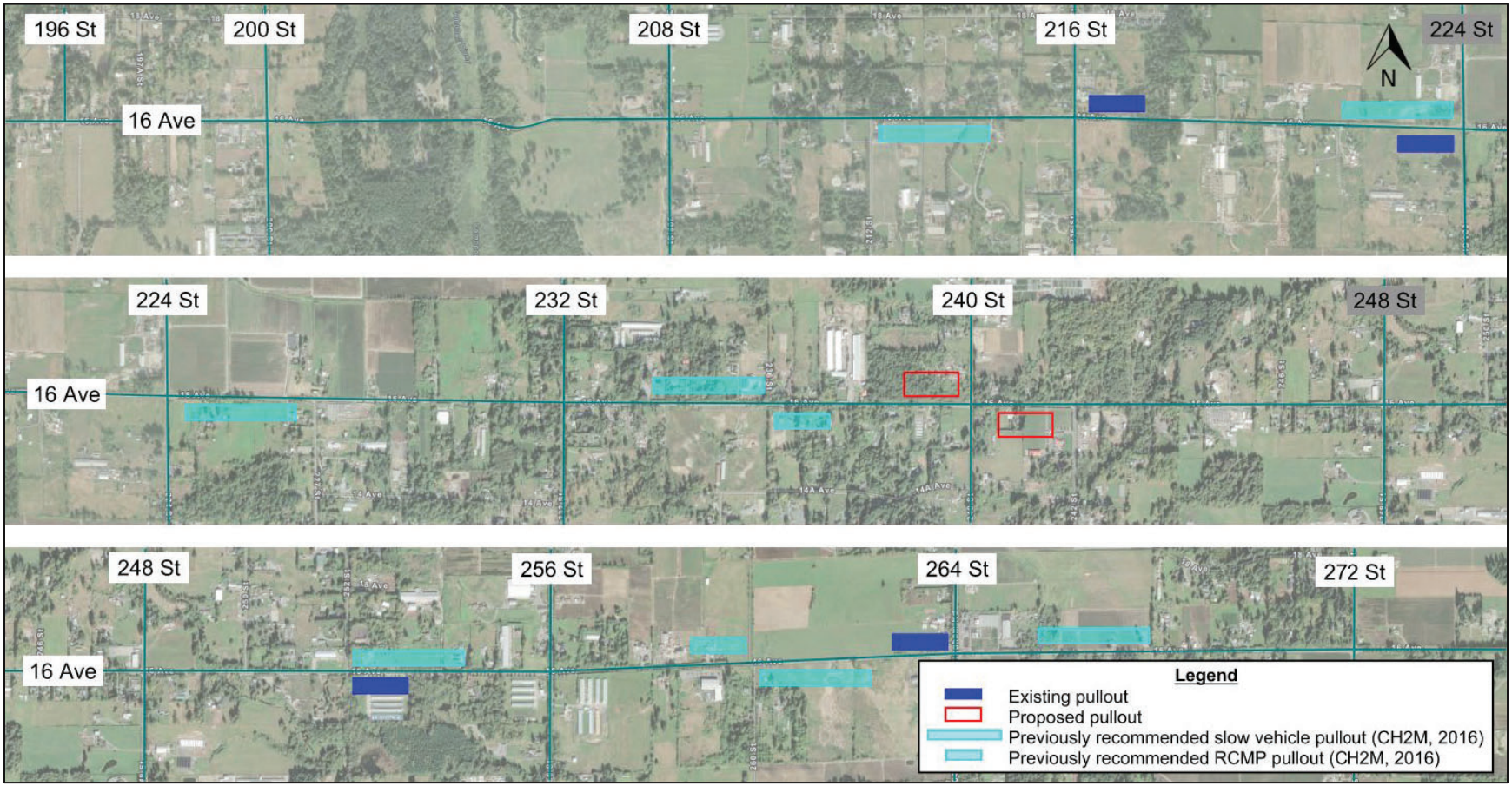
Since completion of the TransLink study, four RCMP enforcement pullouts have been constructed—two in each direction along the corridor. These pullouts were implemented at locations that differ from those originally recommended in the TransLink study.

Figure 22 illustrates the locations of the existing pullouts, the pullouts previously recommended in the TransLink report, and the locations of the newly proposed pullouts identified through this review. The newly proposed pullouts supersede the prior recommendations and have been identified to reflect and account for the locations of pullouts that have been constructed since the TransLink study. The areas shown in ***Figure 22*** for the proposed pullouts represent approximate candidate locations.

The 240 Street location was selected as the preferred location for enforcement pullouts based on current pullout locations, the safety concerns at 16 Avenue / 240 Street as identified in ***Section 3.3***, and speeding along the corridor.

With this report, we have included the high-level sketches (see ***Appendix G***) for the areas along either side of 240 Street along 16 Avenue where pull-outs will fit geometrically with the lowest level of impacts. It is expected that future design phases optimize locations based on survey of the area and discussions with the Township and local residents. As noted on the sketches, pavement widening and installation of retaining walls with jersey barriers will be required to install the pull-outs. These works will be paired with expected environmental permitting to allow for installation of culverts underneath the pull-outs. Along the north side of 16 Avenue, BC Hydro pole relocations are anticipated to suit the installation of the new pull-outs. Along the south side of 16 Avenue, the pullout was situated to have the least amount of impact to driveways onto 16 Avenue. The design philosophy was to remove access for 1535 242 Street off of 16 Avenue since the primary access to this property is off 242 Street, whereas other properties do not have that additional access.

Figure 22: Existing and Proposed Pullouts



5.2. TWO WAY LEFT TURN LANE (TWLTL)

A review of driveway activity along the corridor was undertaken to assess where TWLTLs may be warranted to support safer turning movements and reduce mid-block collision risk. As traffic volumes increase, turning friction at driveways becomes increasingly significant, particularly in areas with numerous access points.

To support this evaluation, all driveways along the corridor were catalogued, and driveway density was calculated for each eight-block segment. The 196 Street to 200 Street segment, being only four blocks in length, was assessed separately using the same approach. Collision data was also reviewed, with attention to mid-block collisions involving left turns into driveways and rear-end collisions where turning or slowing for driveways may have been a contributing factor. A summary of these findings is provided in ***Figure 23***.

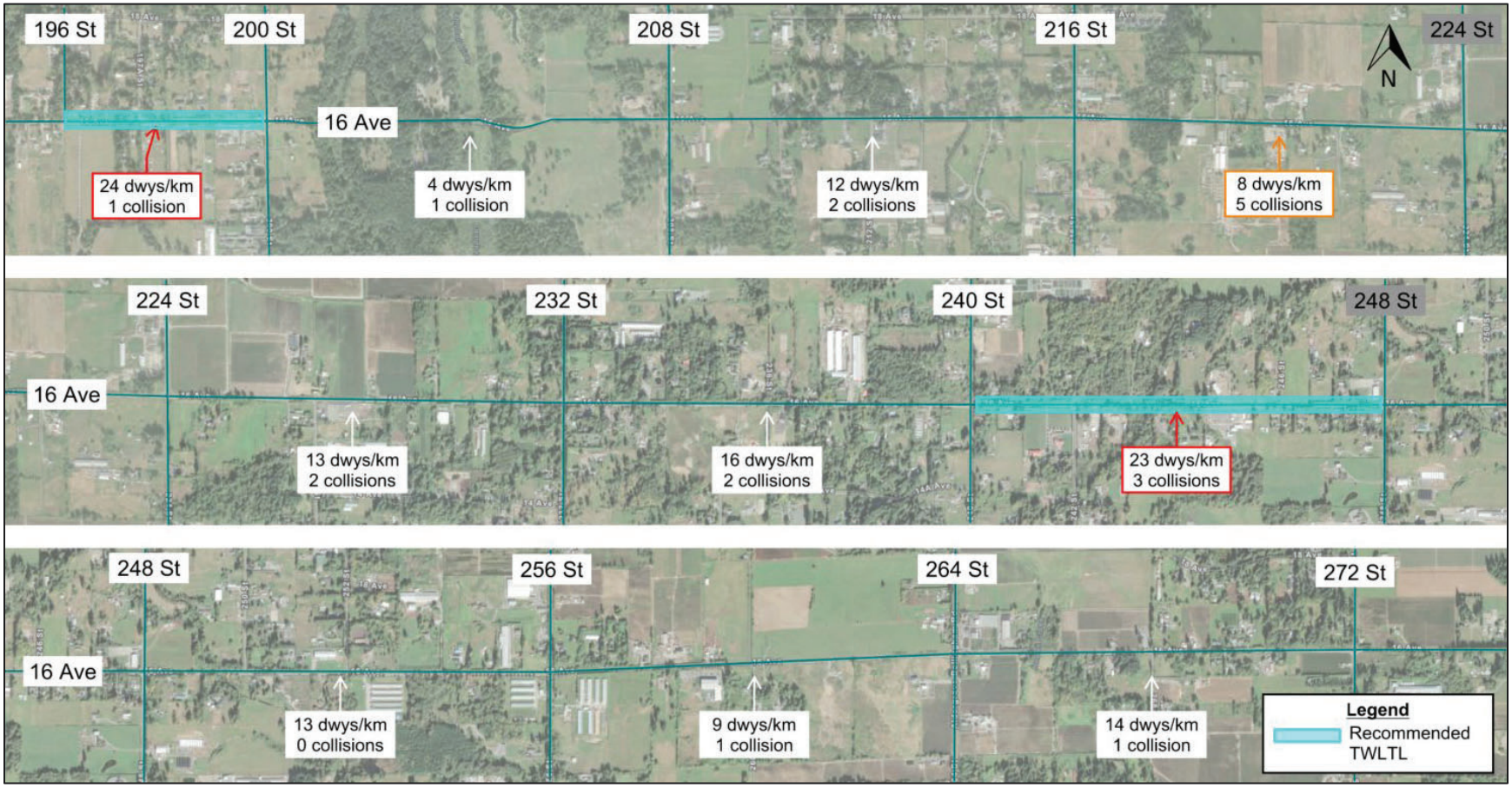
Two segments along 16 Avenue (196 Street to 200 Street and 240 Street to 248 Street) were identified as having notably high driveway densities, making them strong candidates for TWLTL implementation. These findings are consistent with recommendations from the TransLink study, which anticipated increasing turning-related conflicts as volumes grow. Additionally, while driveway density between 216 Street and 224 Street is comparatively low, this segment experienced a higher-than-average number of collisions that could potentially be addressed through a centre left-turn lane, therefore a TWLTL may also be considered here.

The BC Ministry of Transportation and Infrastructure's *Collision Modification Factors for British Columbia* (December 2008) studies the relationships between roadway design / operational features and the resulting safety performance. Collision modification factors (CMF) are provided for various safety improvements. CMF give an indication of the overall change that is anticipated in the frequency and/or severity of collisions. For a TWLTL, the CMF is a function of the driveway related collisions as a proportion to total collisions, the number of left turn collisions that are corrected by a TWLTL as a proportion of driveway related collisions, and the driveway density. For the segments reviewed, a CMF of 0.97 has been estimated, which indicates that installing a TWLTL could reduce total collisions by approximately 3%.

This study recommends prioritizing two segments for TWLTL: 196 Street to 200 Street and 240 Street to 248 Street. The segment between 196 Street and 200 Street would require collaboration with the City of Surrey to ensure any proposed changes align with their plans for 16 Avenue. At this time, a TWLTL has not been recommended for the segment between 216 Street and 224 Street due to the low driveway density.

High-level sketches are included in ***Appendix G*** to illustrate the impacts of TWLTLs. Representative sections have been taken to show that a TWLTL will have significant environmental and property impacts for both segments. For 240 Street to 248 Street, the existing ditch system will need to be pushed out. For 196 Street to 200 Street, ditch infills have been previously completed, so relocation of the ditch system will be minimal. Ditch relocation would require WSA Change Approval and permitting with the Ministry of Water, Land, and Resource Stewardship along with the Department of Fisheries and Oceans. Ditch classification and impacts would need to be confirmed at the next stage of analysis and design by a Qualified Environmental Professional (QEP). A drainage study will need to be undertaken to determine the exact sizing of the ditches and confirm capacity for the storm systems based on rainfall information. BC Hydro poles will need to be relocated along the corridor. Property between 240 Street and 248 Street will likely be required to allow for the ditch relocation. There are fewer property concerns from 196 Street to 200 Street. However, optimizations and discussion with the Township including lane widths will impact property needs.

Figure 23: TWLTL Review and Recommendation



5.3. SPEED MANAGEMENT

Speed data summarized in ***Section 2.5*** confirms that excessive vehicle speeding is a recurring issue along 16 Avenue. To address this issue, several speed management measures drawn from the *Canadian Guide to Traffic Calming, 2nd Edition* (TAC-ITE, 2018) are recommended for application in targeted locations. These measures rely on visual cues, minor physical treatments, and enforcement support to influence driver behaviour without substantially compromising corridor operations or access.

The intended implementation approach is to select a limited number of measures (typically two to three) for pilot application along the corridor. Selection would consider alignment with local priorities and preferences, as well as site-specific conditions. It is recognized that measures effective at one location may not be equally effective at another, and that different segments of the corridor may warrant different treatments. As such, an iterative, trial-and-refinement approach is suggested when applying these measures.

The following subsections describe each recommended measure, its expected effectiveness, and key implementation considerations.

5.3.1. Vertical Centreline Treatment

Vertical centreline treatments use flexible post-mounted delineators or low-profile raised markers along the centre of the roadway to create a narrow visual corridor. This perceived constriction encourages drivers to reduce speed by making the road feel less comfortable at higher travel speeds. On 16 Avenue, centreline delineators have already been installed at 216 Street and 272 Street to discourage drivers from using turn lanes as passing lanes, as shown in ***Figure 24***. Advantages and disadvantages of this measure are provided in ***Table 11***.

Figure 24: Example of Centreline Delineators – 16 Avenue and 216 Street



Table 11: Vertical Centreline Treatment

Vertical Centreline Treatment	
Advantages	**Disadvantages**
• Provides a continuous visual cue reinforcing desired operating speeds, with a reduction in 85th-percentile speeds up to 5 km/h. • Separation of traffic has the potential to reduce collisions. • Low cost and quick to install. • Collapsible materials reduce safety risks if struck by vehicles.	• Requires regular maintenance due to debris accumulation and repeated impacts. • Can complicate snow removal operations. • Oversized farm vehicles may experience constrained clearance in rural sections if spacing is not carefully designed. • May cause confusion if perceived as temporary or indication of a construction zone.

5.3.2. Transverse Rumble Strips

Transverse rumble strips consist of raised buttons, bars, or grooves installed perpendicular to the direction of travel. As vehicles pass over them, drivers experience vibration and audible feedback, prompting speed reduction. These are appropriate for advance warning of transitions, curves, or stop-controlled intersections but should be used selectively. Advantages and disadvantages of this measure are provided in ***Table 12***. It is important to note that the Township has used this type of mitigation measure in the past on some of the side streets. However, the rumble strips were removed due to noise complaints from residents.

Table 12: Transverse Rumble Strips

Transverse Rumble Strips	
Advantages	**Disadvantages**
• Provides a reduction in 85th-percentile speeds between 3 and 8 km/h. • Could reduce collisions by 25-30% (BC Ministry of Transportation and Infrastructure CMF Guide). • Highly effective at capturing driver attention. • Milled strips require minimal ongoing maintenance. • No impact on access, street sweeping, and police enforcement.	• Requires regular maintenance due to debris accumulation and repeated impacts. • Significantly uncomfortable for cyclists. • Raised versions interfere with snowplows. • Increases noise by several decibels in the immediate vicinity.

5.3.3. Pavement Markings – Perceptual Speed-Reduction Treatments

Several pavement marking-based speed management strategies rely on visual perception rather than physical deflection:

- **Converging Chevrons:** These V-shaped markings are spaced progressively closer together, creating the illusion that a vehicle is accelerating. This prompts drivers to slow down. They can reduce 85th-percentile speeds by 5 to 11 km/h.

- **Full-Lane Transverse Bars:** These markings span nearly the full lane width, with spacing that tightens approaching a targeted location. They generate a similar optical effect to chevrons. 85th-percentile speed reductions of 5 to 15 km/h have been observed.
- **Peripheral Transverse Bars:** These narrower markings are placed along the lane edges and are less maintenance-intensive than full-width bars. They can reduce 85th-percentile speeds by up to 8 km/h. An example of peripheral transverse bars at the Highway 91 / Highway 17 interchange is shown in ***Figure 25***.

Figure 25: Example of Peripheral Transverse Bars – Highway 91 / Highway 17 Interchange



Advantages and disadvantages of this measure are summarized in ***Table 13***.

Table 13: Pavement Markings – Perceptual Speed-Reduction Treatments

Pavement Markings – Perceptual Speed-Reduction Treatments	
Advantages	**Disadvantages**
• Provides a reduction in 85th-percentile speeds between 5 and 15 km/h, based on type. • Low cost and rapid implementation. • No impact on emergency vehicles, snow plowing, street sweeping, and police enforcement. • No adverse effect on vehicle operations. • No added noise or vibration.	• Pavement markings require regular refreshing and may lose effectiveness in winter when snow-covered. • Effects can diminish over time as drivers acclimate. • Visibility distance is shorter compared to vertical devices.

5.3.4. Pavement Markings – On-Road "Sign"

On-road "sign" treatment involves applying regulatory or advisory messages directly to the pavement surface (e.g., speed limit numbers, "SLOW," "STOP AHEAD"). Because drivers naturally focus on the road surface, the messages receive more immediate attention than roadside signs. Speed limit on-road "sign" pavement markings should be placed in the same location as speed limit signs to reinforce the regulatory environment. An example of an on-road speed limit "sign" from Cornwall Avenue in Vancouver is shown in ***Figure 26***. Advantages and disadvantages of this measure are summarized in ***Table 14***.

Figure 26: Example of On-Road "Sign" – Cornwall Avenue



Table 14: Pavement Markings – On-Road "Sign"

Pavement Markings – On-Road "Sign"	
Advantages	**Disadvantages**
• Large, highly visible reminders positioned directly in the driver's line of sight provides a reduction in 85th-percentile speeds between 6 and 14 km/h. • Low cost and rapid implementation. • No impact on emergency vehicles, snow plowing, street sweeping, and police enforcement. • No adverse effect on vehicle operations. • No added noise or vibration.	• Pavement markings require regular refreshing and may lose effectiveness in winter when snow-covered. • Pavement markings will deteriorate sooner on higher volume roads. • Effects can diminish over time as drivers acclimate. • Visibility distance is shorter compared to vertical devices.

5.3.5. Lane Narrowing

Lane narrowing is a speed management measure that reduces the effective width of travel lanes through pavement markings or other treatments such as street beautification programs or pavement texture. By reallocating pavement space, the roadway appears more constrained, which discourages higher operating speeds. The objective is to make drivers feel less comfortable travelling at excessive speeds while maintaining overall roadway function.

On the 16 Avenue corridor, lane narrowing could be implemented by narrowing the travel lanes and widening the shoulders, rather than altering pavement edge-to-edge dimensions. This approach has the added benefit of improving shoulder usability for slow-moving agricultural vehicles, cyclists, and vehicles temporarily operating outside the travel lane, while also contributing to speed reduction. Advantages and disadvantages of this measure are summarized in ***Table 15***. Any lane narrowing along 16 Avenue would still be required to meet the minimum standard lane width for a truck route.

Table 15: Lane Narrowing

Lane Narrowing	
Advantages	**Disadvantages**
• May provide a reduction in 85th-percentile speeds up to 10 km/h. • Can be implemented quickly using pavement markings with no physical change required. • Allows pavement space to be reallocated to wider shoulders, improving accommodation for cyclists, farm vehicles, and stopped vehicles. • No impact on emergency access, police enforcement, snow clearing, or street sweeping.	• Pavement markings require regular upkeep and may be less visible during winter due to snow and ice cover. • Reduced separation between opposing traffic may affect driver comfort, particularly in areas with higher speeds or frequent large vehicles. • Lane narrowing through pavement markings alone may be less effective than physical lane narrowing treatments, as speeds may not respond as strongly when no physical roadway changes are introduced.

5.3.6. Speed Display Devices

Speed display devices use onboard radar to display each driver's actual speed. To maintain long-term effectiveness and avoid driver "immunity," mobile trailer-mounted units could be used so display boards can be periodically relocated. Advantages and disadvantages of this measure are summarized in ***Table 16***.

Table 16: Speed Display Devices – Advantages and Disadvantages

Speed Display Devices	
Advantages	**Disadvantages**
• Provides immediate feedback with a reduction in 85th-percentile speeds between 3 and 14 km/h. • Portable units allow rotation between corridor locations. • Useful for public education and complements manned enforcement strategies.	• Drivers may become immune to devices if there is no further perception of enforcement. • Motorists may speed up to see how fast they can go. • Requires power and routine maintenance.

5.3.7. Speed Enforcement

Speed enforcement uses radar-equipped enforcement vehicles positioned at targeted locations. The recently constructed RCMP pullouts (***Section 5.1***) provide safe and strategically placed locations for enforcement staff to operate without obstructing traffic flow. This supports targeted enforcement campaigns during periods of high speeding or seasonal concern. Advantages and disadvantages of this measure are summarized in ***Table 17***.

Table 17: Mobile Speed Enforcement

Speed Enforcement	
Advantages	**Disadvantages**
• Provides a reduction in average speeds between 2 and 6 km/h. • Reduces speed related collisions. • Highly effective deterrent where driver compliance is poor. • Can be rotated among enforcement pullouts.	• Enforcement requires staff time and operational costs. • Effectiveness is strongest during active enforcement periods. • Possible disfavour from local residents / community.

5.4. CAMPBELL VALLEY REGIONAL PARK / CAMP MCLEAN

Approximately 600 m east of 200 Street, a driveway on the south side of 16 Avenue provides access to the Campbell Valley Regional Park (CVRP) – North Valley Entrance. Approximately 50 m east of this location, another driveway on the north side provides access to Camp McLean. During the summer months, these driveways experience increased left turning traffic volumes as more people are travelling to/from the Regional Park and to pick-up/drop-off children at the camp. Potential safety concerns could be present during this period of increased traffic due to the closely spaced, off-set driveways. However, a review of collision data along this section of the corridor did not indicate a history of collisions occurring at these driveways.

During the course of the study, the Township received a letter from the Scouts Canada Camp McLean Chairperson (December 2025) expressing concerns regarding the safety of accessing and exiting the camp via left turn movements. The camp has requested that measures be investigated to help restrict the left turn movements.

The following potential improvement options have been identified for this section of the corridor. However, it is noted that the Township should consider collecting turning movement counts at these driveways during the summer months to get a better understanding of the potential demand.

- Convert the driveway into Camp McLean to only permit right turn movements. This could be achieved through installing closely spaced centreline flexible post-mounted delineators, similar to what was presented in ***Section 5.3.1***. Another option could be to install a raised island in the middle of the driveway to physically prevent left turn movements.
- Re-align the driveways on either side of 16 Avenue so they form a four-leg intersection, removing the 50 m offset. Left turn lanes could also be considered on 16 Avenue to provide separation from through traffic. This would be more beneficial during the summer months when higher turn volumes likely occur. Two potential options for implementing this improvement would be to re-align the camp driveway to the park or to re-align the park driveway to the camp.

Sketches have been completed for this area along with design considerations illustrating potential options that will allow for better traffic flow both into and out of either CVRP or Camp McLean. Restriction of left turn movements into or out of driveways will be the most economical solution that is not expected to cause any environmental, property, or utility concerns. However, it has been noted that left turn movements are required for the CVRP entrance. Therefore, an option has been given to show restricting left turn movements at the existing Camp McLean entrance in the short term and the potential of adding in a westbound left turn lane to CVRP in the medium term. The left turn lane storage length into CVRP has been maximized while restricting left turn movements at Camp McLean, but it is expected that storage lengths be determined by a traffic count and study in detailed design to determine minimum lengths.

The alternative options of realigning these driveways will have environmental and property impacts that are illustrated on the sketches in ***Appendix G***. The driveway realignment options have environmental and property impacts that are substantial and have not been attributed to a timeline term for implementation and are given for illustrative and discussion purposes.

6. Intersection Improvements

In this section, intersection improvements are identified and evaluated based on the findings from the existing and future conditions analyses, including gap analysis, safety analysis, traffic operations, and signal warrant evaluations. Sketches for the proposed intersection improvements are provided in ***Appendix G***.

6.1. 16 AVENUE / 200 STREET

This signalized intersection is anticipated to experience increased delays and LOS F for the WBL and SBL turn movements by 2035 in the PM peak hour. The SBL performance is impacted by the conflicting NBT and NBR volume which by 2035 has increased to 245 and 150 vehicles respectively. Currently, the NBT and NBR movements share a lane which limits the right-turn on red (RTOR) opportunities at this approach.

Several options were developed and tested for this intersection including changes to signal operations such as protected left turn phases for WBL and SBL. The protected left turn phases were not able to improve the left turn LOS without negatively impacting conflicting movements such as the eastbound and northbound through movements. Therefore, intersection laning changes were considered.

Adding a 30 metre NBR turn bay would significantly increase the RTOR opportunities, which in return would reduce the conflicting volume for the SBL movement. The SBL is then able to operate at an improved LOS with less green time required. The net impact of this proposed improvement is both the SBL and WBL now operate at LOS D in the PM peak. A comparison of intersection operations with and without the proposed improvement is provided below.

Table 18: Intersection Comparison (16 Avenue / 200 Street – PM Peak Hour)

Scenario	Attribute	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Overall
2035 PM Do Nothing	Vol (veh/hr)	125	710	25	180	490	85	25	245	150	95	225	25	2380
	v/c Ratio	0.47	0.82		1.04	0.65		0.12	0.91		1.00	0.58		
	Delay (s)	16	22		99	15		24	52		125	30		36
	LOS	B	C		F	B		C	D		F	C		D
	95%Q(m)	25	165		70	90		10	110		45	60		
2035 PM Add NBR Turn Bay	Vol (veh/hr)	125	710	25	180	490	85	25	245	150	95	225	25	2380
	v/c Ratio	0.40	0.78		0.84	0.61		0.17	0.71	0.37	0.64	0.73		
	Delay (s)	12	17		47	12		27	39	7	47	39		23
	LOS	B	B		D	B		C	D	A	D	D		C
	95%Q(m)	20	135		65	85		10	60	15	30	60		

Note the AM peak hour operates at acceptable LOS in both scenarios.

From a safety consideration, BC MoTT CMF guide suggests a CMF of 0.96 for installing right turn lanes on two approaches of a signalized intersection (i.e., a 4% reduction in target collisions). As this improvement would be placing a single right-turn lane, the reduction in target collisions would be up to 4%.

A sketch has been prepared illustrating the addition of a NBR turn lane at 16 Avenue and 200 Street. The additional of this right turn lane will require around 2.0-2.5m of roadway widening into the existing gravel shoulder area. This widening is expected to remove parking area and restrict access to the existing mailbox that is along the back of the gravel parking shoulder. The existing mailboxes may need to be relocated. For this lane addition, environmental impacts are expected to be minimal. The southeast corner signal pole may need to be relocated to accommodate truck turning radius and the corner cut works may require property from Metro Vancouver. This widening area is not expected to require pole relocations for the BC Hydro poles. These details would be confirmed in the next stage of design.

6.2. 16 AVENUE / 216 STREET

The signalized intersection at 16 Avenue / 216 Street is anticipated to experience increased delays resulting in LOS E for the EBL and SBL turn movements by 2035 in the PM peak hour. The average delay for both movements is 73 seconds which still provides time before the movements become LOS F. The addition of a SBL turn lane would improve both movements and may be an option to consider if no other improvements along the 16 Avenue corridor are considered and implemented.

However, in consideration of the proposed improvements at 224 Street (***Section 6.3***), it is anticipated that no improvements are required at 216 Street. Adding a traffic signal at 224 Street would result in diversion of traffic from 216 Street including the SBL volume. With the slightly reduced demand at 216 Street for both the SBL and its opposing movements, this intersection could likely continue to operate at acceptable LOS without any additional improvements. The new traffic signal at 224 Street would have sufficient capacity and also operated at acceptable LOS.

Once the new traffic signal is implemented at 16 Avenue / 224 Street and new traffic patterns have been established, an updated traffic operations analysis should be completed at 16 Avenue / 216 Street with new traffic volumes. This will inform if the level of traffic diversion was sufficient to improve operations or if (or when) future improvement are still required.

6.3. 16 AVENUE / 224 STREET

The intersection of 16 Avenue / 224 Street is recommended for a traffic signal based on the overall warrant score, critical gap analysis, and traffic operations as previously discussed in ***Section 4.4***. This is despite the intersection not meeting the side street volume threshold.

As a side-street stop-controlled intersection, 224 Street is anticipated to experience significant delays by 2035, ranging from 37 seconds for SB in the AM to 249 seconds for the NB in the PM. Adding a traffic signal at this intersection would significantly improve operations for 224 Street without materially impacting 16 Avenue. With a traffic signal, both approaches of 224 Street would operate at LOS C or better for both AM and PM peak hours while 16 Avenue would continue to operate at LOS A. A full comparison is provided in ***Table 19*** and ***Table 20***.

Table 19: Intersection Comparison (16 Avenue / 224 Street – AM Peak Hour)

Scenario	Attribute	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Overall
2035 AM Do Nothing	Vol (veh/hr)	40	515	10	5	885	5	20	20	5	10	5	35	1555
	v/c Ratio	0.06	0.33		0.01	0.55		0.53			0.32			
	Delay (s)	10	0		9	0		84			37			4
	LOS	B	A		A	A		F			E			A
	95%Q(m)	5	0		0	0		20			10			
2035 AM Signalized	Vol (veh/hr)	40	515	10	5	885	5	20	20	5	10	5	35	1555
	v/c Ratio	0.13	0.40		0.01	0.68		0.21			0.21			
	Delay (s)	5	5		4	10		25			15			9
	LOS	A	A		A	A		C			B			A
	95%Q(m)	5	45		5	155		15			10			

Table 20: Intersection Comparison (16 Avenue / 224 Street – PM Peak Hour)

Scenario	Attribute	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Overall
2035 PM Do Nothing	Vol (veh/hr)	115	840	20	5	810	20	10	15	5	5	15	35	1895
	v/c Ratio	0.16	0.54		0.01	0.52		0.83			0.63			
	Delay (s)	11	0		10	0		249			95			7
	LOS	B	A		A	A		F			F			A
	95%Q(m)	5	0		0	0		25			25			
2035 PM Signalized	Vol (veh/hr)	115	840	20	5	810	20	10	15	5	5	15	35	1895
	v/c Ratio	0.34	0.65		0.01	0.63		0.14			0.22			
	Delay (s)	7	9		3	8		23			16			8.8
	LOS	A	A		A	A		C			B			A
	95%Q(m)	15	120		5	100		10			10			

From a safety consideration, the AASHTO Highway Safety Manual (1st Edition, 2010) suggests a CMF of 0.56 for converting a rural stop-controlled intersection to a traffic signal. This equates to a 44% reduction in targeting collisions. The severity of collisions would be reduced as well as traffic signals address the more severe types of accidents including right angle collisions. Signalizing 224 Street would also reduce current volume diversion to 216 Street, which could improve operations and safety at 216 Street / 16 Avenue.

A sketch has been prepared illustrating the signalizing of 16 Avenue / 224 Street. This sketch includes a plan view of pavement markings, proposed lane widths, and schematic locations of signal poles. At this intersection, there are currently large corner cuts for all of the property lines, so no property acquisition will be expected. However, the northeast corner may require environmental permitting if works occur below the top of bank line for the ditch. No BC Hydro pole relocations are anticipated to be required at this corner to

signalize the intersection. Further design stages should comment on the overhead electrical lines in relation to traffic signal poles.

6.4. 16 AVENUE / 256 STREET

The intersection of 16 Avenue / 256 Street is recommended for a traffic signal based on the collision history and traffic operations as previously discussed in ***Section 4.4***. As a side-street stop-controlled intersection, 256 Street is anticipated to experience significant delays by 2035 for the NB approach, ranging from 53 seconds in the AM to 71 seconds in the PM. Adding a traffic signal at this intersection would improve operations for 256 Street without significantly impacting 16 Avenue. With a traffic signal, the NB approach would improve from LOS F to LOS B for both peak hours. The SB approach would also improve to LOS B while the EB and WB approaches would continue to operate at LOS A.

Table 21: Intersection Comparison (16 Avenue / 256 Street – AM Peak Hour)

Scenario	Attribute	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Overall
2035 AM Do Nothing	Vol (veh/hr)	10	465	10	25	720	10	20	15	15	0	15	35	1340
	v/c Ratio	0.01	0.31		0.03	0.48		0.43			0.24			
	Delay (s)	10	0		9	0		53			25			3
	LOS	A	A		A	A		F			C			A
	95%Q(m)	0	0		5	0		15			5			
2035 AM Signalized	Vol (veh/hr)	10	465	10	25	720	10	20	15	15	0	15	35	1340
	v/c Ratio	0.03	0.41		0.05	0.62		0.22			0.19			
	Delay (s)	4	5		4	9		19			13			8
	LOS	A	A		A	A		B			B			A
	95%Q(m)	5	45		5	100		15			10			

Table 22: Intersection Comparison (16 Avenue / 256 Street – PM Peak Hour)

Scenario	Attribute	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Overall
2035 PM Do Nothing	Vol (veh/hr)	20	700	15	20	880	10	10	10	30	0	5	30	1730
	v/c Ratio	0.03	0.47		0.03	0.59		0.52			0.20			
	Delay (s)	11	0		10	0		71			28			3
	LOS	B	A		A	A		F			D			A
	95%Q(m)	5	0		5	0		20			5			
2035 PM Signalized	Vol (veh/hr)	20	700	15	20	880	10	10	10	30	0	5	30	1730
	v/c Ratio	0.07	0.56		0.05	0.70		0.24			0.16			
	Delay (s)	4	6		3	10		19			15			8
	LOS	A	A		A	A		B			B			A
	95%Q(m)	5	80		5	140		15			10			

From a safety consideration, the AASHTO Highway Safety Manual (1st Edition, 2010) suggests a CMF of 0.56 for converting a rural stop-controlled intersection to a traffic signal. This equates to a 44% reduction in targeting collisions. The severity of collisions would be reduced as well as traffic signals address the more severe types of accidents including right angle collisions.

A sketch has been prepared illustrating the signalizing of 16 Avenue / 256 Street. This sketch includes a plan view of pavement markings, proposed lane widths, and schematic locations of signal poles. At this intersection, property acquisition will be required at the southwest corner. If any work is to be completed over the existing ditch, a culvert will be required to allow for continued drainage. The installation of this culvert and ditch infilling will likely require environmental permitting in the detailed design stage of work. Survey in future design phases will be required to confirm if BC Hydro pole relocations are required to signalize the intersection. Further design stages should comment on the need for property acquisition at each of the corners as well as an environmental determination for the level of permitting required with the Ministry of Water, Land and Resource Stewardship and Department of Fisheries and Oceans for ditch infills at the northern corners.

7. Conclusion / Recommendations

An updated assessment of the 16 Avenue corridor has been completed for the existing (2025) and future (2035) conditions. As part of the study, the following elements were included in the assessment: corridor geometric review, critical gap analysis, safety assessment, traffic operations, and signal warrant analysis.

7.1. EXISTING CONDITION ANALYSIS

A corridor review was completed to understand the key considerations of the 16 Avenue corridor including corridor usage (e.g., commuters, heavy truck vehicles, farm vehicles, transit, etc.), potential sightline issues, prevalence of speeding, unsafe overtaking, and other safety concerns, and overall intersection operations. Observations made during the site review confirmed vehicle speeding is prevalent throughout the corridor. While unsafe overtaking manoeuvres were limited in frequency, they were noted primarily at intersections. Speeding along the corridor was also confirmed by analyzing the speed radar data from four locations along 16 Avenue, where 85th percentile speeds were consistently 10 to 20 km/h above the posted speed.

A critical gap analysis was conducted at four unsignalized intersections along 16 Avenue (196 Street. 212 Street, 224 Street, and 256 Street) to evaluate behaviour of side-street traffic as they attempt to cross or enter the major traffic flow on 16 Avenue. Critical gaps were satisfactory for all side-street movements except NBL at 224 Avenue / 16 Avenue.

A review of the collision data indicated above corridor average CSI at the following intersections: 200 Street, 216 Street, 240 Street, and 256 Street. Fatalities have occurred at 200 Street, 240 Street, 256 Street, and 264 Street. Of these intersections, three were reviewed for improvements.

7.2. TRAFFIC OPERATIONS AND TRAFFIC SIGNAL WARRANT ANALYSIS

Traffic operations at all intersections along the corridor were analyzed for existing and future conditions. Future volume forecasts were developed using RTM and historical growth assumptions. Unacceptable LOS was determined for two signalized (200 Street and 216 Street) and two unsignalized (224 Street and 256 Street) intersections. Potential improvements were reviewed for these four intersections.

A traffic signal warrant analysis was completed for existing and future conditions. The analysis included the TAC signal warrant analysis and thresholds, as well as inputs from the safety analysis, critical gap analysis, and traffic operations. Based on the findings two of the four unsignalized intersections were recommended for signalization, specifically 224 Street and 256 Street.

A summary of the corridor and intersection improvement recommendations are provided below along with the proposed timeline.

7.3. PULLOUTS (MEDIUM-TERM)

A review of pullouts along the corridor was completed to address ongoing safety concerns. Currently, there is limited opportunities for enforcement which may contribute to unsafe overtaking manoeuvres and speed-

related incidents. Dedicated enforcement pullouts would assist police with speed monitoring and traffic stops by providing a safe, widened shoulder area for officers to operate. For these pullout sites to function effectively, they should be placed at locations with adequate sight distance with minimal grade.

This study proposes two locations for enforcement pullouts, one per direction on the far side of 240 Street. The first would be about 250 metres east of the intersection for eastbound travel and the second would be about 150 metres west of the intersection for westbound travel. The pullouts are 175 metres long including 50 metre tapers on both ends.

7.4. TWO WAY LEFT TURN LANE (TWLTL) (MEDIUM-TERM)

A review of driveway activity along the corridor was undertaken to assess where TWLTLs may be warranted to support safer turning movements and reduce mid-block collision risk. As traffic volumes increase, turning friction at driveways becomes increasingly significant, particularly in areas with numerous access points.

Two segments (196 Street to 200 Street and 240 Street to 248 Street) were identified as having high driveway densities, making them strong candidates for TWLTL implementation. This study recommends prioritizing both of these segments for TWLTLs. For 240 Street to 248 Street, the recommendation would be to begin from the east and work towards the west. The 196 Street to 200 Street segment would require collaboration with City of Surrey to ensure alignment with their plans for 16 Avenue.

High-level sketches showing the typical plan and section view illustrates some of the environmental and property impacts of installing a TWLTL along the corridor for both recommended segments. For 240 Street to 248 Street, the existing ditch system will need to be pushed out. For 196 Street to 200 Street, ditch infills have been previously completed, so relocation of the ditch system will be minimal. A drainage study will need to be undertaken to determine the exact sizing of the ditches and confirm capacity for the storm systems based on rainfall information. BC Hydro poles will need to be relocated and additional property may be required. Property between 240 Street and 248 Street will likely be required to allow for the ditch relocation. There are fewer property concerns from 196 Street to 200 Street as the right of way is wider. However, optimizations and discussion with the Township including lane widths will impact property needs

7.5. SPEED MANAGEMENT (SHORT-TERM)

Speed data and the site visit confirmed that that excessive vehicle speeding is a recurring issue along 16 Avenue. Therefore, several speed management measures have been recommended for application on the corridor at targeted locations. These measures focused on visual cues, minor physical treatments, and enforcement support to influence driver behaviour without substantially compromising corridor operations or access. The potential recommended measures include vertical centreline treatments, transverse rumble strips, several pavement marking options such as converging chevrons, traverse bars, and on-road signs, lane narrowing, speed display devices, and speed enforcement. Each recommendation option has advantages and disadvantages, and effectiveness that can vary over time and based on location. The recommended options are not mutually exclusive and what works may depend from location to location.

Implementation is anticipated to focus on piloting a small number of measures, with treatments tailored to local conditions and refined over time as effectiveness is evaluated. Given that speeds are higher toward the eastern end of the corridor, initial improvements should be prioritized in this area.

7.6. CAMPBELL VALLEY REGIONAL PARK / CAMP MCLEAN (SHORT- & MEDIUM-TERM)

About 600 metres east of 200 Street, a driveway on the south side provides access to the Campbell Valley Regional Park (CVRP) while a driveway 50 metres further east on the north side provides access to Camp McLean. During summer, these driveways experience increased traffic volumes and potential safety concerns have been raised by the Scouts Canada Camp McLean Chairperson. A review of collision data along this section of the corridor did not indicate a history of collisions occurring at these driveways.

This study identified three potential improvement options to address this segment:

- Convert the driveway into Camp McLean to only permit right turn movements.
- Re-align the Camp McLean driveway to align with the CVRP driveway.
- Re-align the Campbell Valley Regional Park driveway to align with the Camp McLean driveway.

Sketches have been developed for this area along with design considerations illustrating potential options that will allow for better traffic flow both into and out of CVRP and Camp McLean. The recommended option restricts eastbound left turn movements at the existing Camp McLean entrance in the short term and the potential of adding in a westbound left turn lane to CVRP in the medium term. The left turn lane storage length into CVRP has been maximized while restricting left turn movements at Camp McLean, but it is expected that storage lengths be determined by a traffic count and study in detailed design to determine minimum lengths.

The alternative options of realigning the driveways will have environmental and property impacts that are illustrated on the sketches in ***Appendix G***. These are substantial and have not been attributed to a timeline term for implementation and are given for illustrative and discussion purposes.

Any improvement at CVRP and Camp McLean is subject to a review of peak summer traffic data.

7.7. 16 AVENUE / 200 STREET (SHORT-TERM)

This signalized intersection is anticipated to experience increased delays and LOS F for the WBL and SBL turn movements by 2035 in the PM peak hour. Adding a NBR turn bay was determined to improve traffic operations at this intersection such that all movements including SBL and WBL could operate at LOS D or better in the PM peak. Note the AM peak hour operates at acceptable LOS in both scenarios.

From a safety consideration, with this improvement there could be up to 4% reduction in targeted collisions. The addition of this right turn lane will require 2.0-2.5m of roadway widening into the existing gravel shoulder area. This widening is expected to remove parking area and restrict access to the existing mailbox that is along the back of the gravel parking shoulder. Environmental impacts are expected to be minimal. The southeast corner signal pole may need to be relocated to accommodate truck turning radius and the corner cut works may require property from Metro Vancouver.

7.8. 16 AVENUE / 216 STREET

This signalized intersection is anticipated to experience increased delays resulting in LOS E for the EBL and SBL turn movements by 2035 in the PM peak hour. The average delay for both movements is 73 seconds which still provides time before the movements become LOS F. However, in consideration of the

proposed improvements at 224 Street, no improvements are recommended at 216 Street. A traffic signal at 16 Avenue / 224 Street would result in diversion of traffic from 216 Street including the SBL volume which would allow 16 Avenue / 216 Street to operate at acceptable LOS.

7.9. 16 AVENUE / 224 STREET (SHORT-TERM)

16 Avenue / 224 Street is recommended for a traffic signal based on the warrant score, critical gap analysis, and traffic operations. As a side-street stop-controlled intersection, 224 Street is anticipated to experience significant delays for both approaches at both peak hours. A traffic signal at this intersection would improve operations for 224 Street without materially impacting 16 Avenue. With a traffic signal, 224 Street would operate at LOS C or better while 16 Avenue would continue to operate at LOS A.

From a safety consideration, converting a rural stop-controlled intersection to a traffic signal can result in a 44% reduction in targeting collisions. The severity of collisions would be reduced as well as traffic signals address the more severe types of accidents including right angle collisions.

At this intersection, there are large corner cuts for all of the property lines, so no property acquisition is expected. There may be potential environmental permitting if works occur below the top of bank line for the ditch. No BC Hydro pole relocations are anticipated to be required at this corner to signalize the intersection.

7.10. 16 AVENUE / 256 STREET (SHORT-TERM)

16 Avenue / 256 Street is recommended for a traffic signal based on collision history and traffic operations. As a side-street stop-controlled intersection, 256 Street is anticipated to experience significant delays for the NB approach in both peak hours. A traffic signal would improve operations for 256 Street without significantly impacting 16 Avenue. With a traffic signal, the NB and SB approaches would improve to LOS B while the EB and WB approaches would continue to operate at LOS A.

From a safety consideration, converting a rural stop-controlled intersection to a traffic signal can result in a 44% reduction in targeting collisions. The severity of collisions would be reduced as well as traffic signals address the more severe types of accidents including right angle collisions. In addition, a traffic signal could help reduce vehicle speeds as through traffic on 16 Avenue would be required to stop more often.

At this intersection, property acquisition will be required at each of the corners for traffic signal infrastructure. Culvert may be required at some corners, which will likely require environmental permitting. Survey in future design phases will be required to confirm if BC Hydro pole relocations are required to signalize the intersection.

7.11. NEXT STEPS

This study has determined the short- and medium-term recommendations for the corridor along with design sketches and key considerations. The next step is to advance each recommendation from its current stage through to preliminary and detailed design. To support the Township, the following consulting fee estimates have been developed (***Table 23***). Note 20% contingency has been included for additional or unforeseen scoping needs and the estimates are subject to change based on the engineering market at the time when the Township decides to advance these projects. A cost estimate to advance the speed management plan has also been included.

Table 23: Cost Estimate to Advance Improvements to Preliminary and/or Detail Design

Improvement	Timeline	Cost Estimate	Assumptions
Speed Management	Short-Term	$15,000	Identify locations for the pilot implementation. Identify the measures to be implemented. Identify the data collection requirements for before, during, and after implementation. Analyze findings and provide recommendations. Excludes CAD drawings and data collection.
Left Turn Restriction Delineators at Camp McLean	Short-Term	$12,000	No road widening required. No survey required, work will just be done from ortho photo
16 Avenue / 200 Street Add Northbound Right	Short-Term	$40,000	No property acquisition, environmental permitting, or traffic signal relocations
16 Avenue / 224 Street New Traffic Signal	Short-Term	$70,000	No property acquisition, environmental permitting, or Hydro Pole relocations
16 Avenue / 256 Street New Traffic Signal	Short-Term	$90,000	Property acquisition will be completed by the Township separately. No WSA permitting will be required for ditch infills (but an Environmental Overview Assessment will be completed). No Hydro Pole relocations
2 Enforcement Pullouts	Medium-Term	$170,000	No property acquisitions. No WSA permitting required for ditch infills.
CVRP / Camp McLean	Medium-Term	$80,000	Ditches will be infilled without requiring environment permitting. Includes effort for a brief traffic study to determine storage length for the left turn lane.
Two-Way Left-Turn Lane 196 Street to 200 Street (800m)	Medium-Term	$300,000	Excludes scope for traffic signal, streetlighting, public consultation, and presentations to the public.
Two-Way Left-Turn Lane 240 Street to 248 Street (1.6km)	Medium-Term	$660,000	Excludes scope for traffic signal, streetlighting, public consultation, and presentations to the public.

Appendix A: Statement of Limitations

Statement of Limitations

Use of this Report. This report was prepared by McElhanney Ltd. ("**McElhanney**") for the particular site, design objective, development and purpose (the "**Project**") described in this report and for the exclusive use of the client identified in this report (the "**Client**"). The data, interpretations and recommendations pertain to the Project and are not applicable to any other project or site location and this report may not be reproduced, used or relied upon, in whole or in part, by a party other than the Client, without the prior written consent of McElhanney. The Client may provide copies of this report to its affiliates, contractors, subcontractors and regulatory authorities for use in relation to and in connection with the Project provided that any reliance, unauthorized use, and/or decisions made based on the information contained within this report are at the sole risk of such parties. McElhanney will not be responsible for the use of this report on projects other than the Project, where this report or the contents hereof have been modified without McElhanney's consent, to the extent that the content is in the nature of an opinion, and if the report is preliminary or draft. This is a technical report and is not a legal representation or interpretation of laws, rules, regulations, or policies of governmental agencies.

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Effect of Changes. All evaluations and conclusions stated in this report are based on facts, observations, site-specific details, legislation and regulations as they existed at the time of the site assessment/report preparation. McElhanney should be requested to re-evaluate the conclusions of this report and to provide amendments as required prior to any reliance upon the information presented herein upon any of the following events: a) any changes (or possible changes) as to the site, purpose, or development plans upon which this report was based, b) any changes to applicable laws subsequent to the issuance of the report, c) new information is discovered in the future during site excavations, construction, building demolition or other activities, or d) additional subsurface assessments or testing conducted by others.

Independent Judgments. McElhanney will not be responsible for the independent conclusions, interpretations, interpolations and/or decisions of the Client, or others, who may come into possession of this report, or any part thereof. This restriction of liability includes decisions made to purchase, finance or sell land or with respect to public offerings for the sale of securities.

Cost Estimates. The cost estimates have been prepared using the design sketches and technical information provided in this report, and without the benefit of any geotechnical, environmental, or survey information. Furthermore, McElhanney cannot predict the competitive environment, weather, or other unforeseen conditions that will prevail at the time that consultants will prepare their costs. The cost estimate is therefore subject to factors over which McElhanney has no control, and McElhanney does not guarantee or warranty the accuracy of such estimate.

Appendix B: Intersection Turn Movement Volumes

Existing (2025) Turn Movement Volumes

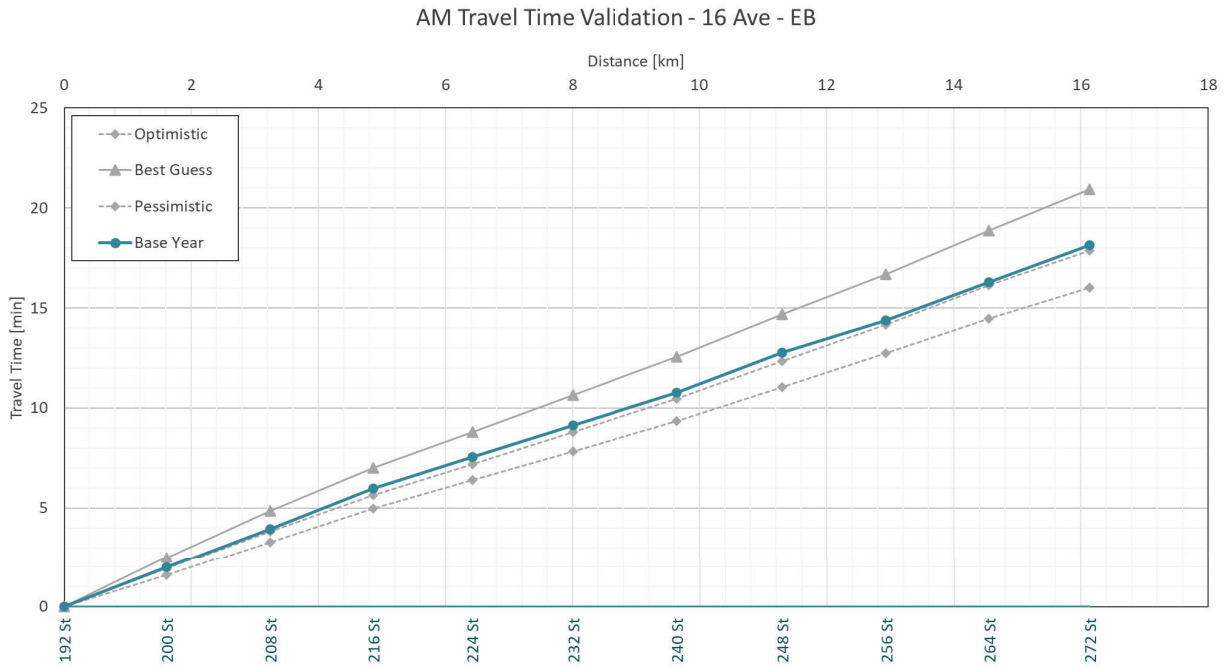
Intersection	Peak	Volume												PHF	Heavy Truck	
		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		N/S	E/W
16 Avenue / 196 Street	AM	0	0	0	0	0	5	5	555	0	0	440	0	0.93	2%	10%
	PM	0	0	0	5	0	10	15	715	0	0	450	5	0.94	2%	10%
16 Avenue /200 Street	AM	20	115	50	60	135	30	80	455	20	120	390	75	0.96	10%	19%
	PM	20	220	125	85	205	20	110	595	15	165	415	75	0.93	9%	15%
16 Avenue /208 Street	AM	5	0	5	35	5	25	55	505	5	10	555	55	0.99	5%	10%
	PM	20	0	5	60	5	50	60	735	10	10	585	70	0.99	3%	10%
16 Avenue /212 Street	AM	5	0	0	0	0	0	0	540	5	0	615	0	0.96	2%	9%
	PM	5	0	5	0	0	0	0	795	5	0	660	0	0.91	2%	9%
16 Avenue /216 Street	AM	20	45	10	30	55	30	95	435	10	55	565	65	0.94	5%	11%
	PM	45	65	20	80	85	20	125	665	10	35	595	120	0.96	4%	9%
16 Avenue /224 Street	AM	20	20	5	10	5	30	35	430	10	5	635	5	0.95	3%	9%
	PM	10	15	5	5	15	30	25	720	20	5	710	20	0.94	1%	8%
16 Avenue /232 Street	AM	5	25	10	25	20	40	35	400	10	15	600	65	0.91	5%	10%
	PM	15	25	10	55	30	35	45	675	10	15	685	35	0.98	3%	10%
16 Avenue /240 Street	AM	20	65	20	55	35	25	30	400	5	15	635	75	0.95	5%	10%
	PM	15	30	20	60	40	20	30	695	15	30	700	50	0.95	3%	10%
16 Avenue /248 Street	AM	40	25	5	5	15	50	65	395	15	15	635	25	0.97	5%	10%
	PM	15	45	10	25	40	40	150	600	25	30	725	60	0.97	3%	10%
16 Avenue /256 Street	AM	20	15	15	0	10	30	10	385	10	15	625	10	0.89	5%	12%
	PM	10	10	25	0	5	25	20	600	15	20	780	10	0.89	2%	9%
16 Avenue /264 Street	AM	130	70	15	50	85	145	60	315	25	15	375	25	0.96	2%	17%
	PM	180	140	30	55	120	170	90	460	75	25	460	50	0.93	2%	12%
16 Avenue /272 Street	AM	25	40	10	30	55	30	40	315	25	10	360	40	0.94	1%	9%
	PM	35	70	10	30	65	35	80	385	80	15	465	55	0.92	1%	8%

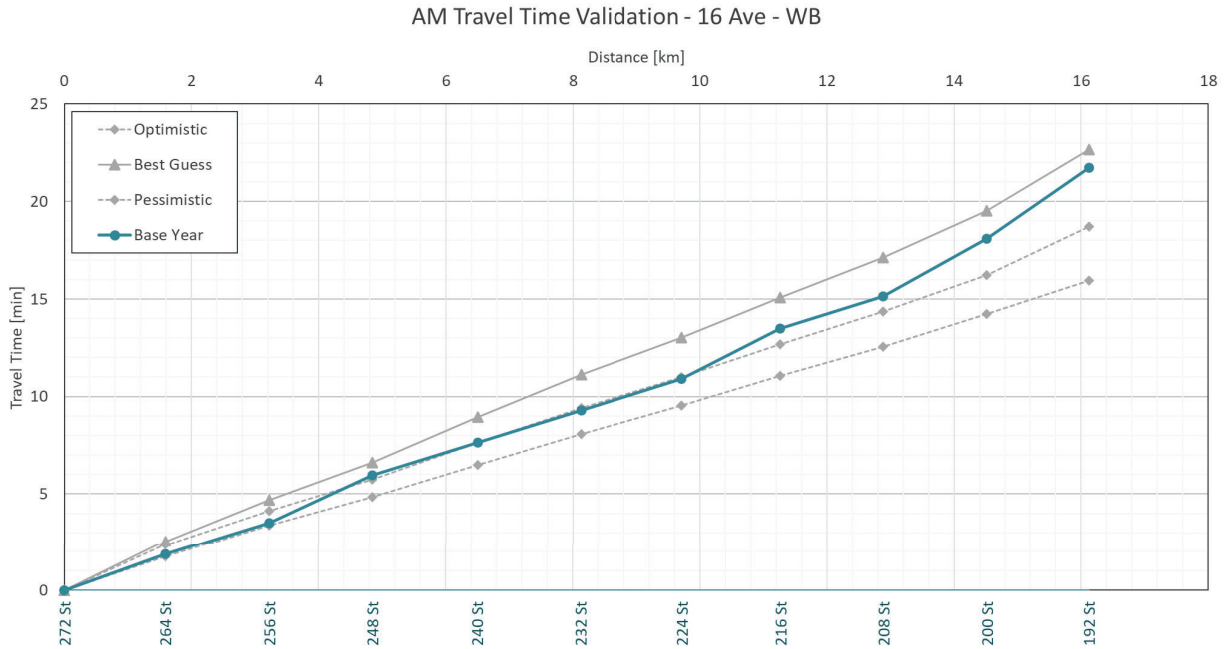
Forecast (2035) Turn Movement Volumes

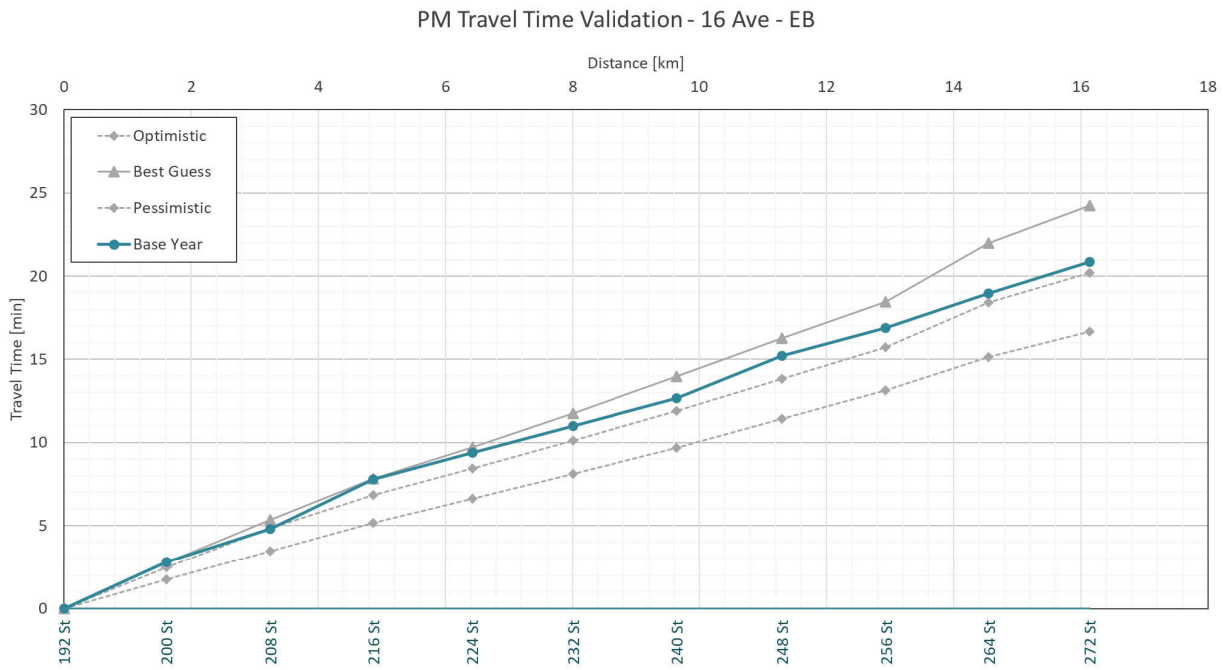
Intersection	Peak	Volume												PHF	Heavy Truck	
		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR		N/S	E/W
16 Avenue /196 Street	AM	0	0	0	10	0	25	5	665	0	0	515	10	0.93	2%	10%
	PM	0	0	0	10	0	10	15	850	0	0	535	5	0.94	2%	10%
16 Avenue /200 Street	AM	30	125	55	65	150	55	90	565	20	180	440	100	0.96	10%	19%
	PM	25	245	150	95	225	25	125	710	25	180	490	85	0.93	9%	15%
16 Avenue /208 Street	AM	20	0	20	105	10	90	155	520	10	15	610	90	0.99	5%	10%
	PM	45	0	10	80	15	120	150	770	35	35	590	130	0.99	3%	10%
16 Avenue /212 Street	AM	20	0	0	0	0	0	0	635	10	0	695	0	0.96	2%	9%
	PM	10	0	15	0	0	0	0	850	10	0	745	0	0.91	2%	9%
16 Avenue /216 Street	AM	20	60	10	35	60	35	105	520	10	70	640	230	0.94	5%	11%
	PM	50	75	20	230	90	20	130	725	10	40	675	140	0.96	4%	9%
16 Avenue /224 Street	AM	20	20	5	10	5	35	40	515	10	5	885	5	0.95	3%	9%
	PM	10	15	5	5	15	35	115	840	20	5	810	20	0.94	1%	8%
16 Avenue /232 Street	AM	5	30	10	30	20	105	40	480	10	20	785	80	0.91	5%	10%
	PM	15	30	10	60	35	40	50	790	10	15	780	40	0.98	3%	10%
16 Avenue /240 Street	AM	20	90	20	60	40	30	35	480	5	15	835	95	0.95	5%	10%
	PM	25	35	20	65	45	20	35	805	20	35	790	55	0.95	3%	10%
16 Avenue /248 Street	AM	45	30	5	5	15	175	70	475	15	15	725	35	0.97	5%	10%
	PM	15	50	10	30	45	45	165	695	30	35	820	65	0.97	3%	10%
16 Avenue /256 Street	AM	20	15	15	0	15	35	10	465	10	25	720	10	0.89	5%	12%
	PM	10	10	30	0	5	30	20	700	15	20	880	10	0.89	2%	9%
16 Avenue /264 Street	AM	135	75	15	55	100	150	90	325	65	20	470	30	0.96	2%	17%
	PM	210	160	35	60	135	190	140	505	85	30	510	55	0.93	2%	12%
16 Avenue /272 Street	AM	30	45	10	35	70	35	45	320	30	10	455	45	0.94	1%	9%
	PM	40	80	10	35	70	40	90	420	90	15	515	60	0.92	1%	8%

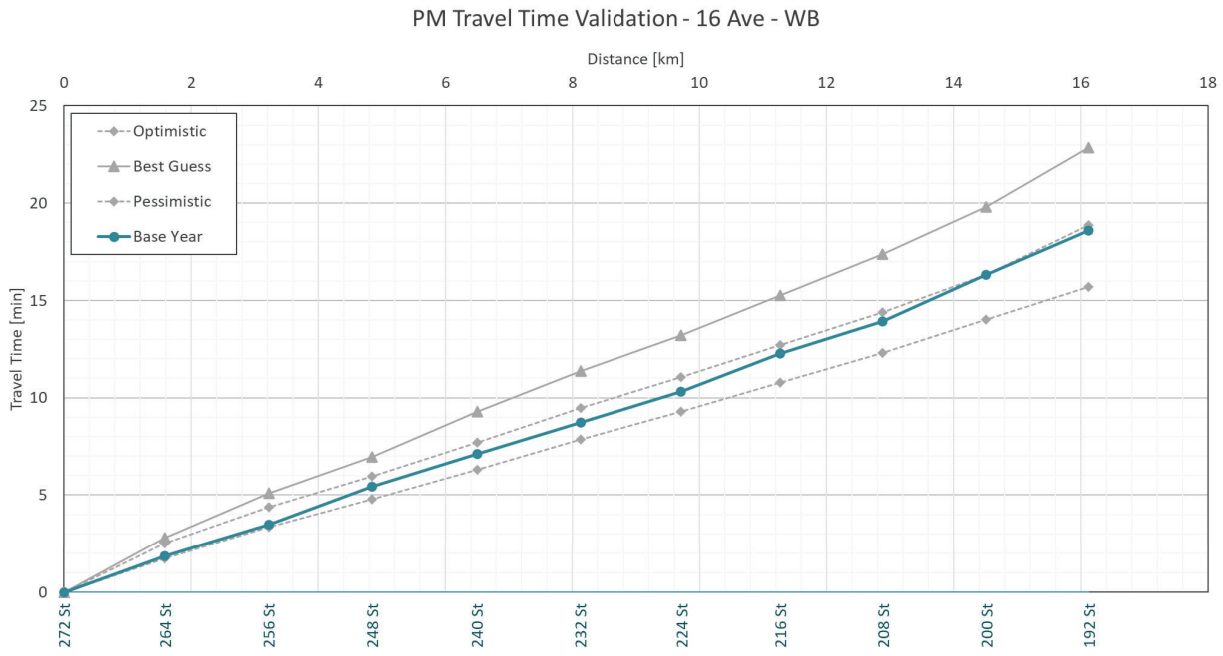
Appendix C: RTM Validation

16 Avenue Corridor Travel Time Validation

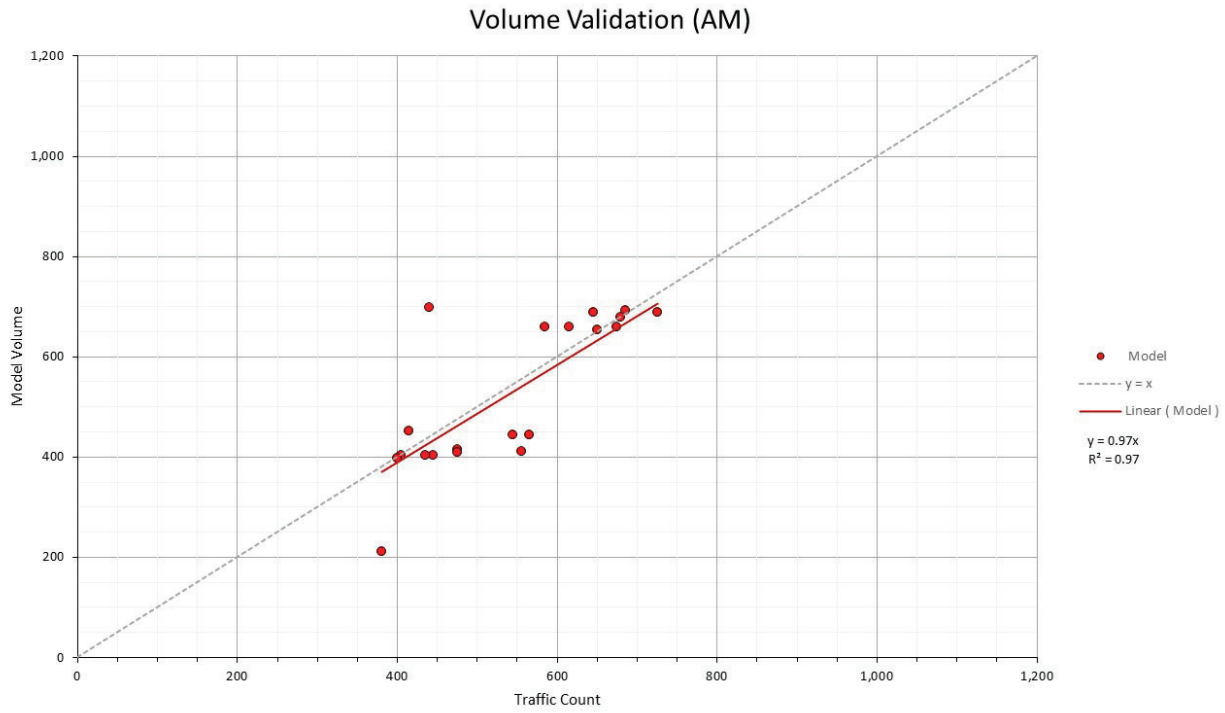


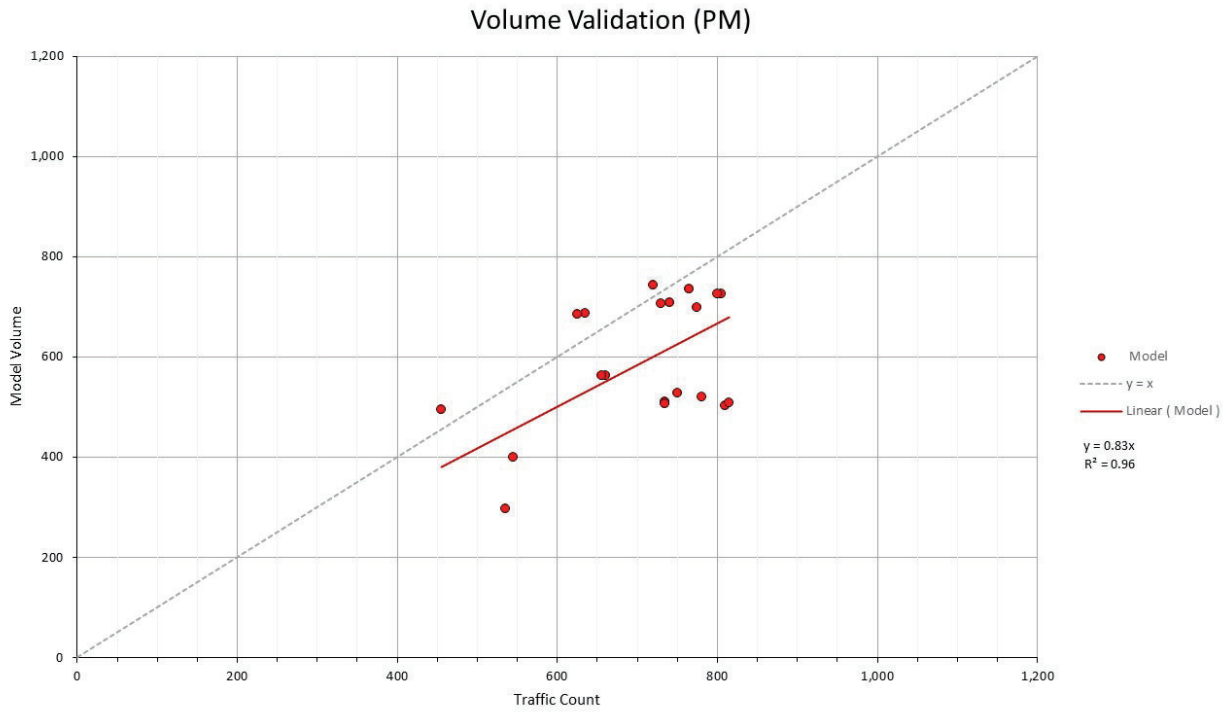



PM Travel Time Validation - 16 Ave - EB
Distance [km]
0
2
4
6
8
10
12
14
16
18
Travel Time [min]
0
5
10
15
20
25
30
Optimistic
Best Guess
Pessimistic
Base Year
192 St
200 St
208 St
216 St
224 St
232 St
240 St
248 St
256 St
264 St
272 St


PM Travel Time Validation - 16 Ave - WB
Distance [km]
0
2
4
6
8
10
12
14
16
18
Travel Time [min]
0
5
10
15
20
25
Optimistic
Best Guess
Pessimistic
Base Year
272 St
264 St
256 St
248 St
240 St
232 St
224 St
216 St
208 St
200 St
192 St

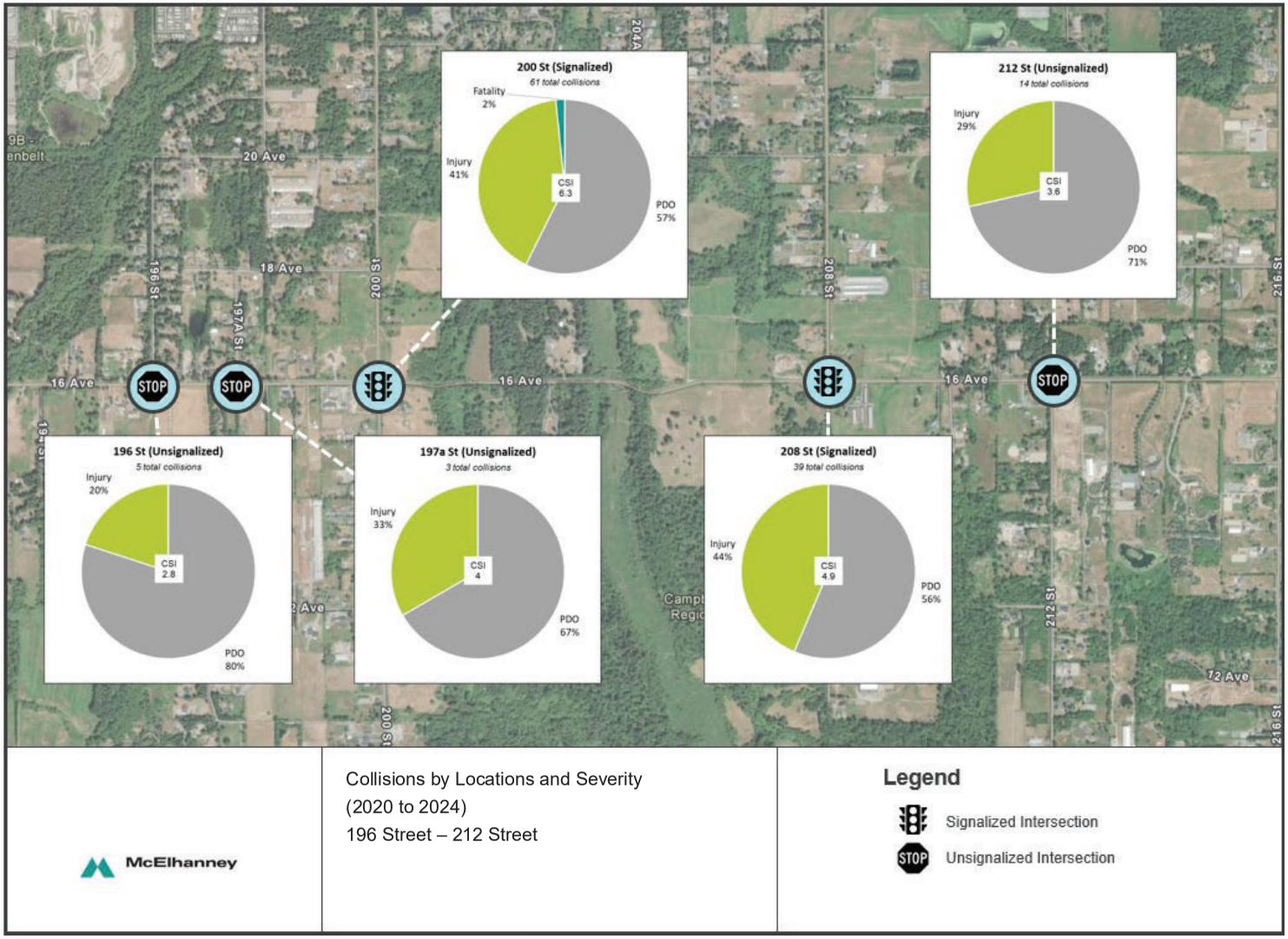
RTM Link Volume Validation





Appendix D: Detailed Collision Results

Collisions by Location and Severity (2020 to 2024) – Intersections





McElhanney

Collisions by Locations and Severity
(2020 to 2024)
216 Street – 242 Street

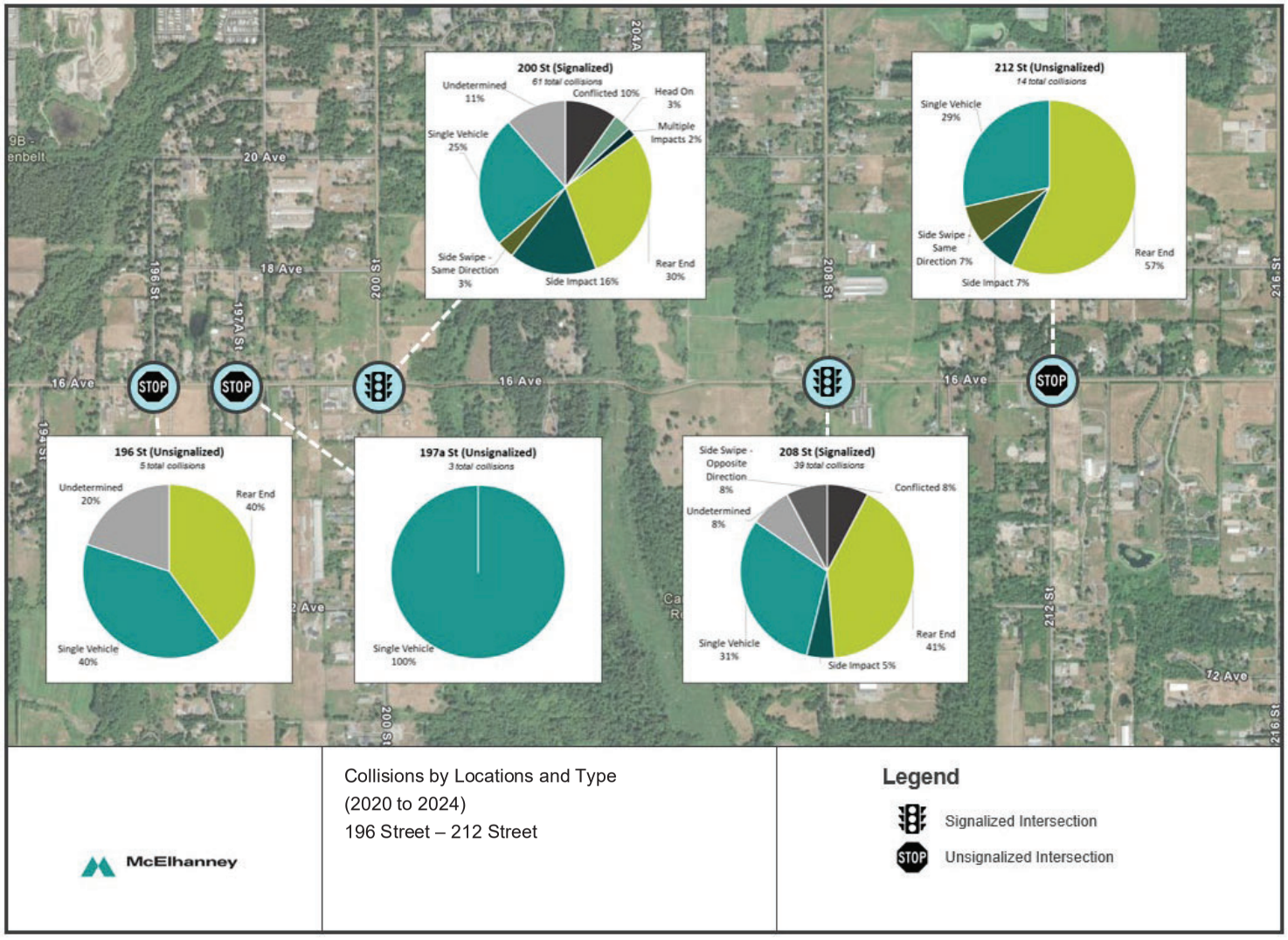
Legend

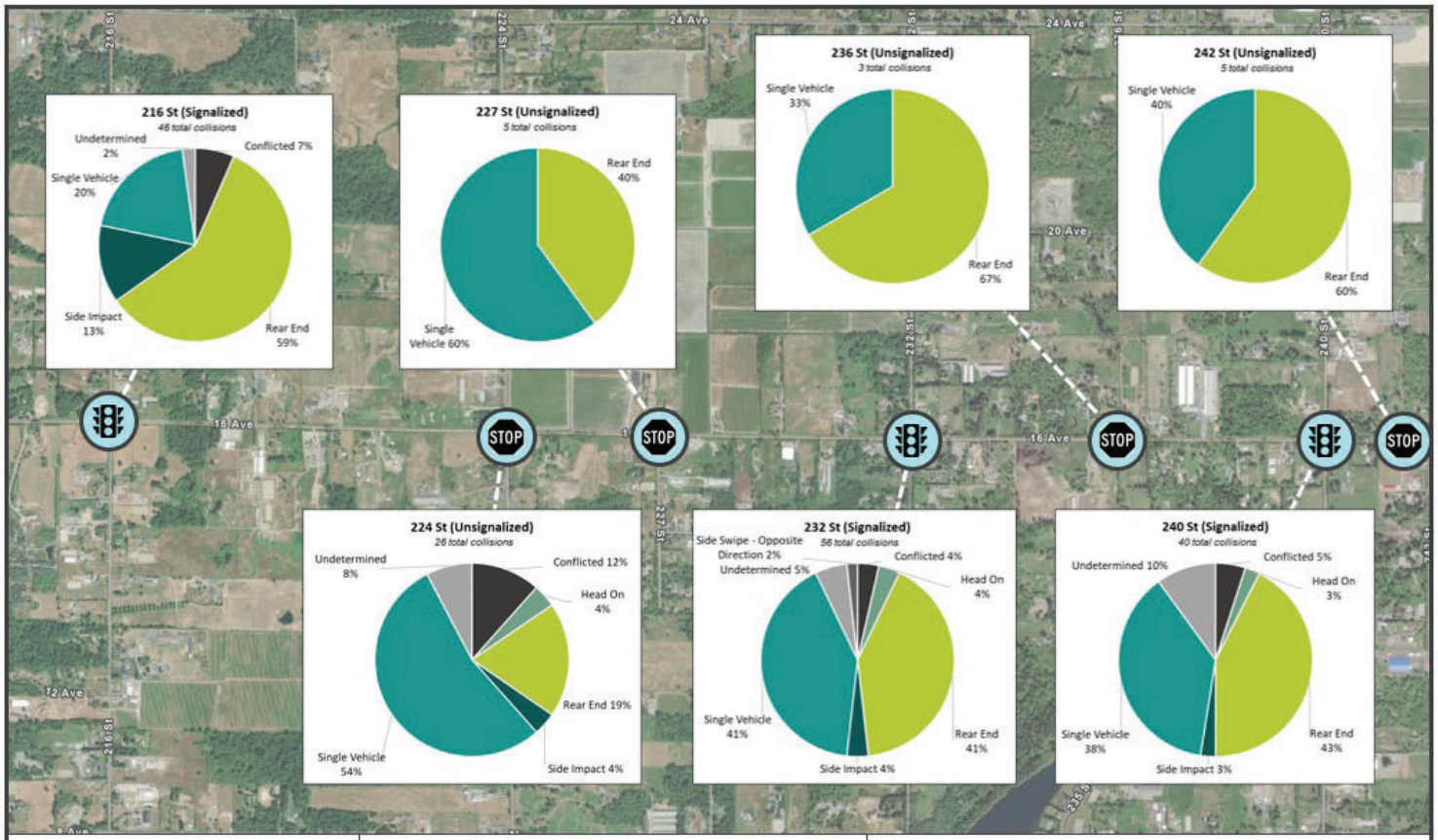
Signalized Intersection

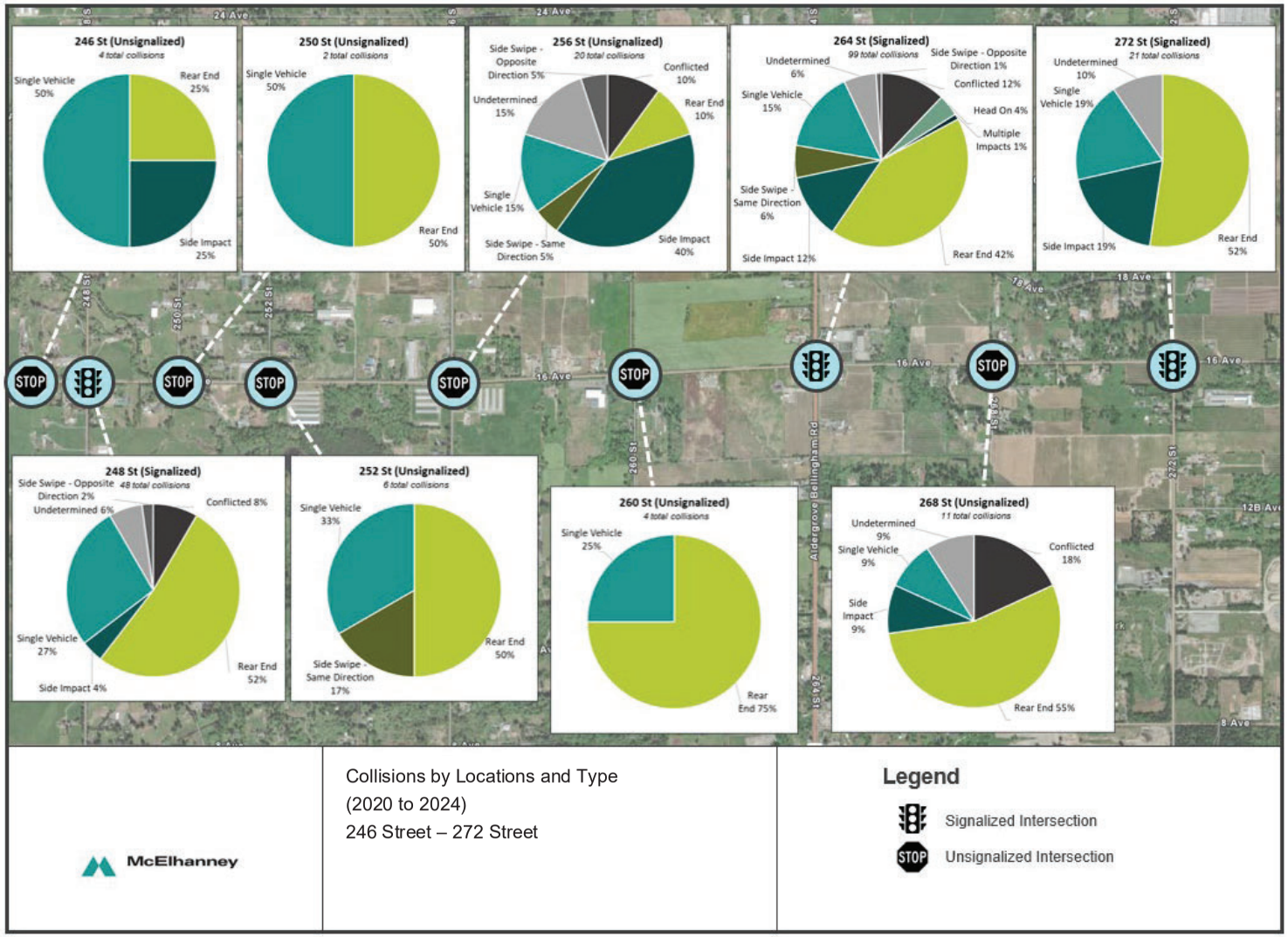
Unsignalized Intersection


246 St (Unsignalized)
4 total collisions
Injury 50%
CSI 5.5
PDO 50%
250 St (Unsignalized)
2 total collisions
Injury 50%
CSI 5.5
PDO 50%
256 St (Unsignalized)
20 total collisions
Fatality 5%
Injury 50%
CSI 10.5
PDO 45%
264 St (Signalized)
99 total collisions
Fatality 1%
Injury 36%
CSI 5.3
PDO 63%
272 St (Signalized)
21 total collisions
Injury 48%
CSI 5.3
PDO 52%
248 St (Signalized)
48 total collisions
Injury 46%
CSI 5.1
PDO 54%
252 St (Unsignalized)
6 total collisions
Injury 67%
CSI 7
PDO 33%
260 St (Unsignalized)
4 total collisions
Injury 50%
CSI 5.5
PDO 50%
268 St (Unsignalized)
11 total collisions
Injury 64%
CSI 6.7
PDO 36%
24 Ave
16 Ave
18 Ave
STOP
Collisions by Locations and Severity
(2020 to 2024)
246 Street – 272 Street
McElhanney
Legend
Signalized Intersection
Unsignalized Intersection

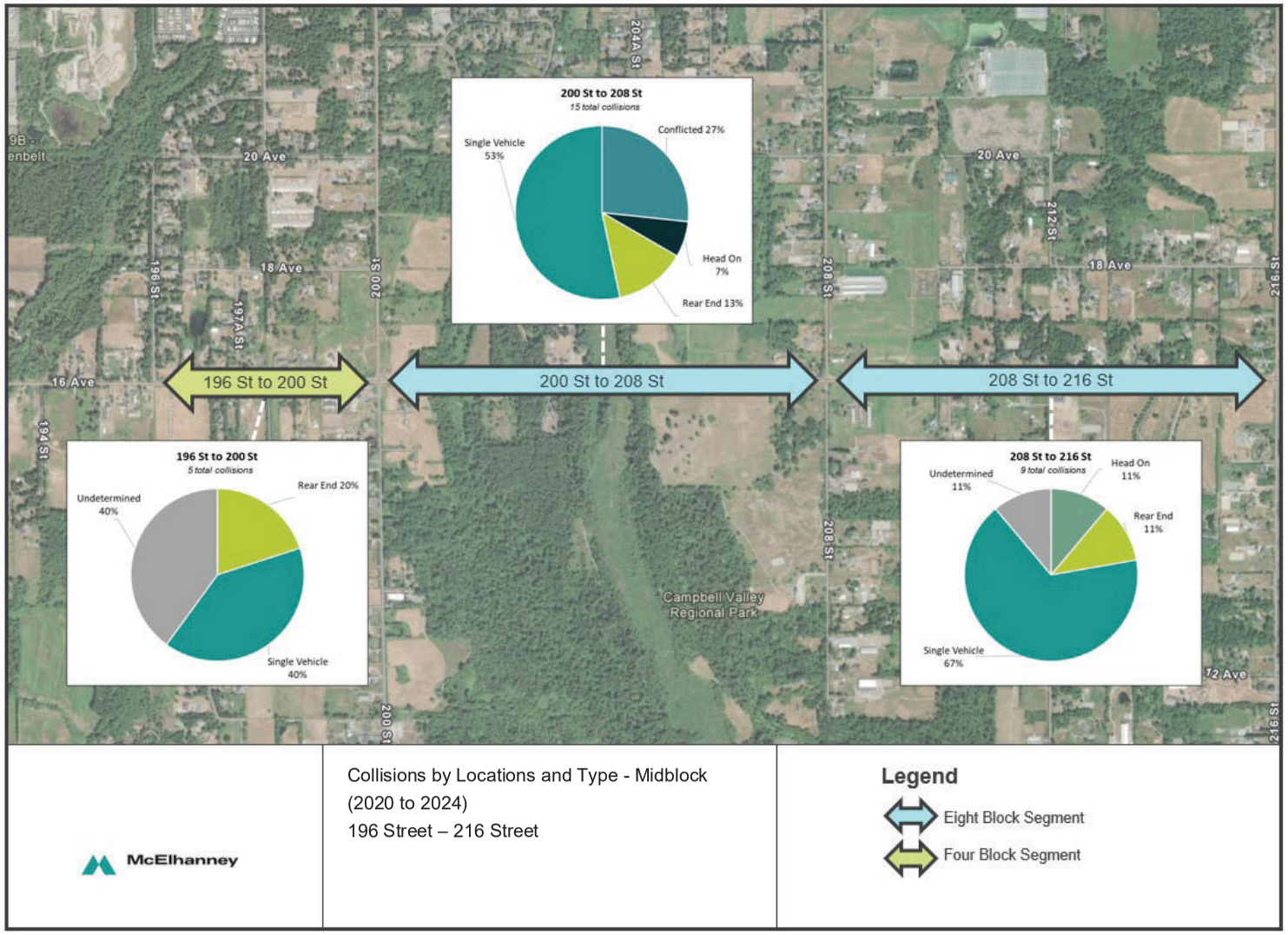
Collisions by Location and Type (2020 to 2024) – Intersections




216 St (Signalized)
46 total collisions
Undetermined 2%
Conflicted 7%
Single Vehicle 20%
Side Impact 13%
Rear End 59%
227 St (Unsignalized)
5 total collisions
Rear End 40%
Single Vehicle 60%
236 St (Unsignalized)
3 total collisions
Single Vehicle 33%
Rear End 67%
242 St (Unsignalized)
5 total collisions
Single Vehicle 40%
Rear End 60%
224 St (Unsignalized)
26 total collisions
Undetermined 8%
Conflicted 12%
Head On 4%
Rear End 19%
Single Vehicle 54%
Side Impact 4%
232 St (Signalized)
56 total collisions
Side Swipe - Opposite Direction 2%
Undetermined 5%
Conflicted 4%
Head On 4%
Single Vehicle 41%
Rear End 41%
Side Impact 4%
240 St (Signalized)
40 total collisions
Undetermined 10%
Conflicted 5%
Head On 3%
Single Vehicle 38%
Rear End 43%
Side Impact 3%
24 Ave
20 Ave
16 Ave
12 Ave
224 St
232 St
240 St
216 St
STOP
Collisions by Locations and Type
(2020 to 2024)
216 Street – 242 Street
McElhanney
Legend
Signalized Intersection
Unsignalized Intersection


246 St (Unsignalized)
4 total collisions
Single Vehicle 50%
Rear End 25%
Side Impact 25%
250 St (Unsignalized)
2 total collisions
Single Vehicle 50%
Rear End 50%
256 St (Unsignalized)
20 total collisions
Side Swipe - Opposite Direction 5%
Conflicted 10%
Undetermined 15%
Rear End 10%
Single Vehicle 15%
Side Swipe - Same Direction 5%
Side Impact 40%
264 St (Signalized)
99 total collisions
Undetermined 6%
Side Swipe - Opposite Direction 1%
Conflicted 12%
Single Vehicle 15%
Head On 4%
Multiple Impacts 1%
Side Swipe - Same Direction 6%
Side Impact 12%
Rear End 42%
272 St (Signalized)
21 total collisions
Undetermined 10%
Single Vehicle 19%
Side Impact 19%
Rear End 52%
248 St (Signalized)
48 total collisions
Side Swipe - Opposite Direction 2%
Undetermined 6%
Conflicted 8%
Single Vehicle 27%
Side Impact 4%
Rear End 52%
252 St (Unsignalized)
6 total collisions
Single Vehicle 33%
Rear End 50%
Side Swipe - Same Direction 17%
260 St (Unsignalized)
4 total collisions
Single Vehicle 25%
Rear End 75%
268 St (Unsignalized)
11 total collisions
Undetermined 9%
Single Vehicle 9%
Conflicted 18%
Side Impact 9%
Rear End 55%
24 Ave
16 Ave
8 Ave
248 St
250 St
252 St
260 St
264 St
272 St
Aldergrove Bellingham Rd
STOP
Collisions by Locations and Type
(2020 to 2024)
246 Street – 272 Street
McElhanney
Legend
Signalized Intersection
Unsignalized Intersection

Collisions by Location and Type (2020 to 2024) – Midblock



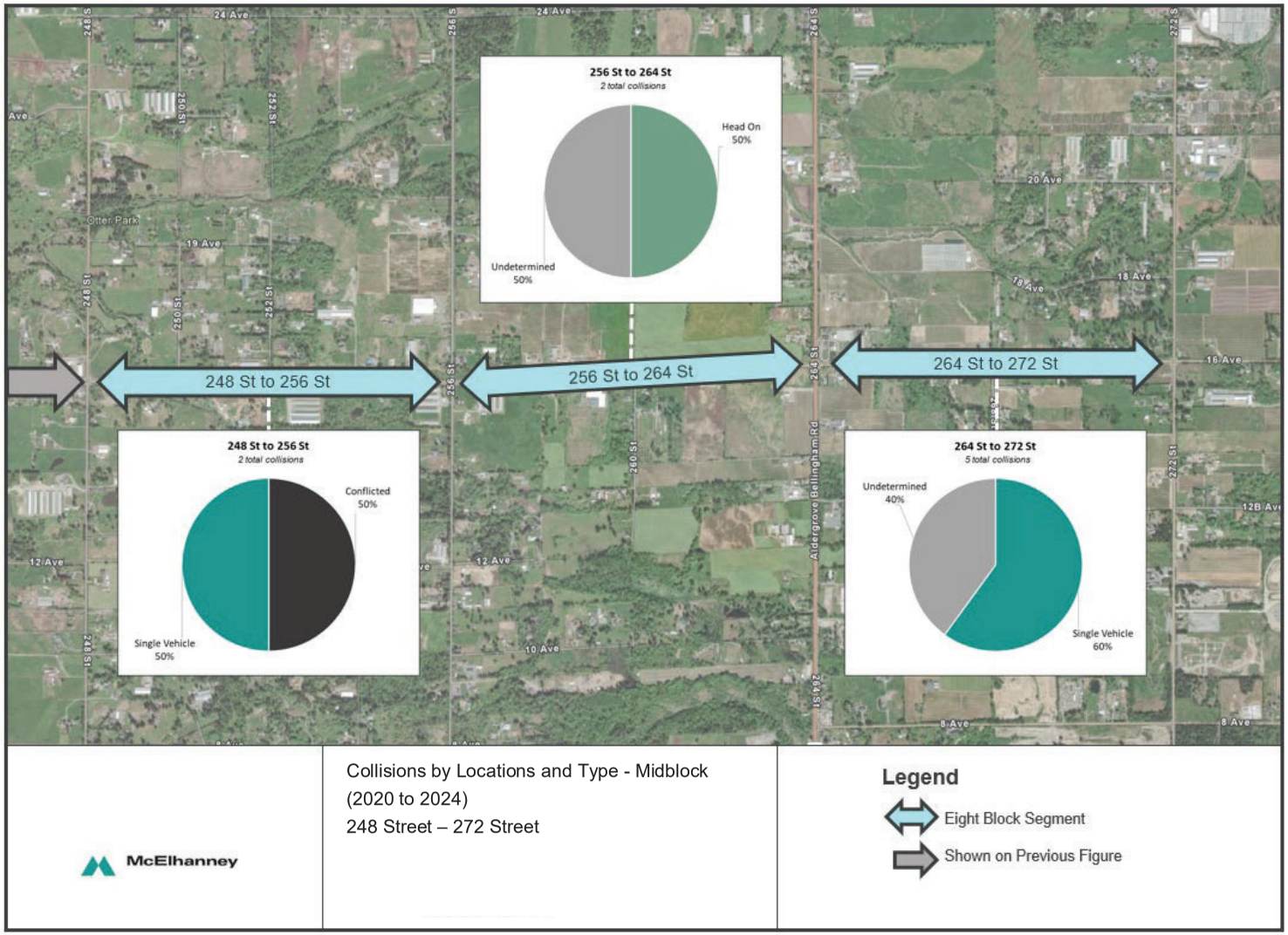


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Collisions by Locations and Type - Midblock
(2020 to 2024)
216 Street – 248 Street

Legend

Eight Block Segment



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Collisions by Locations and Type - Midblock
(2020 to 2024)
248 Street – 272 Street

Legend

Eight Block Segment

Shown on Previous Figure

Appendix E: Traffic Operations Results

Existing Condition Analysis

Intersection	Time	Attribute	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Overall
16 Ave & 196 St	AM	Vol (veh/hr)	5	555			440	0				0	0	5	1005
		v/c Ratio	0.00				0.28					0.01			
		Delay (s)	0				0					11			0
		LOS	A				A					B			A
		95%Q(m)	0				0					0			
	PM	Vol (veh/hr)	15	715			450	5				5	0	10	1200
		v/c Ratio	0.00				0.28					0.05			
		Delay (s)	0				0					16			0
		LOS	A				A					C			A
		95%Q(m)	0				0					0			
16 Ave & 200 St	AM	Vol (veh/hr)	80	455	20	120	390	75	20	115	50	60	135	30	1550
		v/c Ratio	0.21	0.54		0.33	0.53		0.08	0.41		0.23	0.41		
		Delay (s)	8	10		10	10		15	16		16	17		12
		LOS	A	B		A	A		B	B		B	B		B
		95%Q(m)	10	50		15	50		5	25		15	25		
	PM	Vol (veh/hr)	110	595	15	165	415	75	20	220	125	85	205	20	2050
		v/c Ratio	0.43	0.81		0.91	0.66		0.07	0.72		0.45	0.47		
		Delay (s)	15	21		63	14		21	30		30	23		24
		LOS	B	C		E	B		C	C		C	C		C
		95%Q(m)	20	90		#55	65		10	#100		#30	55		
16 Ave & 208 St	AM	Vol (veh/hr)	55	505	5	10	555	55	5	0	5	35	5	25	1260
		v/c Ratio	0.11	0.39		0.02	0.48		0.04			0.23			
		Delay (s)	5	6		4	7		3			15			7
		LOS	A	A		A	A		A			B			A
		95%Q(m)	5	45		0	55		0			10			
	PM	Vol (veh/hr)	60	735	10	10	585	70	20	0	5	60	5	50	1610
		v/c Ratio	0.15	0.64		0.03	0.57		0.08			0.39			
		Delay (s)	6	10		5	9		8			19			10
		LOS	A	B		A	A		A			B			B
		95%Q(m)	10	95		0	75		5			25			

Intersection	Time	Attribute	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Overall
16 Ave & 212 St	AM	Vol (veh/hr)		540	5	0	615		5		0				1165
		v/c Ratio		0.33		0.00			0.02		0.02				
		Delay (s)		0		0			23		23				0
		LOS		A		A			C		C				A
		95%Q(m)		0		0			0		0				
	PM	Vol (veh/hr)		795	5	0	660		5		5				1470
		v/c Ratio		0.52		0.00			0.06		0.06				
		Delay (s)		0		0			27		27				0
		LOS		A		A			D		D				A
		95%Q(m)		0		0			0		0				
16 Ave & 216 St	AM	Vol (veh/hr)	95	435	10	55	565	65	20	45	10	30	55	30	1415
		v/c Ratio	0.28	0.43		0.12	0.62		0.24			0.37			
		Delay (s)	9	8		6	11		19			20			11
		LOS	A	A		A	B		B			C			B
		95%Q(m)	15	45		5	80		20			25			
	PM	Vol (veh/hr)	125	665	10	35	595	120	45	65	20	80	85	20	1865
		v/c Ratio	0.56	0.73		0.14	0.78		0.39			0.57			
		Delay (s)	19	15		8	17		25			30			18
		LOS	B	B		A	B		C			C			B
		95%Q(m)	25	100		5	110		35			50			
16 Ave & 224 St	AM	Vol (veh/hr)	35	430	10	5	635	5	20	20	5	10	5	30	1210
		v/c Ratio	0.04	0.27		0.00	0.40		0.29			0.18			
		Delay (s)	9	0		8	0		36			22			2
		LOS	A	A		A	A		E			C			A
		95%Q(m)	0	0		0	0		10			5			
	PM	Vol (veh/hr)	25	720	20	5	710	20	10	15	5	5	15	30	1580
		v/c Ratio	0.03	0.46		0.01	0.46		0.35			0.31			
		Delay (s)	10	0		10	0		63			35			3
		LOS	A	A		A	A		F			E			A
		95%Q(m)	0	0		0	0		10			10			

Intersection	Time	Attribute	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Overall
16 Ave & 232 St	AM	Vol (veh/hr)	35	400	10	15	600	65	5	25	10	25	20	40	1250
		v/c Ratio	0.10	0.39		0.03	0.63		0.15			0.31			
		Delay (s)	6	6		5	10		18			16			9
		LOS	A	A		A	A		B			B			A
		95%Q(m)	5	40		0	85		10			15			
	PM	Vol (veh/hr)	45	675	10	15	685	35	15	25	10	55	30	35	1635
		v/c Ratio	0.14	0.61		0.04	0.65		0.16			0.4			
		Delay (s)	7	11		6	11		19			23			12
		LOS	A	B		A	B		B			C			B
		95%Q(m)	5	90		5	100		15			25			
16 Ave & 240 St	AM	Vol (veh/hr)	30	400	5	15	635	75	20	65	20	55	35	25	1380
		v/c Ratio	0.10	0.38		0.03	0.67		0.32			0.41			
		Delay (s)	6	7		5	12		21			23			12
		LOS	A	A		A	B		C			C			B
		95%Q(m)	5	40		5	100		25			30			
	PM	Vol (veh/hr)	30	695	15	30	700	50	15	30	20	60	40	20	1705
		v/c Ratio	0.11	0.65		0.1	0.69		0.2			0.42			
		Delay (s)	6	11		6	12		19			26			13
		LOS	A	B		A	B		B			C			B
		95%Q(m)	5	100		5	110		15			30			
16 Ave & 248 St	AM	Vol (veh/hr)	65	395	15	15	635	25	40	25	5	5	15	50	1290
		v/c Ratio	0.15	0.34		0.02	0.62		0.42			0.32			
		Delay (s)	4	6		4	14		45			20			13
		LOS	A	A		A	B		D			C			B
		95%Q(m)	5	60		0	120		25			15			
	PM	Vol (veh/hr)	150	600	25	30	725	60	15	45	10	25	40	40	1765
		v/c Ratio	0.42	0.55		0.07	0.79		0.37			0.53			
		Delay (s)	7	12		5	23		42			42			19
		LOS	A	B		A	C		D			D			B
		95%Q(m)	15	110		5	#225		25			35			

Intersection	Time	Attribute	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Overall
16 Ave & 256 St	AM	Vol (veh/hr)	10	385	10	15	625	10	20	15	15	0	10	30	1145
		v/c Ratio	0.01	0.26		0.02	0.42		0.29			0.14			
		Delay (s)	9	0		8	0		32			18			2
		LOS	A	A		A	A		D			C			A
		95%Q(m)	0	0		0	0		10			5			
	PM	Vol (veh/hr)	20	600	15	20	780	10	10	10	25	0	5	25	1520
		v/c Ratio	0.03	0.41		0.03	0.52		0.36			0.15			
		Delay (s)	10	0		9	0		44			23			2
		LOS	B	A		A	A		E			C			A
		95%Q(m)	0	0		0	0		10			5			
16 Ave & 264 St / Hwy 13	AM	Vol (veh/hr)	60	315	25	15	375	25	130	70	15	50	85	145	1310
		v/c Ratio	0.17	0.41	0.04	0.05	0.69	0.05	0.31	0.12	0.03	0.23	0.28	0.38	
		Delay (s)	10	13	0	18	29	0	20	18	0	32	32	9	19
		LOS	B	B	A	B	C	A	B	B	A	C	C	A	B
		95%Q(m)	10	45	0	5	85	0	25	15	0	15	25	15	
	PM	Vol (veh/hr)	90	460	75	25	460	50	180	140	30	55	120	170	1855
		v/c Ratio	0.3	0.58	0.11	0.09	0.8	0.09	0.45	0.24	0.05	0.3	0.44	0.45	
		Delay (s)	13	17	3	20	36	0	22	20	1	34	35	9	22
		LOS	B	B	A	B	D	A	C	B	A	C	D	A	C
		95%Q(m)	15	85	5	10	#####	0	35	30	0	20	35	15	
16 Ave & 272 St	AM	Vol (veh/hr)	40	315	25	10	360	40	25	40	10	30	55	30	980
		v/c Ratio	0.07	0.34		0.02	0.48		0.23			0.34			
		Delay (s)	6	10		6	16		23			23			15
		LOS	A	A		A	B		C			C			B
		95%Q(m)	5	55		0	75		20			30			
	PM	Vol (veh/hr)	80	385	80	15	465	55	35	70	10	30	65	35	1325
		v/c Ratio	0.19	0.5		0.03	0.73		0.39			0.43			
		Delay (s)	6	11		6	24		33			32			20
		LOS	A	B		A	C		C			C			B
		95%Q(m)	10	90		5	115		35			40			

Future Condition Analysis

Intersection	Time	Attribute	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Overall
16 Ave & 196 St	AM	Vol (veh/hr)	5	665			515	10				10	0	25	1230
		v/c Ratio	0.00				0.33					0.11			
		Delay (s)	0				0					17			1
		LOS	A				A					C			A
		95%Q(m)	0				0					5			
	PM	Vol (veh/hr)	15	850			535	5				10	0	10	1425
		v/c Ratio	0.02				0.34					0.11			
		Delay (s)	0				0					24			1
		LOS	A				A					C			A
		95%Q(m)	0				0					5			
16 Ave & 200 St	AM	Vol (veh/hr)	90	565	20	180	440	100	30	125	55	65	150	55	1875
		v/c Ratio	0.24	0.58		0.52	0.54		0.20	0.59		0.39	0.68		
		Delay (s)	8	10		14	9		29	32		33	37		16.2
		LOS	A	B		B	A		C	C		C	D		B
		95%Q(m)	15	85		35	70		10	40		20	45		
	PM	Vol (veh/hr)	125	710	25	180	490	85	25	245	150	95	225	25	2380
		v/c Ratio	0.47	0.82		1.04	0.65		0.12	0.91		1.00	0.58		
		Delay (s)	16	22		99	15		24	52		125	30		35.7
		LOS	B	C		F	B		C	D		F	C		D
		95%Q(m)	25	#165		#70	90		10	#110		#45	60		
16 Ave & 208 St	AM	Vol (veh/hr)	155	520	10	15	610	90	20	0	20	105	10	90	1645
		v/c Ratio	0.43	0.46		0.03	0.62		0.15			0.73			
		Delay (s)	12	8		6	11		13			40			13.8
		LOS	B	A		A	B		B			D			B
		95%Q(m)	25	65		5	100		10			45			
	PM	Vol (veh/hr)	150	770	35	35	590	130	45	0	10	80	15	120	1980
		v/c Ratio	0.54	0.8		0.15	0.72		0.21			0.62			
		Delay (s)	16	17		8	14		16			25			16.4
		LOS	B	B		A	B		B			C			B
		95%Q(m)	30	130		5	105		10			45			

Intersection	Time	Attribute	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Overall
16 Ave & 212 St	AM	Vol (veh/hr)		635	10	0	695		20		0				1360
		v/c Ratio		0.39		0.00			0.13						
		Delay (s)		0		0			32						1
		LOS		A		A			D						A
		95%Q(m)		0		0			5						
	PM	Vol (veh/hr)		850	10	0	745		10		15				1630
		v/c Ratio		0.56		0.00			0.17						
		Delay (s)		0		0			32						1
		LOS		A		A			D						A
		95%Q(m)		0		0			5						
16 Ave & 216 St	AM	Vol (veh/hr)	105	520	10	70	640	230	20	60	10	35	60	35	1795
		v/c Ratio	0.42	0.47		0.15	0.79		0.41			0.57			
		Delay (s)	12	7		6	15		34			38			14.7
		LOS	B	A		A	B		C			D			B
		95%Q(m)	20	65		10	#200		25			35			
	PM	Vol (veh/hr)	130	725	10	40	675	140	50	75	20	230	90	20	2205
		v/c Ratio	0.91	0.79		0.21	0.89		0.37			0.97			
		Delay (s)	73	19		10	26		27			73			33.5
		LOS	E	B		A	C		C			E			C
		95%Q(m)	#50	115		5	145		40			#130			
16 Ave & 224 St	AM	Vol (veh/hr)	40	515	10	5	885	5	20	20	5	10	5	35	1555
		v/c Ratio	0.06	0.33		0.01	0.55		0.53			0.32			
		Delay (s)	10	0		9	0		84			37			4
		LOS	B	A		A	A		F			E			A
		95%Q(m)	0	0		0	0		20			10			
	PM	Vol (veh/hr)	115	840	20	5	810	20	10	15	5	5	15	35	1895
		v/c Ratio	0.16	0.54		0.01	0.52		0.83			0.63			
		Delay (s)	11	0		10	0		249			95			7
		LOS	B	A		A	A		F			F			A
		95%Q(m)	5	0		0	0		25			25			

Intersection	Time	Attribute	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Overall
16 Ave & 232 St	AM	Vol (veh/hr)	40	480	10	20	785	80	5	30	10	30	20	105	1615
		v/c Ratio	0.20	0.47		0.04	0.84		0.20			0.55			
		Delay (s)	7	7		4	17		25			19			14
		LOS	A	A		A	B		C			B			B
		95%Q(m)	5	55		5	#195		15			25			
	PM	Vol (veh/hr)	50	790	10	15	780	40	15	30	10	60	35	40	1875
		v/c Ratio	0.18	0.7		0.05	0.72		0.18			0.47			
		Delay (s)	8	13		6	13		22			27			14
		LOS	A	B		A	B		C			C			B
		95%Q(m)	10	125		5	135		15			35			
16 Ave & 240 St	AM	Vol (veh/hr)	35	480	5	15	835	95	20	90	20	60	40	30	1725
		v/c Ratio	0.20	0.45		0.03	0.87		0.49			0.56			
		Delay (s)	8	7		5	20		32			34			18.3
		LOS	A	A		A	C		C			C			B
		95%Q(m)	5	55		5	#215		35			35			
	PM	Vol (veh/hr)	35	805	20	35	790	55	25	35	20	65	45	20	1950
		v/c Ratio	0.14	0.73		0.14	0.75		0.27			0.49			
		Delay (s)	7	13		7	14		23			31			15
		LOS	A	B		A	B		C			C			B
		95%Q(m)	5	140		5	150		20			35			
16 Ave & 248 St	AM	Vol (veh/hr)	70	475	15	15	725	35	45	30	5	5	15	175	1610
		v/c Ratio	0.23	0.47		0.03	0.80		0.38			0.44			
		Delay (s)	7	12		6	25		42			11			19.4
		LOS	A	B		A	C		D			B			B
		95%Q(m)	10	85		5	#190		30			25			
	PM	Vol (veh/hr)	165	695	30	35	820	65	15	50	10	30	45	45	2005
		v/c Ratio	0.54	0.64		0.09	0.93		0.38			0.58			
		Delay (s)	14	14		6	38		43			46			27.5
		LOS	B	B		A	D		D			D			C
		95%Q(m)	25	155		5	#300		30			40			

Intersection	Time	Attribute	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Overall
16 Ave & 256 St	AM	Vol (veh/hr)	10	465	10	25	720	10	20	15	15	0	15	35	1340
		v/c Ratio	0.01	0.31		0.03	0.48		0.43			0.24			
		Delay (s)	10	0		9	0		53			25			3
		LOS	A	A		A	A		F			C			A
		95%Q(m)	0	0		0	0		15			5			
	PM	Vol (veh/hr)	20	700	15	20	880	10	10	10	30	0	5	30	1730
		v/c Ratio	0.03	0.47		0.03	0.59		0.52			0.20			
		Delay (s)	11	0		10	0		71			28			3
		LOS	B	A		A	A		F			D			A
		95%Q(m)	0	0		0	0		20			5			
16 Ave & 264 St / Hwy 13	AM	Vol (veh/hr)	90	325	65	20	470	30	135	75	15	55	100	150	1530
		v/c Ratio	0.29	0.41	0.09	0.06	0.81	0.05	0.34	0.13	0.03	0.29	0.38	0.42	
		Delay (s)	12	13	2.5	19	37	0.2	21	19	0	35	35	10	22.2
		LOS	B	B	A	B	D	A	C	B	A	C	C	A	C
		95%Q(m)	15	50	5	5	#130	0	30	15	0	20	30	15	
	PM	Vol (veh/hr)	140	505	85	30	510	55	210	160	35	60	135	190	2115
		v/c Ratio	0.54	0.62	0.12	0.12	0.94	0.10	0.54	0.27	0.07	0.34	0.49	0.48	
		Delay (s)	19	18	4	21	55	0	25	21	2	35	37	9	27.3
		LOS	B	B	A	C	D	A	C	C	A	D	D	A	C
		95%Q(m)	25	95	10	10	#155	0	45	35	0	20	35	15	
16 Ave & 272 St	AM	Vol (veh/hr)	45	320	30	10	455	45	30	45	10	35	70	35	1130
		v/c Ratio	0.10	0.38		0.02	0.65		0.27			0.43			
		Delay (s)	6	10		6	20		27			29			17.9
		LOS	A	B		A	C		C			C			B
		95%Q(m)	5	60		0	105		25			40			
	PM	Vol (veh/hr)	90	420	90	15	515	60	40	80	10	35	70	40	1465
		v/c Ratio	0.23	0.56		0.03	0.76		0.46			0.48			
		Delay (s)	7	14		6	25		37			35			22
		LOS	A	B		A	C		D			C			C
		95%Q(m)	10	105		5	135		45			45			

Appendix F: Traffic Signal Warrants

Existing Condition Analysis

Canadian Traffic Signal Warrant Matrix Analysis

Main Street (name)	16 Ave	Direction (EW or NS)	EW
Side Street (name)	196 St	Direction (EW or NS)	NS
Quadrant (if appl)	-		

Road Authority	Township of Langley
City:	Langley, British Columbia
Analysis Date:	2026 Jan 29, Thu
Count Date:	2025 Nov 13, Thu

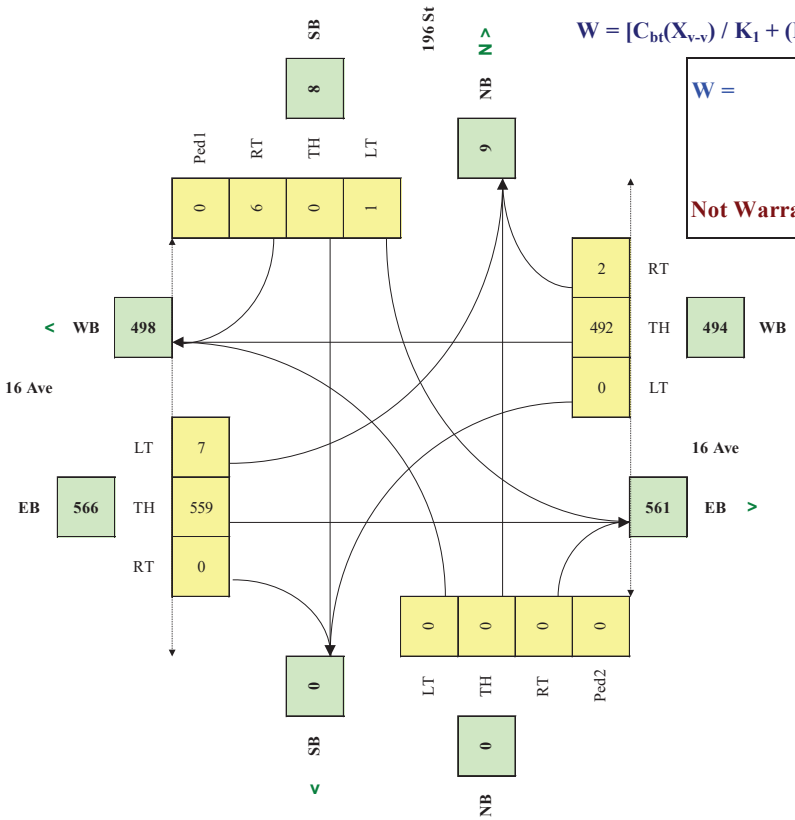
Lane Configuration	Direction	Excl LT	Th & LT	Through or Th+RT+LT	Th & RT	Excl RT	Upstream Signal (m)	# of Thru Lanes
16 Ave	WB				1		800	1
16 Ave	EB		1				800	1
196 St	NB							
196 St	SB			1				

Demographics		
Elementary School	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	150000
Central Business District	(y/n)	n

Other Input	Direction	Speed (km/h)	Trucks %	Bus Rt (y/n)	Median (m)
16 Ave	EW	50	10.0%	n	0.0
196 St	NS	50	2.0%	n	0.0

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S side
7:00 - 8:00				1		7		537	2	3	487					
8:00 - 9:00				2		7		446	2	4	513					
12:00 - 13:00				2		5		434	0	3	464					
15:00 - 16:00				0		6		491	2	10	604					
16:00 - 17:00				1		10		513	5	12	721					
17:00 - 18:00				2		2		532	1	11	566					
Total (6-hour peak)	**0**	**0**	**0**	**8**	**0**	**37**	**0**	**2,953**	**12**	**43**	**3,355**	**0**	**0**	**0**	**0**	**0**
Average (6-hour peak)	**0**	**0**	**0**	**1**	**0**	**6**	**0**	**492**	**2**	**7**	**559**	**0**	**0**	**0**	**0**	**0**

Average 6-hour Peak Turning Movements



$W = [C_{bt}(X_{v-v}) / K_1 + (F (X_{v-p}) L) / K_2] x$

W = 4 4 0

Veh Ped

Not Warranted - Vs<75

Canadian Traffic Signal Warrant Matrix Analysis

Main Street (name)	16 Ave	Direction (EW or NS)	EW
Side Street (name)	212 St	Direction (EW or NS)	NS
Quadrant (if appl)	-		

Road Authority	Township of Langley
City:	Langley, British Columbia
Analysis Date:	2026 Jan 29, Thu
Count Date:	2025 Nov 26, Wed

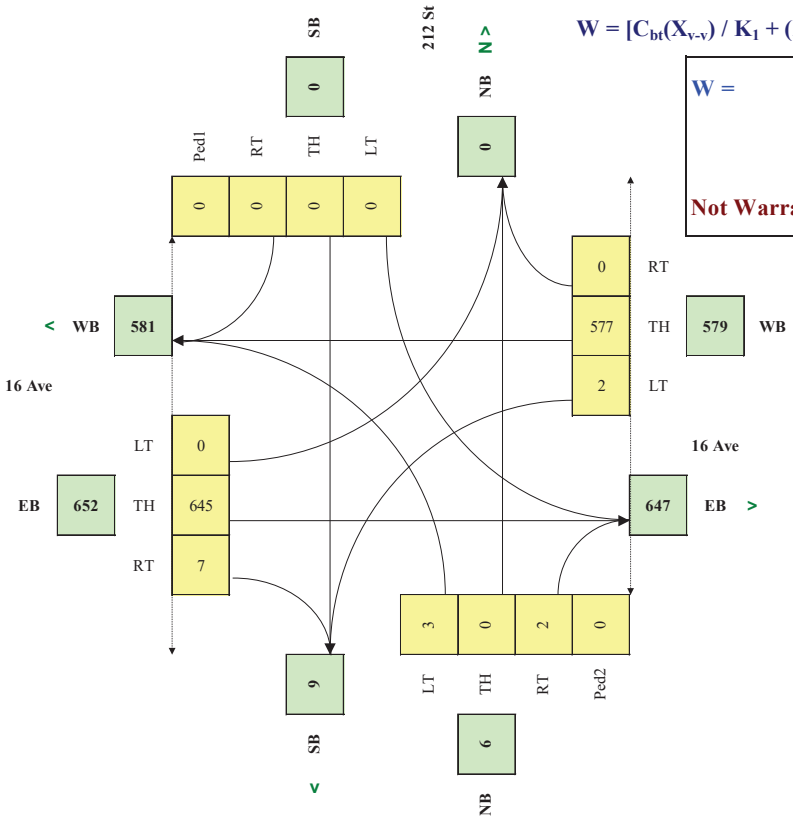
Lane Configuration	Direction	Excl LT	Th & LT	Through or Th+RT+LT	Th & RT	Excl RT	Upstream Signal (m)	# of Thru Lanes
16 Ave	WB		1				810	1
16 Ave	EB				1		800	1
212 St	NB			1				
212 St	SB							

Demographics		
Elementary School	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	150000
Central Business District	(y/n)	n

Other Input	Direction	Speed (km/h)	Trucks %	Bus Rt (y/n)	Median (m)
16 Ave	EW	60	9.0%	n	0.0
212 St	NS	50	2.0%	n	0.0

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S side
7:00 - 8:00	2		1				4	594			477	4				
8:00 - 9:00	4		3				2	565			540	6				
12:00 - 13:00	3		3				1	457			467	8				
15:00 - 16:00	5		0				0	623			805	9				
16:00 - 17:00	6		4				0	635			821	6				
17:00 - 18:00	0		3				4	589			760	11				
Total (6-hour peak)	**20**	**0**	**14**	**0**	**0**	**0**	**11**	**3,463**	**0**	**0**	**3,870**	**44**	**0**	**0**	**0**	**0**
Average (6-hour peak)	**3**	**0**	**2**	**0**	**0**	**0**	**2**	**577**	**0**	**0**	**645**	**7**	**0**	**0**	**0**	**0**

Average 6-hour Peak Turning Movements



$W = [C_{bt}(X_{v-v}) / K_1 + (F(X_{v-p}) L) / K_2] \times$

W = 4 4 0

Veh Ped

Not Warranted - Vs<75

Canadian Traffic Signal Warrant Matrix Analysis

Main Street (name)	16 Ave	Direction (EW or NS)	EW
Side Street (name)	224 St	Direction (EW or NS)	NS
Quadrant (if appl)	-		

Road Authority	Township of Langley
City:	Langley, British Columbia
Analysis Date:	2026 May 05, Tue
Count Date:	2024 Nov 13, Wed

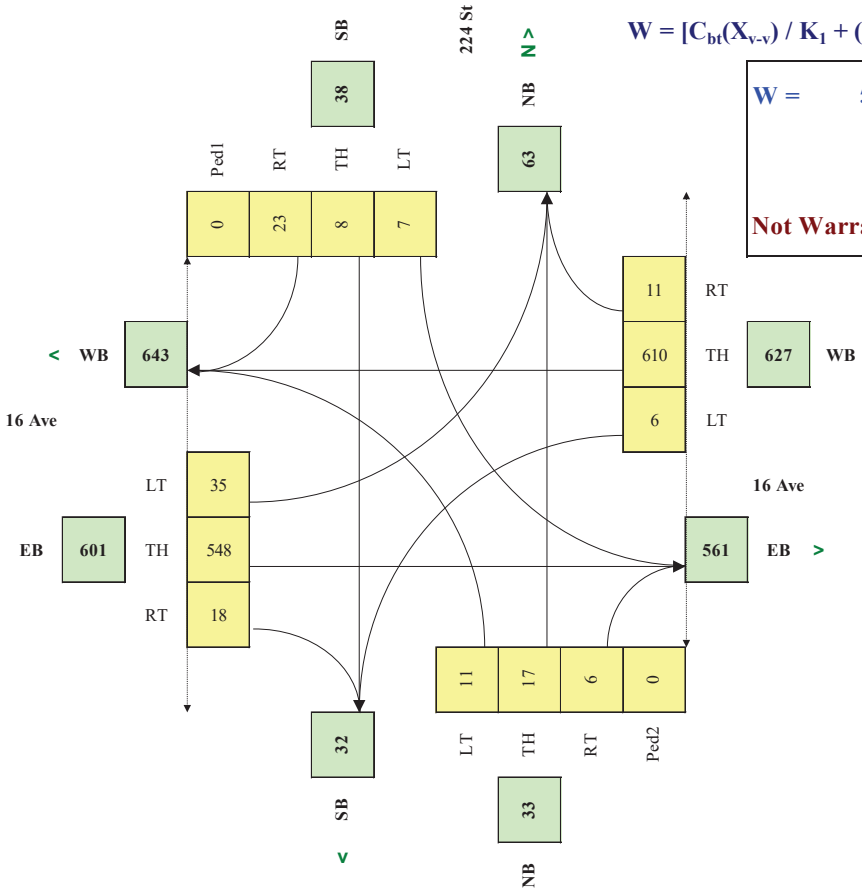
Lane Configuration	Direction	Excl LT	Th & LT	Through or Th+RT+LT	Th & RT	Excl RT	Upstream Signal (m)	# of Thru Lanes
16 Ave	WB	1			1		1,590	1
16 Ave	EB	1			1		1,560	1
224 St	NB			1				
224 St	SB			1				

Demographics		
Elementary School	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	150000
Central Business District	(y/n)	n

Other Input	Direction	Speed (km/h)	Trucks %	Bus Rt (y/n)	Median (m)
16 Ave	EW	60	8.0%	n	0.0
224 St	NS	60	1.0%	n	0.0

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S side
7:00 - 8:00	15	10	5	10	5	20	5	645	5	40	395	5				
8:00 - 9:00	20	20	5	10	5	30	5	635	5	35	430	10				
12:00 - 13:00	10	20	5	5	10	15	10	425	10	25	350	15				
15:00 - 16:00	10	20	10	5	10	30	5	605	10	45	770	25				
16:00 - 17:00	10	15	5	5	15	30	5	710	20	25	720	20				
17:00 - 18:00	0	15	5	5	5	10	5	640	15	40	625	30				
Total (6-hour peak)	**65**	**100**	**35**	**40**	**50**	**135**	**35**	**3,660**	**65**	**210**	**3,290**	**105**	**0**	**0**	**0**	**0**
Average (6-hour peak)	**11**	**17**	**6**	**7**	**8**	**23**	**6**	**610**	**11**	**35**	**548**	**18**	**0**	**0**	**0**	**0**

Average 6-hour Peak Turning Movements



$W = [C_{bt}(X_{v\text{-}v}) / K_1 + (F (X_{v\text{-}p}) L) / K_2] \times$

W =	54	54	0
		Veh	*Ped*

Not Warranted - Vs<75

Canadian Traffic Signal Warrant Matrix Analysis

Main Street (name)	16 Ave	Direction (EW or NS)	EW
Side Street (name)	256 St	Direction (EW or NS)	NS
Quadrant (if appl)	-		

Road Authority	Township of Langley
City:	Langley, British Columbia
Analysis Date:	2026 May 04, Mon
Count Date:	2024 Nov 19, Tue

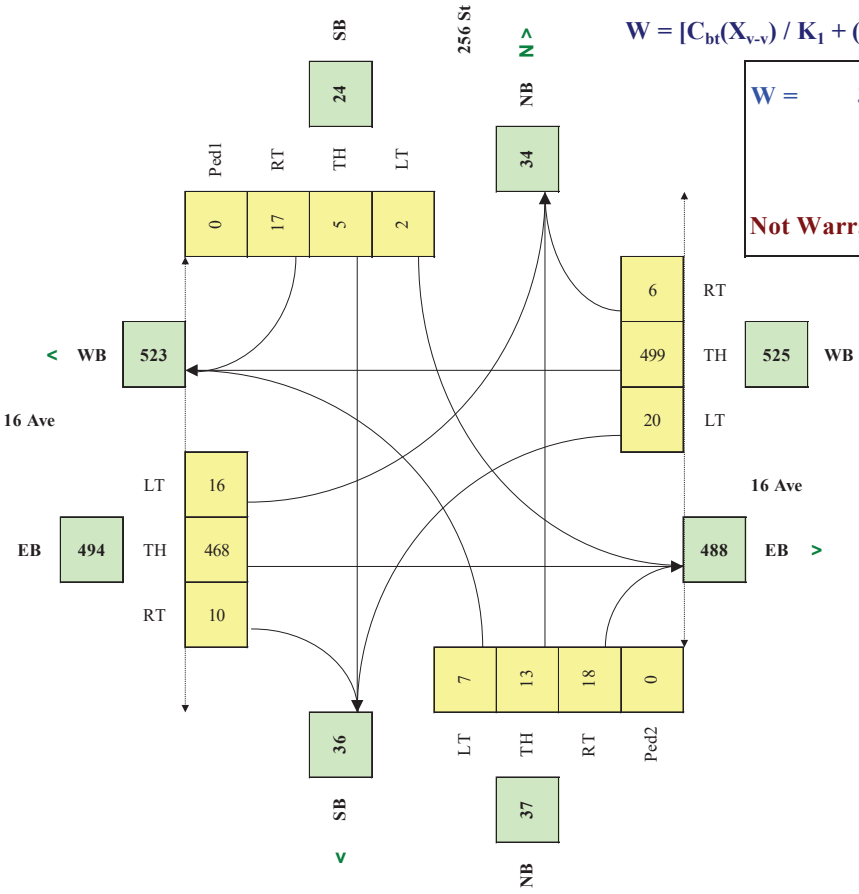
Lane Configuration	Direction	Excl LT	Th & LT	Through or Th+RT+LT	Th & RT	Excl RT	Upstream Signal (m)	# of Thru Lanes
16 Ave	WB	1			1		1,620	1
16 Ave	EB	1			1		1,620	1
256 St	NB			1				
256 St	SB			1				

Demographics		
Elementary School	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	150000
Central Business District	(y/n)	n

Other Input	Direction	Speed (km/h)	Trucks %	Bus Rt (y/n)	Median (m)
16 Ave	EW	60	9.0%	n	0.0
256 St	NS	60	2.0%	n	0.0

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S side
7:00 - 8:00	4	3	12	3	7	14	17	528	4	14	435	7				
8:00 - 9:00	14	15	18	0	8	21	14	482	9	13	376	8				
12:00 - 13:00	7	9	11	1	4	8	18	362	6	10	360	10				
15:00 - 16:00	6	19	21	2	3	23	32	554	4	20	540	11				
16:00 - 17:00	3	12	21	2	4	24	29	567	5	23	577	12				
17:00 - 18:00	8	17	24	2	6	9	11	502	6	13	520	13				
Total (6-hour peak)	**42**	**75**	**107**	**10**	**32**	**99**	**121**	**2,995**	**34**	**93**	**2,808**	**61**	**0**	**0**	**0**	**0**
Average (6-hour peak)	**7**	**13**	**18**	**2**	**5**	**17**	**20**	**499**	**6**	**16**	**468**	**10**	**0**	**0**	**0**	**0**

Average 6-hour Peak Turning Movements



$W = [C_{bt}(X_{v-v}) / K_1 + (F (X_{v-p}) L) / K_2] \times$

W =	33	33	0
		Veh	*Ped*

Not Warranted - Vs<75

Future Condition Analysis

Canadian Traffic Signal Warrant Matrix Analysis

Main Street (name)	16 Ave	Direction (EW or NS)	EW
Side Street (name)	196 St	Direction (EW or NS)	NS
Quadrant (if appl)	-		

Road Authority	Township of Langley
City:	Langley, British Columbia
Analysis Date:	2026 May 01, Fri
Count Date:	2035 Forecast

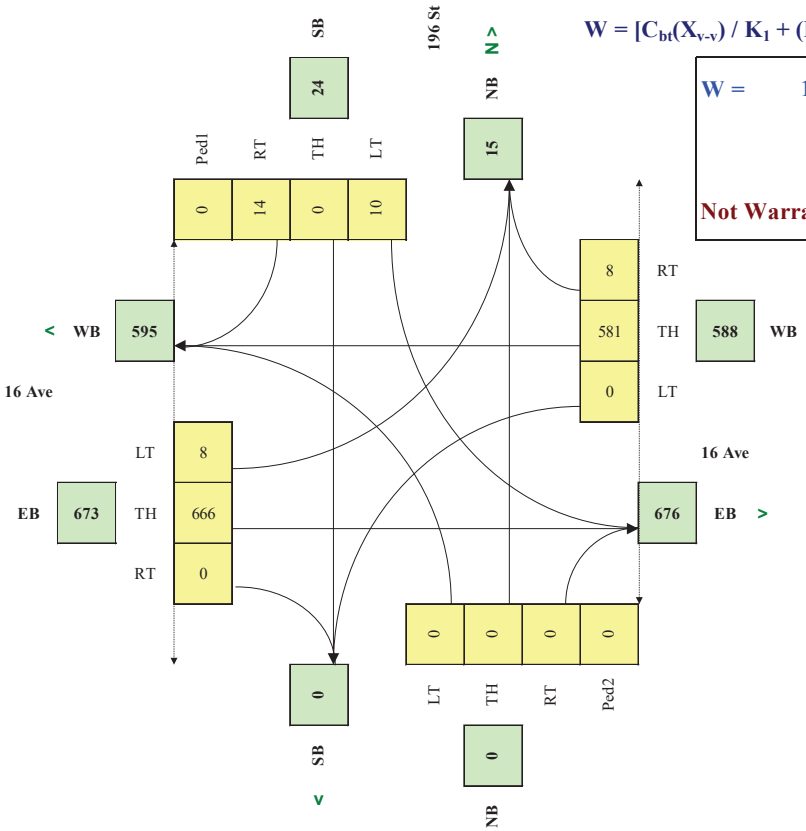
Lane Configuration	Direction	Excl LT	Th & LT	Through or Th+RT+LT	Th & RT	Excl RT	Upstream Signal (m)	# of Thru Lanes
16 Ave	WB				1		800	1
16 Ave	EB		1				800	1
196 St	NB							
196 St	SB			1				

Demographics		
Elementary School	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	192000
Central Business District	(y/n)	n

Other Input	Direction	Speed (km/h)	Trucks %	Bus Rt (y/n)	Median (m)
16 Ave	EW	50	10.0%	n	0.0
196 St	NS	50	2.0%	n	0.0

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S side
7:00 - 8:00				10		25		625	10	5	580					
8:00 - 9:00				10		25		520	10	5	615					
12:00 - 13:00				10		15		515	10	5	555					
15:00 - 16:00				10		5		585	5	10	720					
16:00 - 17:00				10		10		610	5	10	855					
17:00 - 18:00				10		5		630	5	10	670					
Total (6-hour peak)	**0**	**0**	**0**	**60**	**0**	**85**	**0**	**3,485**	**45**	**45**	**3,995**	**0**	**0**	**0**	**0**	**0**
Average (6-hour peak)	**0**	**0**	**0**	**10**	**0**	**14**	**0**	**581**	**8**	**8**	**666**	**0**	**0**	**0**	**0**	**0**

Average 6-hour Peak Turning Movements



$W = [C_{bt}(X_{v\text{-}v}) / K_1 + (F (X_{v\text{-}p}) L) / K_2] \times$

W =	14	14	0
		Veh	*Ped*

Not Warranted - Vs<75

Canadian Traffic Signal Warrant Matrix Analysis

Main Street (name)	16 Ave	Direction (EW or NS)	EW
Side Street (name)	212 St	Direction (EW or NS)	NS
Quadrant (if appl)	-		

Road Authority	Township of Langley
City:	Langley, British Columbia
Analysis Date:	2026 May 04, Mon
Count Date:	2035 Forecast

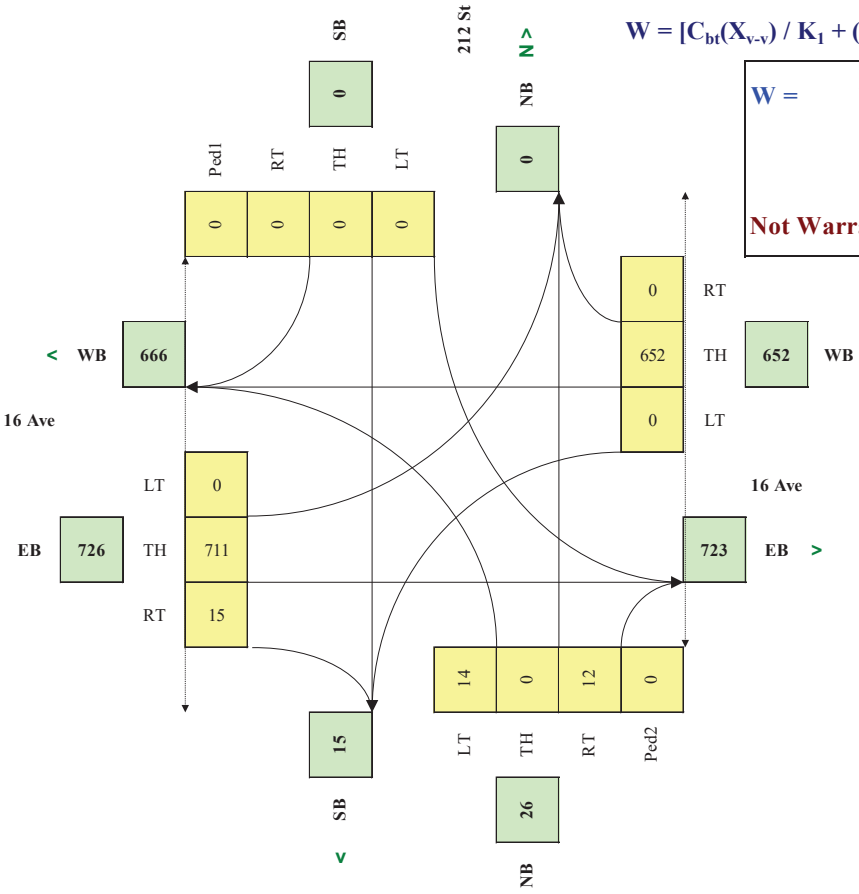
Lane Configuration	Direction	Exd LT	Th & LT	Through or Th+RT+LT	Th & RT	Exd RT	Upstream Signal (m)	# of Thru Lanes
16 Ave	WB		1				810	1
16 Ave	EB				1		800	1
212 St	NB			1				
212 St	SB							

Demographics		
Elementary School	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	192000
Central Business District	(y/n)	n

Other Input	Direction	Speed (km/h)	Trucks %	Bus Rt (y/n)	Median (m)
16 Ave	EW	60	9.0%	n	0.0
212 St	NS	50	2.0%	n	0.0

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S side
7:00 - 8:00	20		5				0	670			560	10				
8:00 - 9:00	20		5				0	640			635	10				
12:00 - 13:00	15		15				0	515			520	20				
15:00 - 16:00	10		15				0	705			860	20				
16:00 - 17:00	10		15				0	715			875	10				
17:00 - 18:00	10		15				0	665			815	20				
Total (6-hour peak)	**85**	**0**	**70**	**0**	**0**	**0**	**0**	**3,910**	**0**	**0**	**4,265**	**90**	**0**	**0**	**0**	**0**
Average (6-hour peak)	**14**	**0**	**12**	**0**	**0**	**0**	**0**	**652**	**0**	**0**	**711**	**15**	**0**	**0**	**0**	**0**

Average 6-hour Peak Turning Movements



$W = [C_{bt}(X_{v-v}) / K_1 + (F (X_{v-p}) L) / K_2] \times$

W = 16 16 0

Veh Ped

Not Warranted - Vs<75

Canadian Traffic Signal Warrant Matrix Analysis

Main Street (name)	16 Ave	Direction (EW or NS)	EW
Side Street (name)	224 St	Direction (EW or NS)	NS
Quadrant (if appl)	-		

Road Authority	Township of Langley
City:	Langley, British Columbia
Analysis Date:	2026 May 05, Tue
Count Date:	2035 Forecast

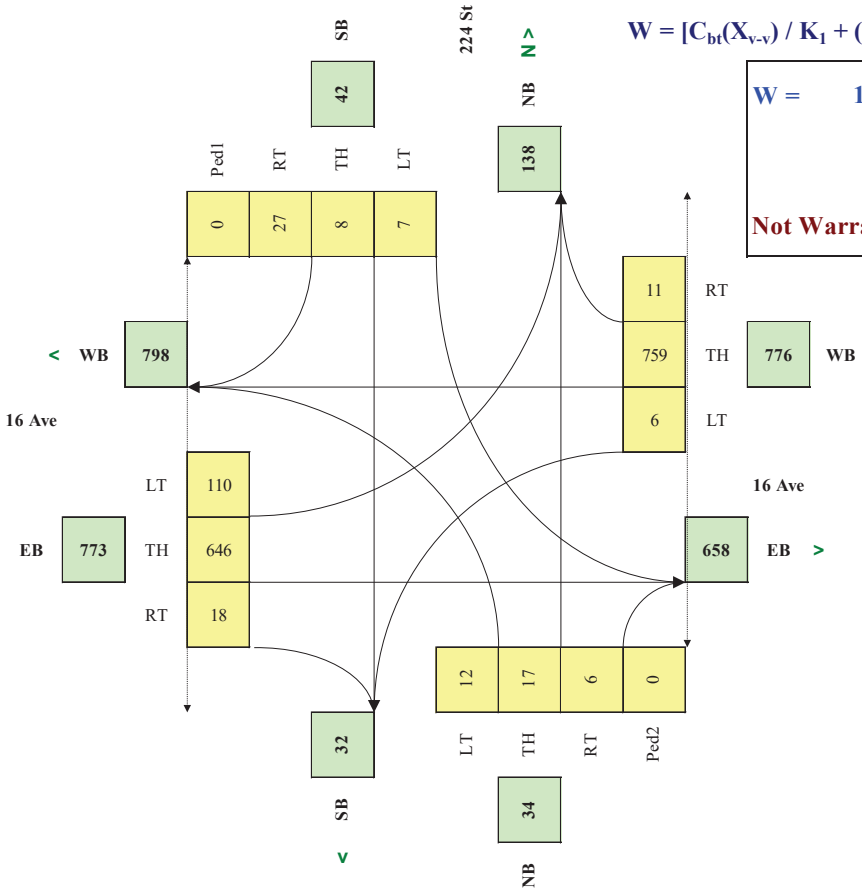
Lane Configuration	Direction	Excl LT	Th & LT	Through or Th+RT+LT	Th & RT	Excl RT	Upstream Signal (m)	# of Thru Lanes
16 Ave	WB	1			1		1,590	1
16 Ave	EB	1			1		1,560	1
224 St	NB			1				
224 St	SB			1				

Demographics		
Elementary School	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	192000
Central Business District	(y/n)	n

Other Input	Direction	Speed (km/h)	Trucks %	Bus Rt (y/n)	Median (m)
16 Ave	EW	60	8.0%	n	0.0
224 St	NS	60	1.0%	n	0.0

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S side
7:00 - 8:00	15	10	5	10	5	25	5	900	5	45	475	5				
8:00 - 9:00	20	20	5	10	5	35	5	885	5	40	515	10				
12:00 - 13:00	10	20	5	5	10	20	10	540	10	70	415	15				
15:00 - 16:00	10	20	10	5	10	35	5	690	10	205	900	25				
16:00 - 17:00	10	15	5	5	15	35	5	810	20	115	840	20				
17:00 - 18:00	5	15	5	5	5	10	5	730	15	185	730	30				
Total (6-hour peak)	**70**	**100**	**35**	**40**	**50**	**160**	**35**	**4,555**	**65**	**660**	**3,875**	**105**	**0**	**0**	**0**	**0**
Average (6-hour peak)	**12**	**17**	**6**	**7**	**8**	**27**	**6**	**759**	**11**	**110**	**646**	**18**	**0**	**0**	**0**	**0**

Average 6-hour Peak Turning Movements



$W = [C_{bt}(X_{v\text{-}v}) / K_1 + (F (X_{v\text{-}p}) L) / K_2] \times$

W = 107 107 0

Veh Ped

Not Warranted - Vs<75

Canadian Traffic Signal Warrant Matrix Analysis

Main Street (name)	16 Ave	Direction (EW or NS)	EW
Side Street (name)	256 St	Direction (EW or NS)	NS
Quadrant (if appl)	-		

Road Authority	Township of Langley
City:	Langley, British Columbia
Analysis Date:	2026 May 04, Mon
Count Date:	2035 Forecast

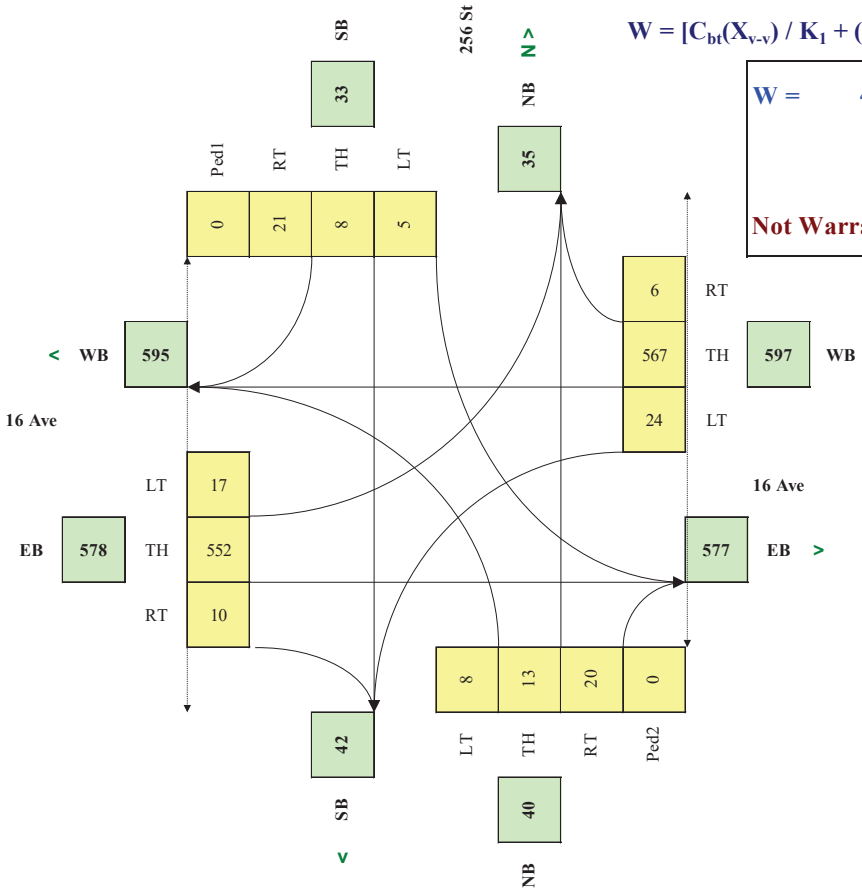
Lane Configuration	Direction	Excl LT	Th & LT	Through or Th+RT+LT	Th & RT	Excl RT	Upstream Signal (m)	# of Thru Lanes
16 Ave	WB	1			1		1,620	1
16 Ave	EB	1			1		1,620	1
256 St	NB			1				
256 St	SB			1				

Demographics		
Elementary School	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	192000
Central Business District	(y/n)	n

Other Input	Direction	Speed (km/h)	Trucks %	Bus Rt (y/n)	Median (m)
16 Ave	EW	60	9.0%	n	0.0
256 St	NS	60	2.0%	n	0.0

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S side
7:00 - 8:00	5	5	10	5	10	20	25	610	5	15	525	5				
8:00 - 9:00	15	15	20	5	15	25	25	555	10	15	455	10				
12:00 - 13:00	5	10	10	5	5	10	25	410	5	10	425	10				
15:00 - 16:00	5	20	25	5	5	30	30	625	5	20	630	10				
16:00 - 17:00	5	10	25	5	5	30	30	635	5	25	670	10				
17:00 - 18:00	10	15	30	5	5	10	10	565	5	15	605	15				
Total (6-hour peak)	**45**	**75**	**120**	**30**	**45**	**125**	**145**	**3,400**	**35**	**100**	**3,310**	**60**	**0**	**0**	**0**	**0**
Average (6-hour peak)	**8**	**13**	**20**	**5**	**8**	**21**	**24**	**567**	**6**	**17**	**552**	**10**	**0**	**0**	**0**	**0**

Average 6-hour Peak Turning Movements

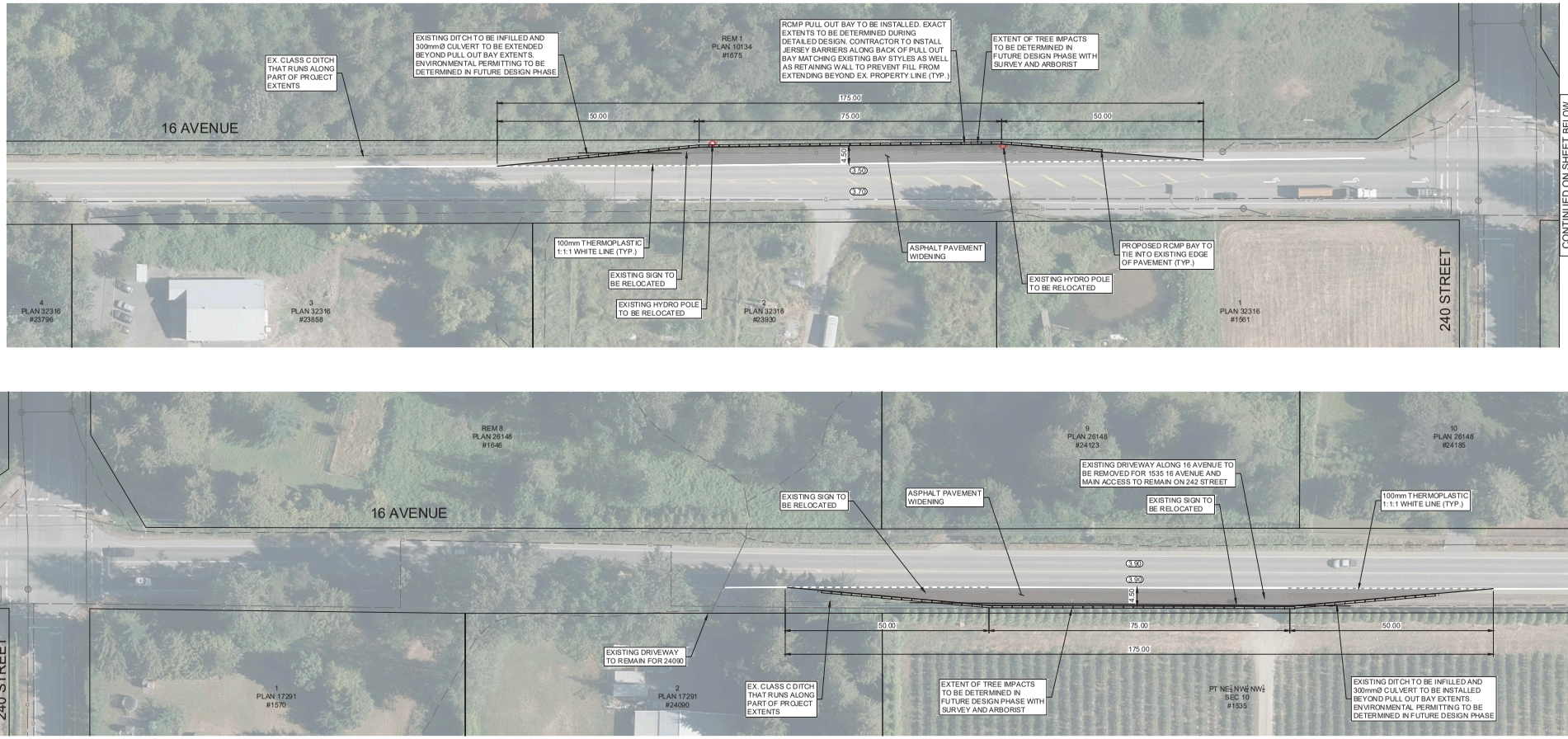


$W = [C_{bt}(X_{v-v}) / K_1 + (F (X_{v-p}) L) / K_2] \times$

W =	46	46	0
		Veh	*Ped*

Not Warranted - Vs<75

Appendix G: Sketches



Original Drawing Size: (560mm x 864mm)

McElhanney
Suite 2300 Central City Tower
13450 102nd Avenue,
Surrey BC V3T 5X3
Tel. 604 596 0391

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FOR DISCUSSION ONLY

16 AVENUE CORRIDOR AND INTERSECTION STUDY
SKETCH PLAN - PULL OUT BAYS AT 16 AVENUE AND 240 STREET

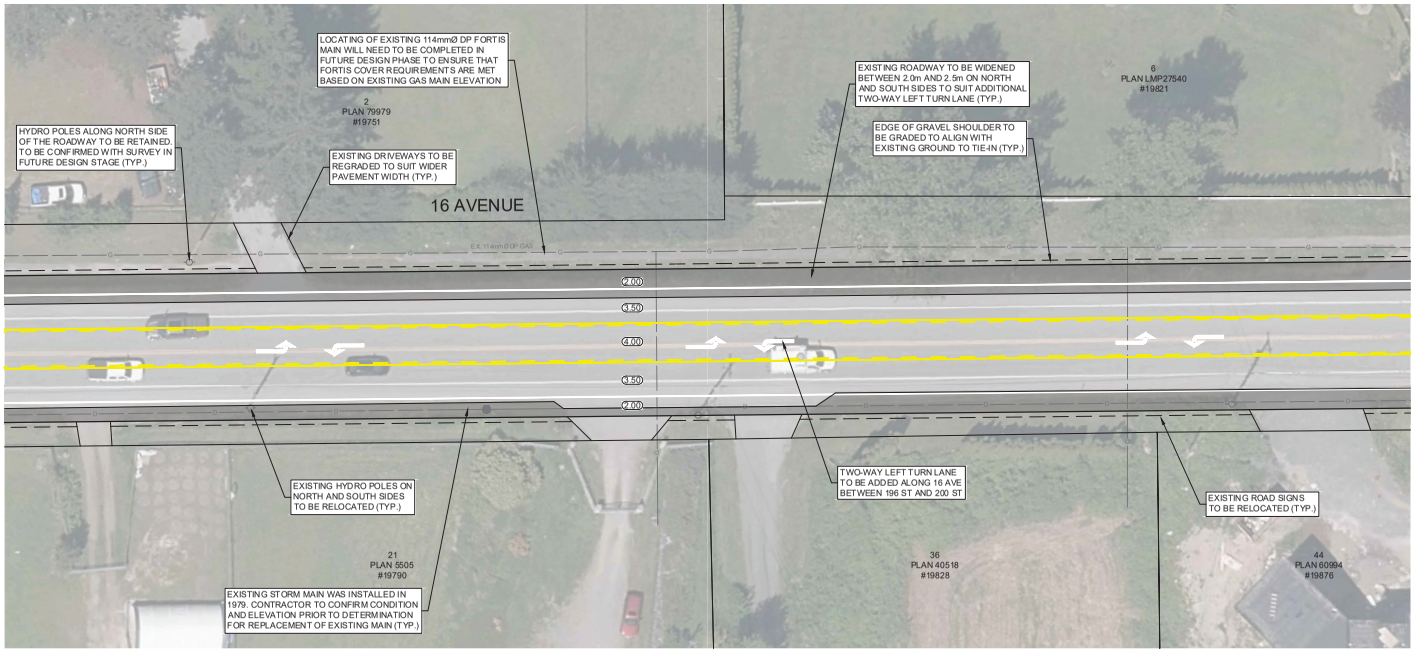
DRAWING No. 01409-C4-SK4_16AVE-240ST

DATE: 2026-04-10

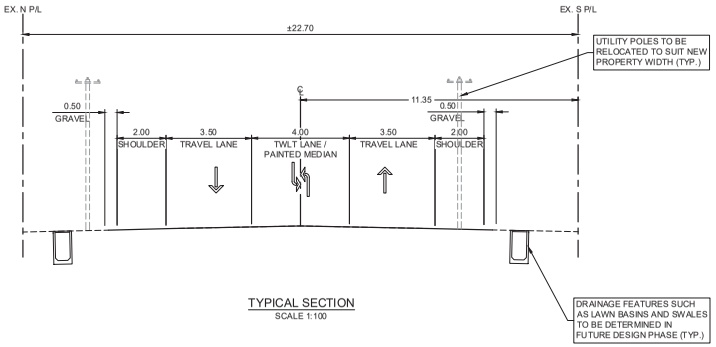
E.4

GENERAL NOTES:

THE PURPOSE OF THIS PLAN VIEW AND CROSS SECTION IS TO ILLUSTRATE THE TYPICAL IMPACTS EXPECTED FROM ADDING IN A TWO WAY LEFT TURN LANE (TWLTL) ALONG 16 AVE BETWEEN 196 STREET AND 200 STREET. FUTURE DISCUSSIONS WILL BE REQUIRED WITH THE TOWNSHIP OF LANGLEY TO DETERMINE DESIRED PAVEMENT WIDTHS ALONG WITH SURVEY TO REFINE CROSS SECTION AND DETERMINE ALLOWABLE IMPACTS FOR CORRIDOR.



PLAN
SCALE 1:250



TYPICAL SECTION
SCALE 1:100

0 1:250 10

Original Drawing Size: (560mm x 864mm)

McElhanney
Suite 2300 Central City Tower
13450 102nd Avenue,
Surrey BC V3T 5X3
Tel. 604 596 0391

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FOR DISCUSSION ONLY

16 AVENUE CORRIDOR AND INTERSECTION STUDY
SKETCH PLAN - TWO WAY LEFT TURN LANE AT 16 AVENUE AND 197A STREET

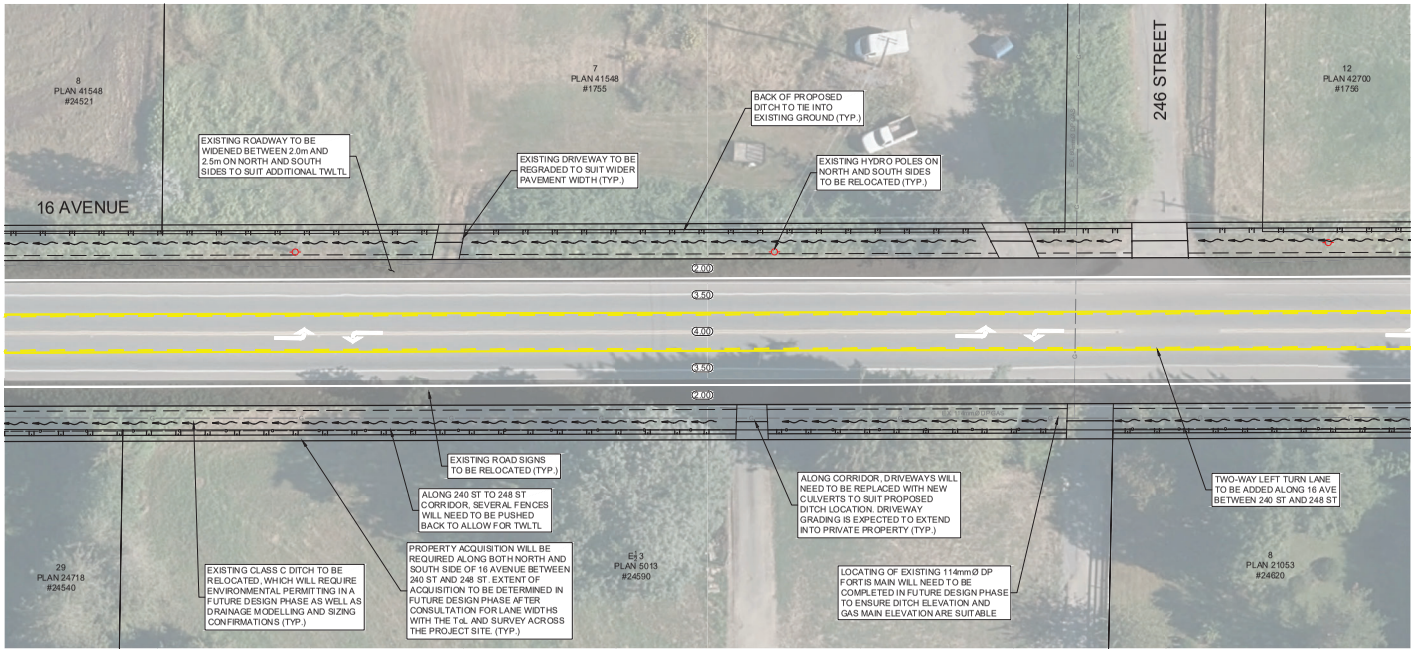
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DATE: 2026-05-19

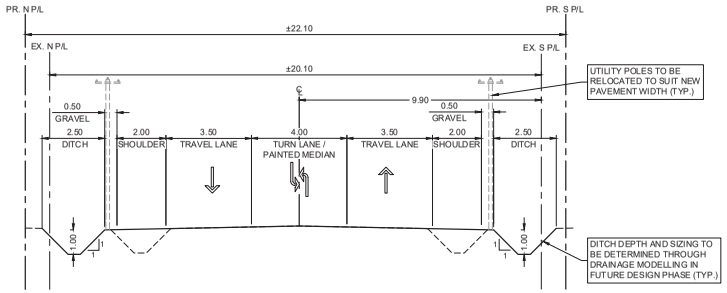
E.4

GENERAL NOTES:

THE PURPOSE OF THIS PLAN VIEW AND CROSS SECTION IS TO ILLUSTRATE THE TYPICAL IMPACTS EXPECTED FROM ADDING IN A TWO WAY LEFT TURN LANE (TWLTL) ALONG 16 AVE BETWEEN 240 STREET AND 248 STREET. FUTURE DISCUSSIONS WILL BE REQUIRED WITH THE TOWNSHIP OF LANGLEY TO DETERMINE DESIRED PAVEMENT WIDTHS ALONG WITH SURVEY TO REFINE CROSS SECTION AND DETERMINE ALLOWABLE IMPACTS FOR CORRIDOR.



PLAN
SCALE 1:250



TYPICAL SECTION
SCALE 1:100

0 1:250 10

Original Drawing Size: (560mm x 864mm)

McElhanney
Suite 2300 Central City Tower
13450 102nd Avenue,
Surrey BC V3T 5X3
Tel. 604 596 0391

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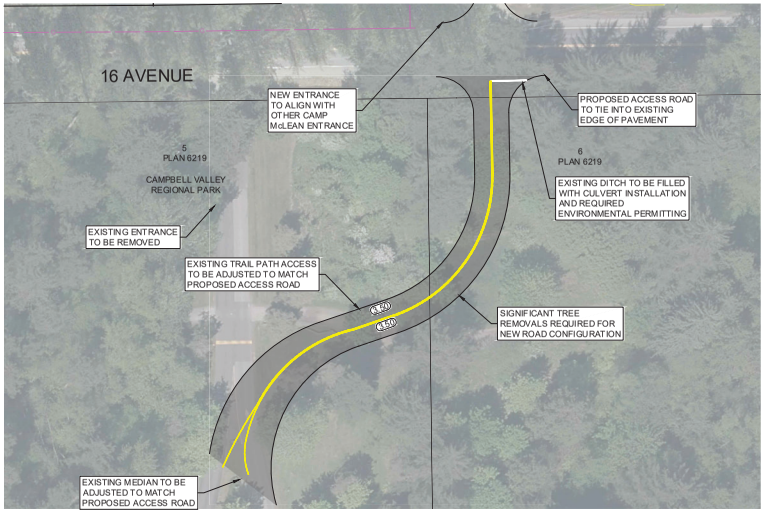
FOR DISCUSSION ONLY

16 AVENUE CORRIDOR AND INTERSECTION STUDY
SKETCH PLAN - TWO WAY LEFT TURN LANE AT 16 AVENUE AND 246 STREET

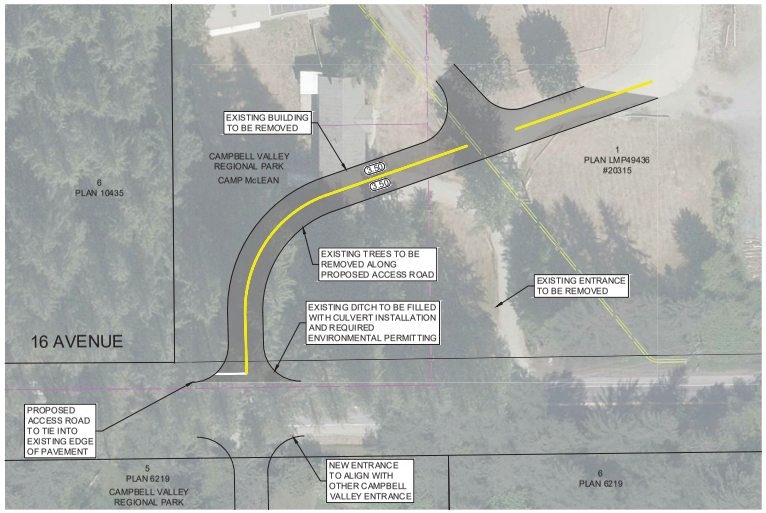
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DATE: 2026-04-10

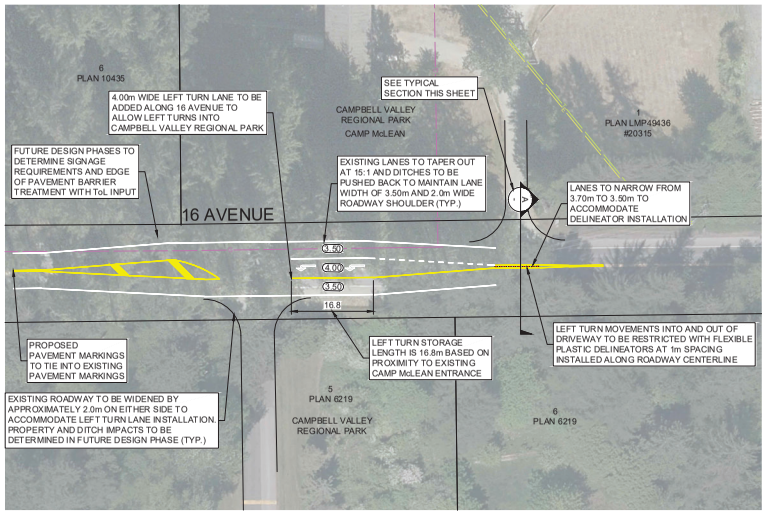
E.4



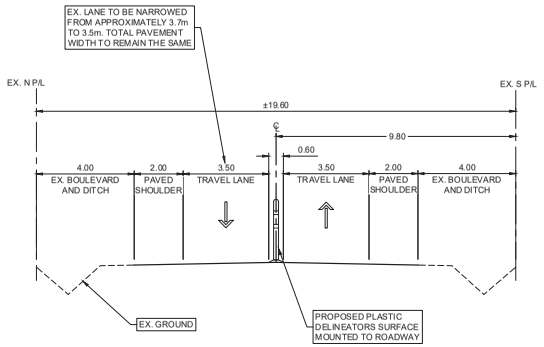
OPTION 1: RELOCATION OF CAMPBELL VALLEY ENTRANCE
SCALE 1:500



OPTION 2: RELOCATION OF CAMPBELL VALLEY ENTRANCE
SCALE 1:500



OPTION 3: RESTRICTION OF LEFT TURN MOVEMENTS ALONG 16 AVE
SCALE 1:500



A TYPICAL SECTION
SCALE H 1:100
V 1:5

Original Drawing Size: (560mm x 864mm)

McElhanney
Suite 2300 Central City Tower
13450 102nd Avenue,
Surrey BC V3T 5X3
Tel. 604 596 0391

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FOR DISCUSSION ONLY

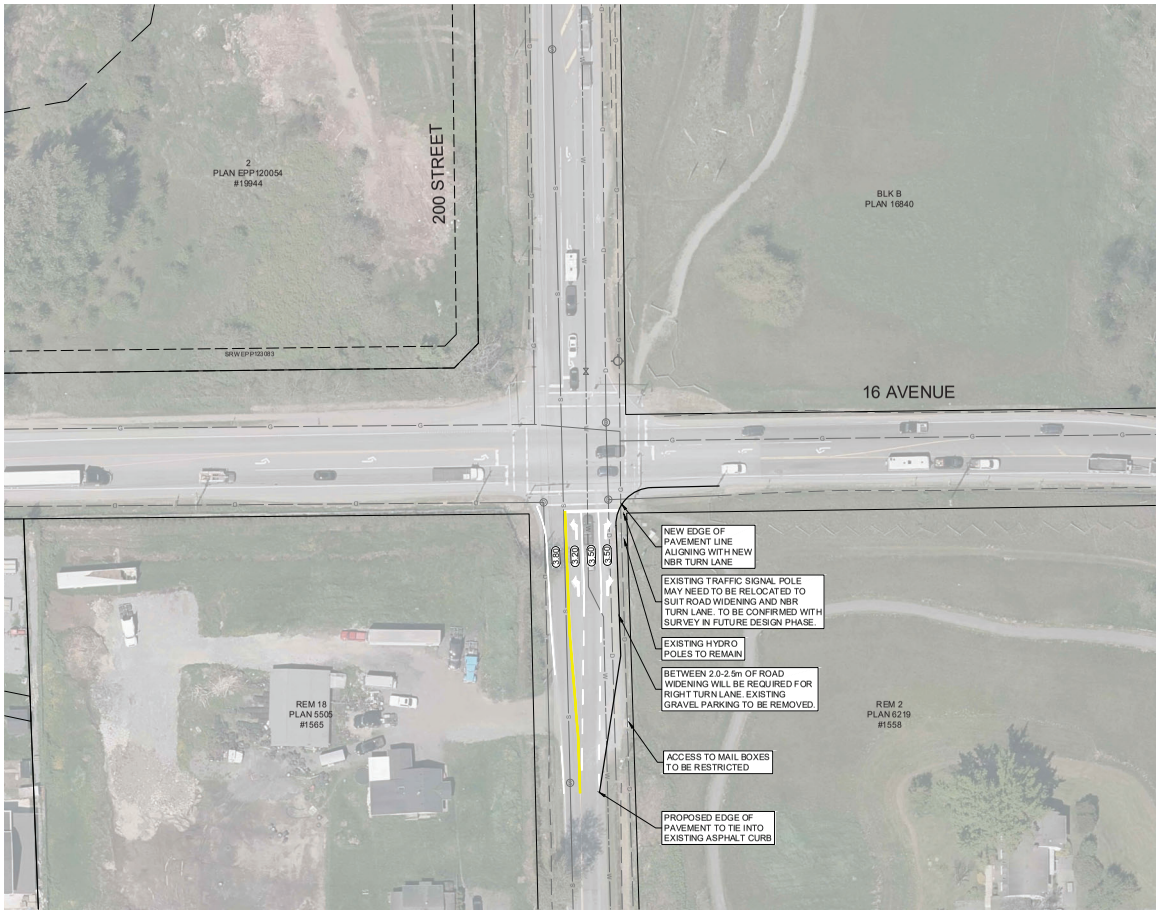
16 AVENUE CORRIDOR AND INTERSECTION STUDY
SKETCH PLAN - 16 AVENUE AT CAMPBELL VALLEY REGIONAL PARK

0 1:100 5
0 1:500 25

DRAWING No. 01409-C6-SK6_16AVE-CVRP

DATE: 2026-04-02

E.4



0 1:500 25

Original Drawing Size: (560mm x 864mm)

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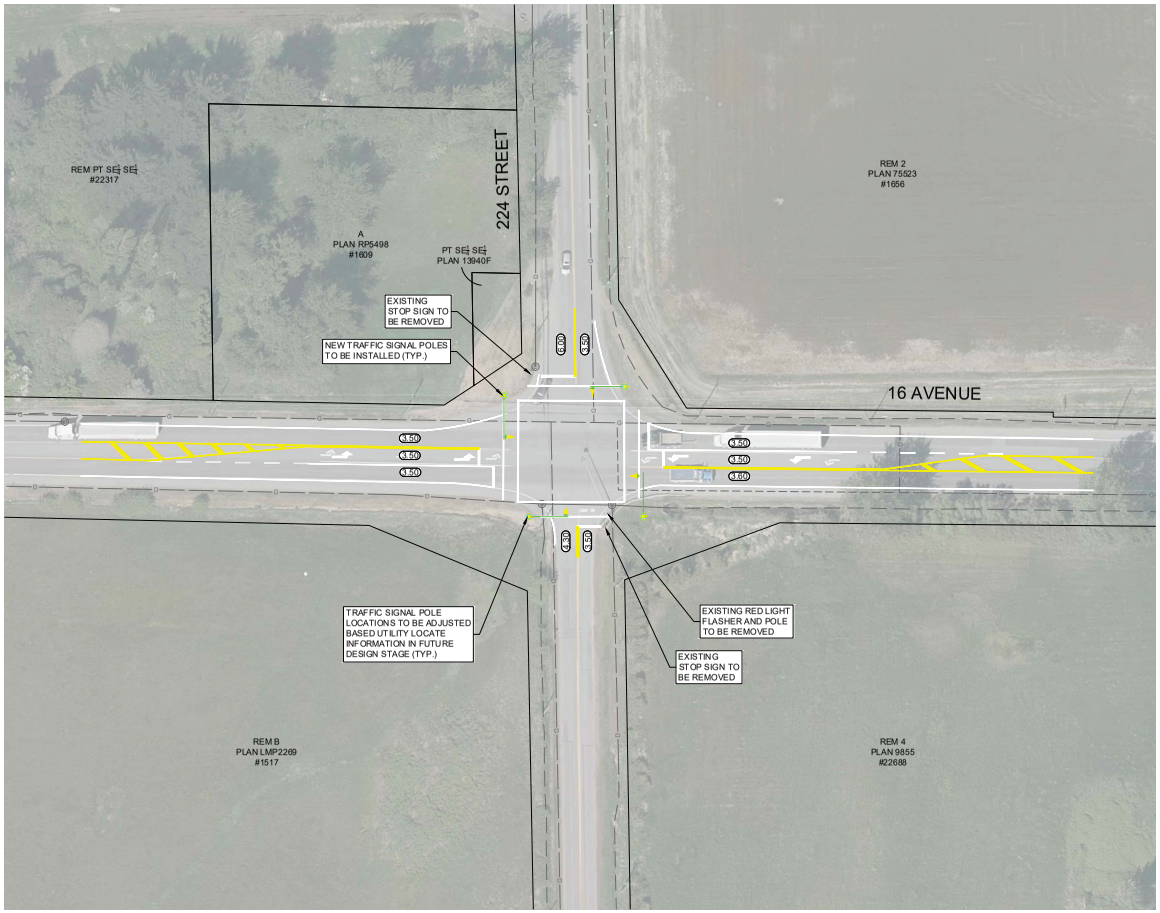
FOR DISCUSSION ONLY

16 AVENUE CORRIDOR AND INTERSECTION STUDY
SKETCH PLAN - 16 AVENUE AT 200 STREET

DRAWING No. 01409-C3-SK3_16AVE-200ST

DATE: 2026-04-10

E.4





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Original Drawing Size: (560mm x 864mm)

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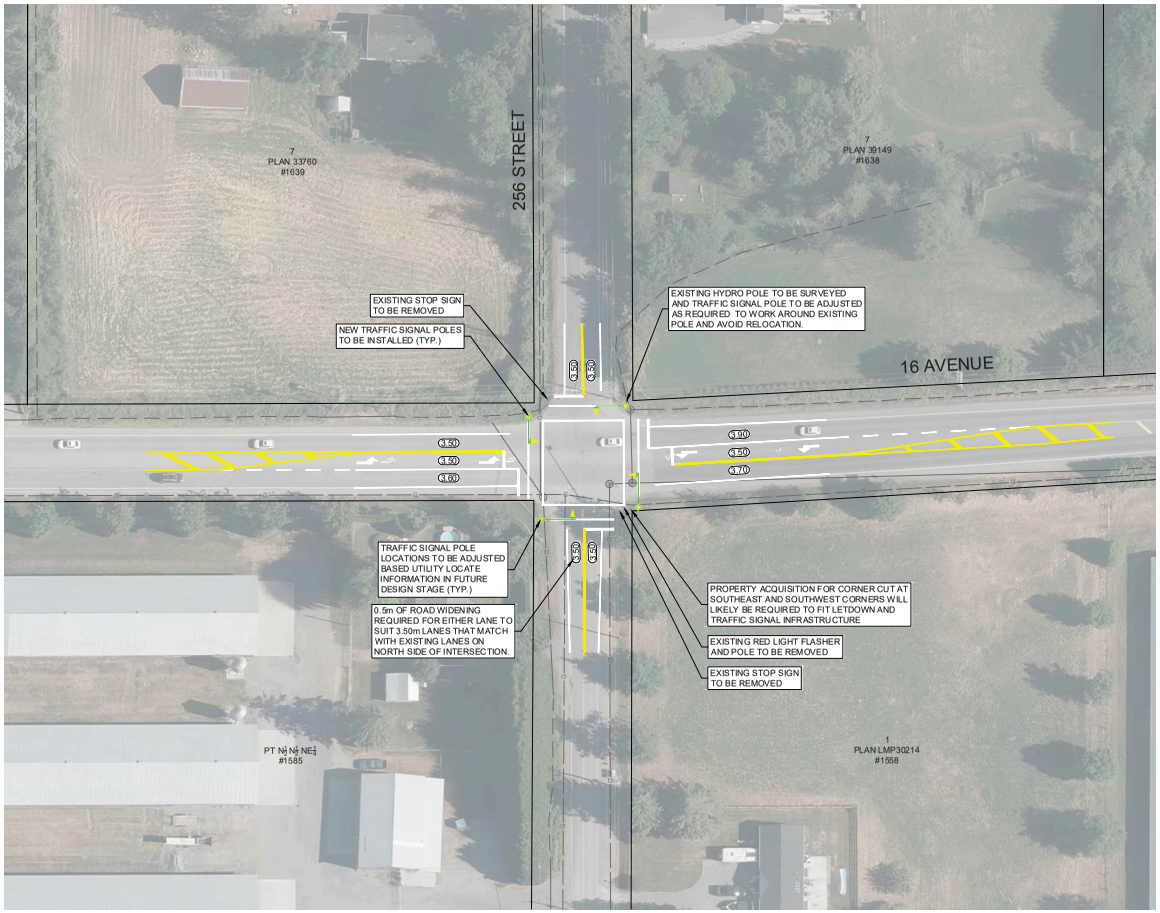
FOR DISCUSSION ONLY

16 AVENUE CORRIDOR AND INTERSECTION STUDY
SKETCH PLAN - 16 AVENUE AT 224 STREET

DRAWING No. 01409-C1-SK1_16AVE-224ST

DATE: 2026-04-10

E.4



0 1:500 25

Original Drawing Size: (560mm x 864mm)

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Surrey BC V3T 5X3
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FOR DISCUSSION ONLY

16 AVENUE CORRIDOR AND INTERSECTION STUDY
SKETCH PLAN - 16 AVENUE AT 256 STREET

DRAWING No. 01409-C2-SK2_16AVE-256ST

DATE: 2026-04-10

E.4

Contact
Manvir Sohi, P.Eng., M.Eng.
msohi@mcelhanney.com

McElhanney

CANADA BEST MANAGED COMPANIES
Platinum member

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 15, 2026 - REGULAR MEETING	**REPORT:**	26-62
FROM:	ENGINEERING DIVISION	**FILE:**	1855-95
SUBJECT:	2026 FIREHOUSE SUBS PUBLIC SAFETY FOUNDATION OF CANADA GRANT APPLICATION		

RECOMMENDATION:

That Council authorize an application to the Firehouse Subs Public Safety Foundation of Canada for $51,000 of funding towards the Township of Langley Fire Department Emergency Equipment project.

ANALYSIS:

The Firehouse Subs Public Safety Foundation of Canada offers funding through its 2026 fall cycle grant intake with the intent to enhance the lifesaving capabilities and the lives of local heroes and their communities. To achieve this purpose, the program provides funding to purchase lifesaving equipment and prevention education tools to first responders and public safety organizations. The program provides a cost share of 100% of eligible costs, up to a maximum of $55,000 in funding, and applications are due by July 16, 2026.

Staff are proposing the Township of Langley Fire Department Emergency Equipment project for submission under this grant program. This project involves purchasing a Holmatro Pentheon PCT50, which is used by fire departments for vehicle extrication and emergency rescue operations. The funding will also be used to purchase a LUCAS 3 device, which is used to provide mechanical chest compressions during emergency cardiac arrest events. The total equipment cost is estimated to be $51,000.

Financial Implications:

Should the Township be successful in its application, it will receive up to $51,000 in funding, covering 100% of the project equipment 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
PROTECTIVE SERVICES - FIRE	J. de Roy

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 15, 2026 - REGULAR MEETING	**REPORT:**	26-71
FROM:	ENGINEERING DIVISION	**FILE:**	1855-35
SUBJECT:	FLOOD HAZARD IDENTIFICATION AND MAPPING PROGRAM APPLICATION		

RECOMMENDATION:

That Council authorize an application to the Flood Hazard Identification and Mapping Program for $340,000 of funding towards the Upper Nicomekl River Floodplain Mapping project.

ANALYSIS:

The Province of British Columbia in partnership with the Government of Canada, offers the Flood Hazard Identification and Mapping Program (FHIMP) for projects that help Canadians better plan and prepare for future floods. Floods are the most frequent and costly disaster in Canada and high-quality flood mapping helps governments, communities, and individuals understand flood hazards and implement effective mitigation strategies. The program will contribute up to 100% of eligible costs to a maximum contribution of $340,000 in funding to assist in the development of floodplain mapping.

Staff have been working on updating the Official Community Plan Flood Hazard Map (Map 13) and are proposing the Upper Nicomekl River Floodplain Mapping project for submission. The project activities include the selection of a qualified consultant to update the current floodplain mapping using hydrologic modelling of current conditions, future development, and climate (Year 2100) conditions for the Upper Nicomekl watershed. The total project is estimated to be up to $340,000 for all components of the project.

Financial Implications:

Should the Township be successful in its application, it will receive up to $340,000 in funding, covering 100% of the project 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:	JUNE 15, 2026 - REGULAR MEETING	**REPORT:**	26-70
FROM:	ENGINEERING DIVISION	**FILE:**	1705-02
SUBJECT:	ENGINEERING AND PUBLIC WORKS CAPITAL BUDGET TRANSFERS		

RECOMMENDATIONS:

That Council approve the transfer of $3,409,807 in Roads Development Cost Charges and $469,943 in Capital Projects Reserve funds for required TransLink cost sharing and for two bridge rehabilitation projects from the following existing projects:

- Road Widening: Fraser Hwy 24300 block to 24600 block (RDS1356) $1,660,144 Roads DCC funds and $19,105 of Capital Projects Reserve funds.
- Road Widening: Fraser Hwy 24500 block to 25000 block (RDS1242) $1,595,868 Roads DCC funds and $16,120 of Capital Projects Reserve funds.
- Road Construction: 208A Street and 76 Avenue from 208 Street to 210 Street (RDS1393) $153,795 Roads DCC funds and $74,153 of Capital Projects Reserve funds.
- Bridge Rehabilitation: 20400 block 16 Avenue (RDS1379) $129,299 of Capital Projects Reserve funds.
- Annual Bridge Replacement Program (RDS1364) $84,778 of Capital Projects Reserve funds.
- Bridge Rehabilitation: 6700 block of 248 Street (RDS1414) $75,327 of Capital Projects Reserve funds.
- Mufford Overpass Rehabilitation (RDS1378) $35,758 of Capital Projects Reserve funds.
- Trails: Walnut Grove Trail Improvements (TRL1016) $15,250 of Capital Projects Reserve funds.
- Culvert Replacement: Matheson Creek 64 Avenue and 201 Street (STW1192) $13,096 of Capital Projects Reserve funds.
- Bridge Rehabilitation: 7500 block 232 Street (RDS1391) $7,057 of Capital Projects Reserve funds.

That Council approve the use of $3,522,000 of TransLink Funding to complete additional paving on the Major Road Network at no cost to the Township of Langley.

EXECUTIVE SUMMARY:

TransLink annually provides grant funding opportunities for capital projects that expand and enhance the Major Road Network (MRN) vehicle, cycling, and pedestrian infrastructure.

Opportunities for cost sharing capital projects on the MRN are managed through various TransLink grant programs, where TransLink provides funding ranging from 50% to up to 100%. Municipalities are responsible for providing any required cost sharing. For 2026 approved applications, $3,599,250 of funding is required to match approved TransLink contributions and is proposed to come from existing, approved capital projects.

Staff are also proposing two new bridge rehabilitation projects at a total cost of $280,500 be completed utilizing funds from other completed bridge capital projects.

The total funding transfer of $3,879,750 is comprised of $3,409,807 of Roads Development Cost Charges (DCCs) and $469,943 from the Capital Projects Reserve (CPR) funds and is proposed to be funded from a variety of projects that have reached substantial completion, or completion.

TransLink has also advised the Township of Langley that it will be providing a one-time payment of $3,522,000 to complete additional paving works on the MRN, with all work to be completed by December 31, 2028.

PURPOSE:

To seek Council approval to transfer $3,879,750 of funding required for TransLink cost sharing and bridge maintenance works, as well as authorize an additional $3,522,000 of TransLink funding for paving on the MRN.

BACKGROUND/HISTORY:

TransLink annually provides grant funding opportunities for capital projects that expand and enhance the Major Road Network (MRN) vehicle, cycling, and pedestrian infrastructure. Opportunities for cost sharing capital projects on the MRN are managed through various TransLink grant programs:

- Major Road Network and Bike Upgrades (MRNB)
- Bicycle Infrastructure Capital Cost Share (BICCS)
- Bicycle Infrastructure Capital Cost Share – Rapid Implementation (BICCS - Rapid)
- Walking Infrastructure to Transit (WITT)
- Structures (MRN-S)
- Bus Speed and Reliability (BSR)

Funding is made available through a combination of funding allocated to municipalities and regional competitive programs with applications due annually in the fall.

DISCUSSION/ANALYSIS:

Council approved the submission of the 2026 TransLink cost sharing on October 6, 2025, with the projects noted below requiring Township matching contributions totalling $3,599,250. TransLink's contributions have been confirmed.

As part of the 2026 Bridge Inspection Program, work has been identified at two bridges that could be accomplished during the summer of 2026, with funds from other completed bridge projects.

The scope of work at the bridge located in the 25300 block of 8 Avenue includes investigating the cause of a localized surface failure at the west approach and completing repairs to the bridge girders. At the bridge located in the 3800 Block of 216 Street, the work includes repairs to the north wing wall and bridge girders. Funding for this work is proposed to come from the CPR, with estimated costs shown in the table below.

Funding is proposed to come from DCCs, CPR, and the required 1% Municipal Assist factor. Details are presented in the following table:

Project	Current Budget	CPR Required	DCC Required	Total Required
Road Widening: Fraser Highway 23800 block to 24300 block*	$3,965,788	$32,770	$3,244,230	$3,277,000
Retaining Wall Study: 200 Street and 38 Avenue	$75,000	$75,000	$0	$75,000
Bridge Rehabilitation: 248 Street and 16 Ave	$150,632	$80,000	$0	$80,000
Road Widening: 72 Avenue and 198A Street**	$499,296	$1,673	$165,577	$167,250
Bridge Rehabilitation: 8 Avenue at 25300 block	$0	$55,500	$0	$55,500
Bridge Rehabilitation: 216 Street at 3800 Block	$0	$225,000	$0	$225,000
Total:	**$4,690,716**	**$469,943**	**$3,409,807**	**$3,879,750**

*Note: Will require future years of cost sharing to proceed to construction
**Note: 2025 TransLink project: Agreement came back at 50% TransLink cost sharing, instead of the anticipated 75% cost sharing, requiring additional Township funding to match.

Additional Major Road Network Paving:

TransLink has advised that an additional $3,522,000 is being provided as a one-time allocation to the Township of Langley to address existing pavement deficiencies on the MRN. The Township will have until December 31, 2028, to complete additional paving works. Currently, the additional work is scheduled to be completed over the 2026 and 2027 paving season.

Financial Implications:

Staff have identified $3,879,750 in funding that can be reallocated to meet the TransLink cost sharing and bridge funding needs:

Project Name	CPR	DCC	Total	Status
Road Widening: Fraser Hwy 24300 block to 24600 block	($19,105)	($1,660,144)	($1,679,249)	Substantially Complete
Road Widening: Fraser Hwy 24500 block to 25000 block	($16,120)	($1,595,868)	($1,611,988)	Complete
Road Construction: 208A Street and 76 Avenue from 208 Street to 210 Street	($74,153)	($153,795)	($227,948)	Substantially Complete
Bridge Rehabilitation: 20400 block 16 Avenue	($129,299)	$0	($129,299)	Complete
Annual Bridge Replacement Program	($84,778)	$0	($84,778)	Complete
Bridge Rehabilitation: 6700 block of 248 Street	($75,327)	$0	($75,327)	Complete
Mufford Overpass Rehabilitation	($35,758)	$0	($35,758)	Complete
Trails: Walnut Grove Trail Improvements (R)	($15,250)	$0	($15,250)	Complete
Culvert Replacement: Matheson Creek 64 Avenue and 201 Street	($13,096)	$0	($13,096)	Complete
Bridge Rehabilitation: 7500 block 232 Street	($7,057)	$0	($7,057)	Complete
Total:	**($469,943)**	**($3,409,807)**	**($3,879,750)**	

Additional Paving on the MRN is anticipated to cost $3,522,000 and would be fully funded by additional TransLink funding with no Township contribution required.

Respectfully submitted,

Ryan Chapman
MANAGER, ADMINISTRATION & BUSINESS SERVICES
for
ENGINEERING DIVISION

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

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

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 15, 2026 - REGULAR MEETING	**REPORT:**	26-68
FROM:	ENGINEERING DIVISION	**FILE:**	5330-23-163
SUBJECT:	CAPITAL REQUEST - 80 AVENUE ROADWORKS (NORTH SIDE): 20100 BLOCK TO 20300 BLOCK		

RECOMMENDATIONS:

That Council authorize $3,050,000 for construction of the north side of 80 Avenue from the 20100 block to the 20300 block, funded through the transfer of $2,255,681 of Roads Development Cost Charges and $22,785 of Capital Projects Reserve funds from project RDS1386 – Intersection Improvements: 216 Street and 96 Avenue, $206,534 of Capital Projects Reserve funds from project STW1206 – 204 Street Storm Sewer, and $565,000 from the Community Works Fund.

That Council direct staff to include a request for replacement funding for the construction of 216 Street and 96 Avenue Intersection Improvements project (RDS1386) to proceed as part of the 2027-2031 financial plan.

ANALYSIS:

This section of 80 Avenue is designated as a Major Arterial Road in the draft 2026 Transportation and Mobility Strategy and in the Latimer Neighbourhood Plan and serves as a primary east-west corridor.

The detailed design for the north side of 80 Avenue roadworks from the 20100 block to the 20300 block is nearing completion. The scope of work for this project includes approximately 260 metres of road widening on the north side of 80 Avenue, paving, raised bike curb, multi-use pathway on the north side, street lighting, third-party utility relocations, landscaping, and raised centre median where possible. The ultimate cross-section of 80 Avenue will include four travel lanes, a raised median, separated bike lanes, multi-use pathways, landscaping, and street lighting.

Coordination with BC Hydro is ongoing for their proposed duct bank installation work at the intersection of 202A Street and 80 Avenue. BC Hydro is anticipated to commence construction in the summer of 2026.

Staff anticipate the design for 80 Avenue Roadworks to be completed by summer 2026, with construction anticipated to begin in late summer 2026, pending budget approval and tender award.

Financial Implications:

As directed by Council at the May 25, 2026 Regular Meeting, staff are requesting authorization of $3,050,000 to proceed with the construction of the north side of 80 Avenue. It is proposed to be funded through the transfer of $2,255,681 of Roads DCCs and $22,785 of Capital Projects Reserve funds from RDS1386 – Intersection Improvements: 216 Street and 96 Avenue,

$206,534 of Capital Projects Reserve funds from STW1206 – 204 Street Storm Sewer, and $565,000 from the Community Works Fund. Of the total construction estimate, $771,534 is eligible to be paid from the Willoughby Greenway Amenity Fund, but due to the available balances, this funding may be recovered at a later date.

The proposed funding includes costs for land acquisition, third-party utility relocations, contract administration, and the construction of 80 Avenue on the north side from the 20100 block to the 20300 block.

Construction of the 216 Street and 96 Avenue intersection is delayed due to ongoing property acquisition requirements and outstanding regulatory approvals. The Township has not yet secured all property interests required for the project, which is preventing submission of the required applications to the Ministry of Water, Land and Resource Stewardship (WLRS) and the Agricultural Land Commission (ALC).

For this project, the Township must secure the necessary property interests before those applications can proceed. Water Sustainability Act (WSA) approvals from WLRS can involve lengthy processing timelines, and ALC decisions may also require significant lead time. In addition, portions of the project in and around the watercourse that require WSA approval must be constructed during the summer in the least-risk instream work window, which further constrains scheduling.

Given these requirements and timelines, staff do not expect construction of 216 Street and 96 Avenue to begin in 2026. As a result, a portion of the current project budget can be reallocated to other priorities. The funds will need to be reinstated through a capital request in the 2027–2031 Financial Plan.

Current cost estimates for the 204 Street Storm Sewer project indicate that sufficient budget will remain, after the proposed transfer, to complete the planned works.

Further details are presented in the following tables for Council’s consideration of funding.

Township of Langley Capital Project Description						
Project Title:	Road Widening: 80 Avenue (North Side) 20100 Block to 20300 Block					
	CFWD 2025	2026	2027	2028	2029	2030
Requested Amount		$3,050,000				
Budget Remaining						
Total Projected Cost		$3,050,000				

Project Description *(Phased Project)	Widening of the north side of 80 Avenue with a raised median, raised bike curb, multi-use pathways, street lighting and landscaping.
Project Justification and Consequences of Not Proceeding *(Phased Project)	Completion of 80 Avenue will increase pedestrian and cyclist safety, improve connectivity and support development growth.

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

Length of Project (years):	2	Initial Year of Approval:	2026

Township of Langley Capital Project Description						
Project Title:	Road Widening: 80 Avenue (North Side) 20100 Block to 20300 Block					
Proposed Funding Sources	CFWD 2025	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Development Cost Charges (Transfer from RDS1386)		$2,255,681				
Reserve: Capital Projects (Transfer from RDS1386)		$22,785				
Reserve: Capital Projects (Transfer from STW1206)		$206,534				
Debt						
TransLink						
ICBC						
Other: Community Works Fund		$565,000				
Total Currently Funded		$3,050,000				
Total Currently Unfunded						

Estimated Annual Operating Impact	$49,183

Respectfully submitted,

Newton Conti
MANAGER, ENGINEERING 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:	JUNE 15, 2026 - REGULAR MEETING	**REPORT:**	26-65
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	08-01-0112
SUBJECT:	HERITAGE ALTERATION PERMIT APPLICATION NO. 101502 (PRO EDGE DEVELOPMENTS / 21528 OLD YALE ROAD)		

PROPOSAL:

Heritage Alteration Permit application to facilitate construction of a small-scale multi-unit housing development consisting of two dwelling units at 21528 Old Yale Road.

RECOMMENDATION SUMMARY:

That Council authorize issuance of Heritage Alteration Permit No. 101502 subject to six (6) conditions.

RATIONALE:

The proposal complies with the Murrayville Heritage Conservation Area policies and requirements, as outlined in the Murrayville Community Plan.

RECOMMENDATION:

That Council authorize issuance of Heritage Alteration Permit No. 101502 for the property located at 21528 Old Yale Road to facilitate construction of a small-scale multi-unit housing development consisting of two dwelling units, subject to the following conditions:

a. Building plans being in substantial compliance with Schedule “A” including demolition of existing single family home.
b. On-site landscape plans and tree management plans being in substantial compliance with Schedule “B” and in compliance with the Township’s Street Tree and Boulevard Planting Policy.
c. Section 301.5 (1)(a) Siting of Buildings and Structures of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to reduce the minimum setback from the front lot line in Suburban Residential Zone SR-1 from 9.75 m (32.0 ft) to 6.6 m (21.7 ft), as shown in Schedule “A”.
d. Section 104.4(1) Siting Exceptions of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to increase the siting exception for eaves from 0.6 m to 0.8 m, as shown on Schedule “A”.
e. Section 301.5 (1)(c) Siting of Buildings and Structures of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to reduce the minimum setback from the interior side lot line in Suburban Residential Zone SR-1 from 3.0 m (9.8 ft) to 1.9 m (6.2 ft), as shown on Schedule “A”.
f. Section 301.4 (1) Lot Coverage of Township of Langley Zoning Bylaw 1987 No. 2500 being varied from increase the lot coverage from 33% of the lot area to 36.3% in Suburban Residential Zone SR-1.

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

a. Issuance of a demolition permit for the existing single family home.
b. Completion of a Servicing Agreement with the Township to secure required road and utility upgrades and extensions, including Old Yale Road and the lane in accordance with the Township's Subdivision and Development Servicing Bylaw.
c. Tree retention, replacement and protection in compliance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) being secured by letter of credit, including payment of associated administration fees.
d. Landscaping and boulevard treatment being secured by letter of credit at the building permit stage.
e. Completion of an erosion and sediment control plan and provision of security in accordance with the Erosion and Sediment Control Bylaw.
f. Payment of applicable administration fees, Murrayville Pedestrian Overpass fee and Heritage Alteration Permit fees.
g. Payment of applicable Development Cost Charges and building permit administration fees.
h. Installation of an on-site infiltration system in accordance with the Subdivision and Development Servicing Bylaw.
i. Registration of a statutory right-of-way over the 3.0 m x 3.0 m corner cut at the intersection of the two lanes.
j. Registration of a restrictive covenant, pursuant to Section 219 of the *Land Title Act*, to require individual on-site infiltration systems.
k. Registration of rights-of-ways / easements / restrictive covenants as required resulting from design review.

EXECUTIVE SUMMARY:

Pro Edge Developments has applied for a Heritage Alteration Permit to facilitate the demolition of the existing single family home and construction of a two dwelling unit small-scale multi-unit housing development at 21528 Old Yale Road. As the subject property is located within the Murrayville Heritage Conservation Area, Council issuance of a Heritage Alteration Permit is required.

The applicant is requesting variances to the Suburban Residential Zone SR-1 to reduce the minimum setback from the front lot line from 9.75 m (32.0 ft) to 6.6 m (21.7 ft), to reduce the minimum setback from the interior side lot line from 3.0 m (9.8 ft) to 1.9 m (6.2 ft) and increase the lot coverage from 33% of the lot area to 36.3%. The applicant is also requesting a variance to increase the siting exception for the eaves from 0.6 m to 0.8 m. Staff recommend Council authorize issuance of Heritage Alteration Permit No.101502 subject to six (6) conditions, noting the eleven (11) conditions to be completed prior to issuance of a Building Permit.

PURPOSE:

The purpose of this report is to advise and make recommendations to Council with respect to proposed Heritage Alteration Permit No. 101502 in Murrayville.

REFERENCE:

Owner:	Pro Edge Developments Ltd. 2613 Klassen Court Coquitlam, BC V3C 5Z2
Agent:	Christophe Vaissade Designs Inc. 1933 Yukon Avenue Port Coquitlam, BC V3C 0G5
Legal Description:	Lot 1 Section 1 Township 8 New Westminster District Plan 10655
Civic Address:	21528 Old Yale Road
Area:	629 m^2 (6,771 ft^2)
Murrayville Community Plan:	Single Family Two Murrayville Heritage Conservation Area
Existing Zoning:	Suburban Residential Zone SR-1

BACKGROUND/HISTORY:

- The subject site is zoned Suburban Residential Zone SR-1, designated Single Family Two in the Murrayville Community Plan (Attachment B) and located in the Murrayville Heritage Conservation Area.
- On November 18, 2024, the Township of Langley Zoning Bylaw 1987 No. 2500 was amended to permit the small-scale multi-unit housing (SSMUH) development use in eligible zones, including the Suburban Residential Zone SR-1, subject to conditions incorporated into the definition under Section 102. The proposed two dwelling unit SSMUH development meets the conditions.
- On April 27, 2026, the Township-wide SSMUH Development Permit Area was adopted by Council to establish objectives and guidelines for form and character of SSMUH on eligible lots. Consistent with the Murrayville Heritage Conservation Area requirements, the applicant has reviewed the SSMUH DP guidelines and confirms the proposal is in substantial compliance.

DISCUSSION/ANALYSIS:

- Pro Edge Development Ltd. has applied for a Heritage Alteration Permit to facilitate demolition of the existing single family home and construction of a two dwelling unit small-scale multi-unit housing development in the Murrayville Heritage Conservation Area.

Adjacent Uses:

	Existing Use	Murrayville Community Plan Designation	Existing Zoning
North:	Old Yale Road, a protected road on the scheduled heritage appendix in the Murrayville Community Plan, beyond which are residential	Single Family Two	Residential Zone R-1D

	properties in the Heritage Conservation Area		
South:	A lane, beyond which are residential properties in the Heritage Conservation Area	Single Family Two	Suburban Residential Zone SR-1
East:	A lane, beyond which is the Sharon Presbyterian Church, a protected scheduled heritage property in the Murrayville Community Plan	Institutional	Civic Institutional Zone P-1
West:	A residential property in the Heritage Conservation Area	Single Family Two	Suburban Residential Zone SR-1

Heritage Alteration Permit:

- The site is located in the Murrayville Heritage Conservation Area. The Murrayville Heritage Conservation Area Design Guidelines provide guidance for new construction to respect the heritage character of the area.
- The proponent has proposed vehicular access via a rear lane to be constructed as noted in Attachment A.
- The subject proposal was reviewed by the Heritage Review Panel (HRP) on March 25, 2026, with the comments endorsed by the Heritage Advisory Committee (HAC) on April 1, 2026.
- The proponent has responded to the recommendations of the HAC by increasing the overhang on the east and north gables, adjusting the position and scale of the east gable and windows on the second storey to align with the porch below, increasing the size of the porch posts, adding lighting to the front entrances and replacing the windows on the north facing gable with a centralized window aligned with the door below.
- To facilitate the Heritage Alteration Permit, the applicant is requesting variances to the Suburban Residential Zone SR-1 to reduce the minimum setback from the front lot line from 9.75 m (32.0 ft) to 6.6 m (21.7 ft), reduce the minimum setback from the interior side lot line in the zone from 3.0 m (9.8 ft) to 1.9 m (6.2 ft) and increase the lot coverage of the zone from 33% of the lot area to 36.3%. The applicant is also requesting a variance to increase the siting exception for the eaves from 0.6 m to 0.8 m.
- The applicant has provided a rationale for the proposed variances to support site planning and building design in alignment with the surrounding streetscape and Heritage Conservation Area design guidelines on the irregularly shaped lot (Attachments A and C).
- Heritage Alteration Permit No. 101502 (Attachment A) includes a rendering, site plans, building elevations and landscaping plans.

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 Proposed	Total Trees Post Development
0	0	5	5	2	7

- The landscape plans propose plantings of trees, shrubs and groundcovers within the site. Finalization of landscaping details has been included as a condition of the Heritage Alteration Permit.

Policy Considerations:

The proposed Heritage Alteration Permit facilitates demolition of the existing single family home and construction of a two dwelling unit small-scale multi-unit housing development. As the site is located in the Murrayville Heritage Conservation Area, issuance of a Heritage Alteration Permit is required and is included as Attachment A.

The proposal includes siting and lot coverage variances to facilitate site planning and building design in alignment with the surrounding streetscape and Heritage Conservation Area design guidelines on the irregularly shaped lot.

Respectfully submitted,

Lindsay Roberts
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A Heritage Alteration Permit No. 101502

ATTACHMENT B Maps and Graphics

ATTACHMENT C Letter of Rationale

ATTACHMENT A

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Heritage Alteration Permit No. 101502

This Permit is issued this _____day of _____, 2026 to:

1. NAME: Pro Edge Developments Ltd.

   ADDRESS: 2613 Klassen Court
   Port Coquitlam, BC V3C 5Z2

2. This permit applies to and only to those lands within the Municipality described as follows and to any and all buildings, structures and other development thereon:

   LEGAL DESCRIPTION: Lot 1 Section 1 Township 8 New Westminster District Plan 10655

   CIVIC ADDRESS: 21528 Old Yale Road
   Langley, BC V3A 4M8

3. This permit is issued subject to compliance with all of the bylaws of the Municipality of Langley applicable thereto, except as specifically varied or supplemented by this permit and subject to the following conditions being satisfied to the acceptance of the Township:

   a. Building plans being in substantial compliance with Schedule “A” including demolition of existing single family home.
   b. On-site landscape plans and tree management plans being in substantial compliance with Schedule “B” and in compliance with the Township’s Street Tree and Boulevard Planting Policy.
   c. Section 301.5 (1)(a) Siting of Buildings and Structures of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to reduce the minimum setback from the front lot line in Suburban Residential Zone SR-1 from 9.75 m (32.0 ft) to 6.6 m (21.7 ft), as shown in Schedule “A”.
   d. Section 104.4(1) Siting Exceptions of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to increase the siting exception for eaves from 0.6 m to 0.8 m, as shown on Schedule “A”.
   e. Section 301.5 (1)(c) Siting of Buildings and Structures of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to reduce the minimum setback from the interior side lot line in Suburban Residential Zone SR-1 from 3.0 m (9.8 ft) to 1.9 m (6.2 ft), as shown on Schedule “A”.
   f. Section 301.4 (1) Lot Coverage of Township of Langley Zoning Bylaw 1987 No. 2500 being varied from increase the lot coverage from 33% of the lot area to 36.3% in Suburban Residential Zone SR-1.

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

   a. Issuance of a demolition permit for the existing single family home.
   b. Completion of a Servicing Agreement with the Township to secure required road and utility upgrades and extensions, including Old Yale Road and the lane in accordance with the Township’s Subdivision and Development Servicing Bylaw.

c. Tree retention, replacement and protection in compliance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) being secured by letter of credit, including payment of associated administration fees.
d. Landscaping and boulevard treatment being secured by letter of credit at the building permit stage.
e. Completion of an erosion and sediment control plan and provision of security in accordance with the Erosion and Sediment Control Bylaw.
f. Payment of applicable administration fees, Murrayville Pedestrian Overpass fee and Heritage Alteration Permit fees.
g. Payment of applicable Development Cost Charges and building permit administration fees.
h. Installation of an on-site infiltration system in accordance with the Subdivision and Development Servicing Bylaw.
i. Registration of a statutory right-of-way over the 3.0 m x 3.0 m corner cut at the intersection of the two lanes.
j. Registration of a restrictive covenant, pursuant to Section 219 of the *Land Title Act*, to require individual on-site infiltration systems.
k. Registration of rights-of-ways / easements / restrictive covenants as required resulting from design review.

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 heritage alteration permit shall be substantially commenced within two years after the date the heritage alteration 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	Landscape Drawings



21528 OLD YALE ROAD, LANGLEY BC

DRAWING INDEX

SHEET NO.	CONTENTS
A1.0	COVER SHEET
A1.1	AERIAL KEY PLAN
A1.2	NEIGHBOURHOOD CONTEXT PLAN
A1.3	SITE PLAN
A2.1	FLOOR PLANS
A2.2	FLOOR PLANS
A3.1	ELEVATIONS
A3.2	ELEVATIONS
A4.1	SECTIONS
A4.2	SECTIONS
A5.1	ACCESSORY BUILDING
A5.2	ACCESSORY BUILDING
AG.1	RAINSCREEN DETAILS
AG.2	RAINSCREEN DETAILS
AG.3	RAINSCREEN DETAILS

CHRISTOPHE VAISSADE
BUILDING DESIGNER
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WWW.CVDESIGNS.CA

21528
OLD YALE ROAD
LANGLEY, BC

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REV.	DATE	REMARKS

CLIENT :

PROJECT : 21528 OLD YALE ROAD, LANGLEY BC

CONTENT : COVER SHEET

SCHEDULE A

DATE : MAR 2025

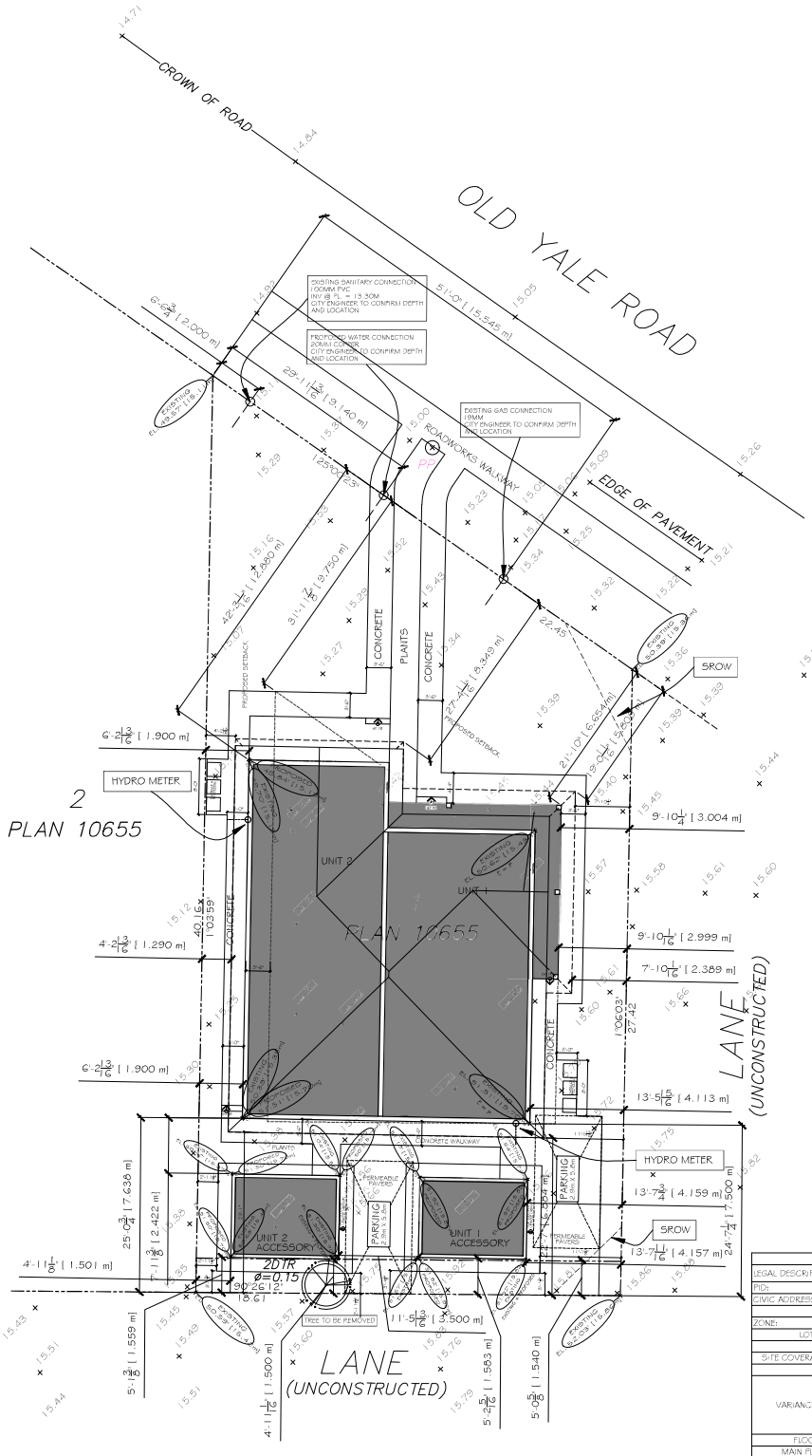
SCALE :

PROJECT No. :

E.9

SHEET No. : A - 1.0

REVISION :



GENERAL NOTES

1. THESE DRAWINGS HAVE BEEN PREPARED IN ACCORDANCE WITH THE B.C. BUILDING CODE 2024.
2. CONTRACTOR SHALL VERIFY ALL DIMENSIONS PRIOR TO CONSTRUCTION AND WILL BE RESPONSIBLE FOR SAME.
3. ALL WORK SHALL CONFORM TO THE B.C. BUILDING CODE (2024) AND ALL LOCAL MUNICIPAL CODES AND BY-LAWS.
4. CONTRACTOR OR BUILDER TO VERIFY ROUGH OPENINGS OF ALL DOORS, WINDOWS, FITTINGS, APPLIANCES, AND BUILT-IN EQUIPMENT PRIOR TO CONSTRUCTION.
5. SLOPE FINISHED GRADE AWAY FROM THE BUILDING MINIMUM 1/4" / 1'-0" TO PROVIDE ADEQUATE DRAINAGE.
6. CONCRETE STRENGTH SHALL CONFORM TO 9.3.1.6. B.C. BUILDING CODE 2024 CONFIRM WITH STRUCTURAL ENGINEER.
7. ARCHITECTURAL CONCRETE TO BE WELL VENTILATED, CLEAR OF ANY HONEYCOMB AND TO HAVE A SMOOTH EVEN TEXTURED FINISH
8. CONCRETE SLABS TO BE SEALED IN ACCORDANCE WITH SUBSECTION 9.13.4.7 OF THE B.C. BUILDING CODE (2024 EDITION).
9. ROOF TRUSS MANUFACTURER TO PROVIDE SHOP DRAWINGS SEALED BY A REGISTERED PROFESSIONAL ENGINEER PRIOR TO INSTALLATION.
10. ROOF VENTING SHALL BE 1/300 OF INSULATED CEILING SPACE. VENTS SHALL BE UNIFORMLY DISTRIBUTED.
11. WALL PLATES SHALL BE #2 OR BETTER KD SPRUCE. ALL EVU BEAMS SHALL BE #2 OR BETTER KD SPRUCE. STUDS SHALL CONFORM TO RESIDENTIAL STANDARDS OF THE CURRENT B.C.B.C. CONFIRM WITH STRUCTURAL ENGINEER.
12. FRAMING TO BE ANCHORED WITH 1/2" DIA. ANCHOR BOLTS @ 4'-0" O.C. MAXIMUM OR ANCHOR STRAPS @ 4'-0" O.C. POSTS TO BE ANCHORED WITH METAL POST ATCHORS. CONFIRM WITH STRUCTURAL ENGINEER.
13. DIMENSIONS SHOWN TO THE OUTSIDE OF BUILDING FACE ARE TO THE OUTSIDE FACE OF WALL SHEATHING.
14. DOUBLE FLOOR JOISTS UNDER ALL PARALLEL PARTITIONS. PLACE JOISTS TO SUIT PLUMBING, HEATING, ETC.
15. LINTELS TO BE 2 - 2" X 10" WITH DOUBLE PLATE ON TOP UNLESS NOTED OTHERWISE.
16. ALL WOOD IN CONTACT WITH CONCRETE TO BE DAMP PROOFED WITH 50# BUILDING FELT.
17. FASTEN ALL GYPSUM WALL BOARD (G.W.B.) IN CONFORMANCE WITH SUB SECTION 9.29.5 OF THE B.C. BUILDING CODE (2024 EDITION).
18. 9.29.5.8.(1) - B.C.B.C. 2024 - FOR SINGLE-LAYER GYPSUM BOARD APPLICATION, NAILS SHALL BE SPACED NOT MORE THAN 180 mm O.C. ON CEILING SUPPORTS AND NOT MORE THAN 200 mm APART ALONG VERTICAL WALL SUPPORTS, EXCEPT THAT NAILS MAY BE SPACED IN PAIRS ABOUT 50 mm APART EVERY 300 mm ALONG SUCH WALL OR CEILING SUPPORTS.
19. 9.29.5.9 B.C.B.C. 2024 - WHERE SINGLE-LAYER GYPSUM BOARD IS APPLIED WITH DRYWALL SCREWS, THE SCREWS SHALL BE SPACED NOT MORE THAN 300 mm O.C. ALONG SUPPORTS, EXCEPT ON VERTICAL SURFACES THE SCREWS MAY BE SPACED NOT MORE THAN 400 mm O.C. WHERE THE SUPPORTS ARE NOT MORE THAN 400 mm O.C.
20. PRE-FAB. GAS FIREPLACE INSTALLED TO MANUFACTURERS SPECIFICATIONS AND TO THE REQUIREMENTS OF THE CANADIAN GAS ASSOCIATION. INSTALL NON-COMBUSTIBLE HEARTH TO MEET THE REQUIREMENTS OF SUBSECTION 9.22.5 OF THE B.C. BUILDING CODE (2024 EDITION). FINISH MATERIALS AS PER OWNERS SPECIFICATIONS.
21. PROVIDE ATTIC ACCESS HATCHES AS PER ARTICLE 9.19.2. OF THE B.C. BUILDING CODE (2024 EDITION). ALL HATCHES TO BE MINIMUM 21.5" X 23.25" (545 mm X 590 mm)
22. ELECTRICAL, PLUMBING AND VENTILATION MUST COMPLY WITH ALL RELEVANT CODES AND REGULATIONS IN ALL RESPECTS.
23. EVERY EFFORT HAS BEEN MADE TO CAREFULLY PREPARE THESE DRAWINGS AND AVOID MISTAKES, HOWEVER, THE POSSIBILITY OF HUMAN ERROR DOES EXIST AND THEREFORE THE BUILDING CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS, MATERIALS AND CONDITIONS SHOWN ON THE STRUCTURAL NOTES AND FLOOR PLANS AND ASSUME RESPONSIBILITY FOR ALL. BY USING THE PLANS HE ACCEPTS THAT RESPONSIBILITY.
24. THE SCOPE OF THIS HOME DESIGN DOES NOT ALLOW FOR SITE CONDITIONS WHICH MAY AFFECT THE STRUCTURAL INTEGRITY OF THE RESIDENCE. IT IS HIGHLY ADVISED THAT THE CONTRACTOR AND/OR OWNER ENGAGE THE SERVICES OF A PROFESSIONAL STRUCTURAL ENGINEER TO FULLY ASSESS THE ABILITY OF THE STRUCTURE TO HANDLE ALL THE LOADS TO WHICH IT MAY COME IN CONTACT WITH. THE DESIGNER HAS NEITHER THE LEGAL ABILITY OR THE RESPONSIBILITY TO COUNSEL THE OWNER IN THIS REGARD.

SITE INFO			
LEGAL DESCRIPTION:	LOT 1, SECTION 1, TOWNSHIP 8, NEW WEST DISTRICT, PLAN NWP10655 PART SE1/4. 4.		
PID:	009-378-219		
CIVIC ADDRESS:	21528 OLD YALE ROAD, LANGLEY BC		
ZONE:	SR-1		
LOT AREA	5771 S.F. (629m2)		
	PERMITTED	PROPOSED	
SITE COVERAGE AREA (33%)	2234 S.F.	2456 S.F.	
	*VARIANCE MAXIMUM SITE COVERAGE = 2456 S.F. = 36.3%		
VARIANCE RATIONALE	The additional coverage is necessary to accommodate the duplex building form, including the wrap-around porch, while maintaining appropriate interior space and heritage-aligned massing. The increase in lot coverage is modest and does not adversely affect neighbouring properties or the overall streetscape.		
FLOOR AREA	N/A	3862 S.F.	
MAIN FLOOR AREA		1931 S.F.	
UPPER FLOOR AREA		1931 S.F.	
BUILDING HEIGHT	28.53' (8.0m)	27.18' (8.28m)	
DUPLEX SETBACKS	MINIMUM	PROPOSED	ROOF PROJECTION
FRONT SETBACK (NORTH)	31.99' (9.75m)	21.83' (6.65m)	19.05' (5.8 m)
LEFT SETBACK (EAST)	9.84' (3,0m)	9.84' (3,0m)	7.83' (2.38m)
RIGHT SETBACK (WEST)	9.84' (3.0m)	6.23' (1.80m) *VARIANCE	4.23' (1.23m)
REAR SETBACK (SOUTH)	24.61' (7.5m)	24.61' (14.57m)	22.58' (6.88m)
EXISTING GRADE		50.56' (15.41m)	
FINISHED GRADE		50.87' (15.51m)	
ACCESSORY SETBACKS	MINIMUM	PROPOSED	ROOF PROJECTION
FRONT SETBACK (NORTH)	31.99' (9.75m)	N/A	N/A
LEFT SETBACK (EAST)	4.92' (1.5m)	4.92' (4.15m)	11.63' (3.54m)
RIGHT SETBACK (WEST)	4.92' (1.5m)	4.92' (1.5m)	2.93' (0.89m)
REAR SETBACK (SOUTH)	4.92' (1.5m)	(4.16m)	2.92' (0.89m)

SITE PLAN - 21528 OLD YALE ROAD, LANGLEY BC

DATE:	MAR. 2025
SCALE:	1/8" = 1'-0"
PROJECT No:	
SHEET No:	A - 1.3
REVISION:	

CLIENT :

PROJECT : 21528 OLD YALE ROAD, LANGLEY BC

CONTENT : SITE PLAN

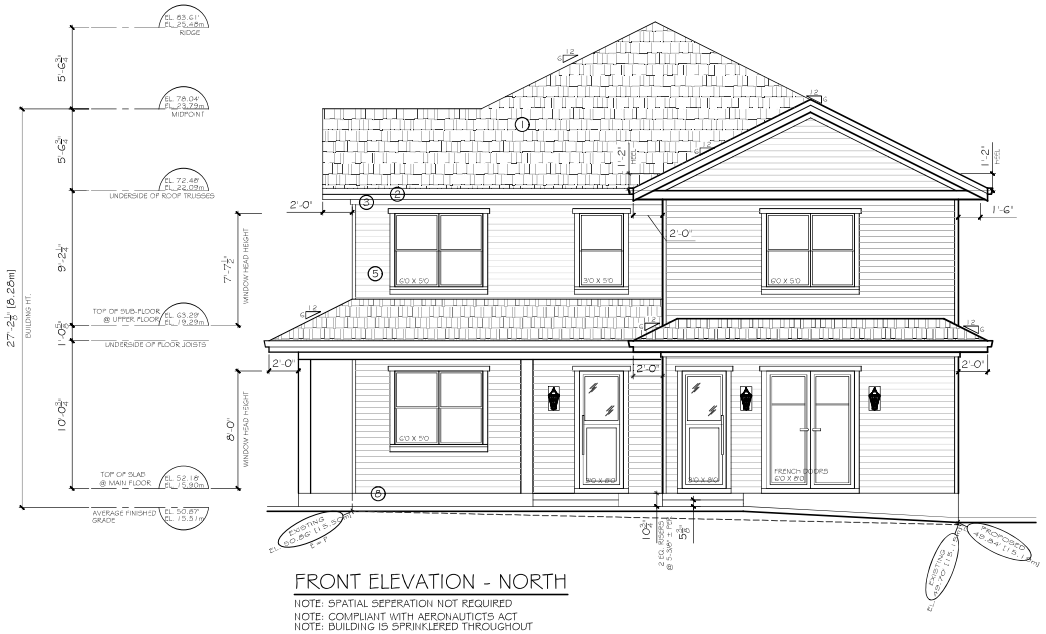
REV.	DATE	REMARKS
CC	MAR-03-2026	ISSUED FOR PERMIT
CC	FEB-18-2026	REVISIONS
CC	MAR-23-2026	REVISIONS
CC	APR-14-2026	REVISIONS

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21528
OLD YALE ROAD
LANGLEY, BC

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THESE DRAWINGS HAVE BEEN PREPARED IN ACCORDANCE WITH THE BCBC 2024



FRONT ELEVATION - NORTH

NOTE: SPATIAL SEPERATION NOT REQUIRED
NOTE: COMPLIANT WITH AERONAUTICTS ACT
NOTE: BUILDING IS SPRINKLERED THROUGHOUT



REAR ELEVATION - SOUTH

NOTE: SPATIAL SEPERATION NOT REQUIRED
NOTE: COMPLIANT WITH AERONAUTICTS ACT
NOTE: BUILDING IS SPRINKLERED THROUGHOUT

SCHEDULE OF FINISHES

1. ASPHALT SHINGLES MINIMUM 30 YEAR
2. PREFINISHED ALUMINIUM FASCIA GUTTER 2 X 10 FASCIA + GABLE BARGE BOARD
3. FRIEZE BOARD
4. HARDIE HORIZONTAL SIDING
5. HARDIE SHINGLE SIDING
6. VINYL FRAMED WINDOWS
7. 2 X 10 WALL BAND
8. 2 X 10 BASE TRIM

COLOUR PALETTE

BODY: VC-15 HADDINGTON GREY
TRIM: VC-1 OXFORD IVORY
SASH: VC-35 GLOSS BLACK
DOOR: VC-35 GLOSS BLACK



AREA OF EXPOSING BUILDING FACE

LIMITING DISTANCE	2m	2.43m	4m
50 sq.m.	10		28
80.54 sq.m.	--	12.1	--
100 sq.m.	9		15

SPATIAL SEPARATION CALCULATIONS - SOUTH

EXPOSING BUILDING FACE : 867 S.F. (80.54 SQ.M.)
LIMITING DISTANCE : 8'-0" (2.43 m)
ALLOWABLE AGGREGATE AREA OF UNPROTECTED OPENINGS : 12.1% (104.90 S.F.)
PROPOSED AGGREGATE AREA OF UNPROTECTED OPENINGS : 11.7% (102 S.F.)

CHRISTOPHE VAISSADE
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21528 OLD YALE ROAD LANGLEY, BC

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REV.	DATE	REMARKS
CC	MAR.25.2025	ISSUED FOR PERMIT
CC	JAN.16.2025	REVISIONS
CC	FEB.18.2025	REVISIONS
CC	MAR.03.2025	REVISIONS
CC	APR.14.2025	REVISIONS

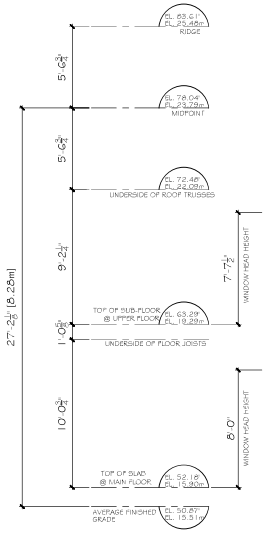
CLIENT :

PROJECT : 21528 OLD YALE ROAD, LANGLEY BC

CONTENT : ELEVATIONS

DATE : MAR. 2025
SCALE : 1/4" =
PROJECT No. : E.9
SHEET No. : A - 3.1
REVISION :

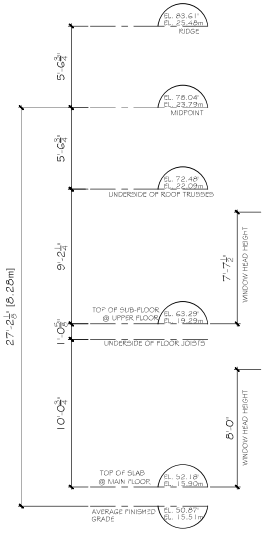
THESE DRAWINGS HAVE BEEN PREPARED IN ACCORDANCE WITH THE BCBC 2024

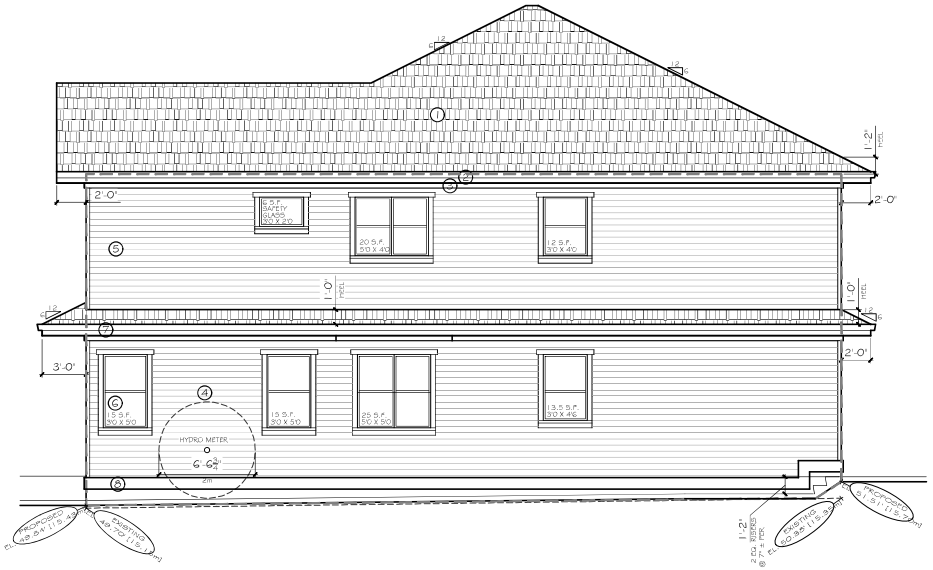




LEFT ELEVATION - EAST

NOTE: SPATIAL SEPERATION NOT REQUIRED
NOTE: COMPLIANT WITH AERONAUTICTS ACT
NOTE: BUILDING IS SPRINKLERED THROUGHOUT





RIGHT ELEVATION - WEST

NOTE: COMPLIANT WITH AERONAUTICTS ACT
NOTE: BUILDING IS SPRINKLERED THROUGHOUT

SCHEDULE OF FINISHES

1. ASPHALT SHINGLES MINIMUM 30 YEAR
2. PREFINISHED ALUMINIUM FASCIA GUTTER 2 X 10 FASCIA + GABLE BARGE BOARD
3. FRIEZE BOARD
4. HARDIE HORIZONTAL SIDING
5. HARDIE SHINGLE SIDING
6. VINYL FRAMED WINDOWS
7. 2 X 10 WALL BAND
8. 2 X 10 BASE TRIM

COLOUR PALETTE

BODY: VC-15 HADDINGTON GREY
TRIM: VC-1 OXFORD IVORY
SASH: VC-35 GLOSS BLACK
DOOR: VC-35 GLOSS BLACK



LIMITING DISTANCE			
AREA OF EXPOSING BUILDING FACE	1.5m	1.90m	2.0m
100 sq.m.	7	7.60	8

SPATIAL SEPARATION CALCULATIONS - WEST

EXPOSING BUILDING FACE : 1,137 S.F. (105.6 SQ.M.)
LIMITING DISTANCE : 6' 2 13/16" (1.90 m)
ALLOWABLE AGGREGATE AREA OF UNPROTECTED OPENINGS : 7.60% (86.69 S.F.)
BUILDING IS SPRINKLERED: AREA OF UNPROTECTED OPENINGS MULTIPLIED BY 2
ALLOWABLE AGGREGATE AREA OF UNPROTECTED OPENINGS : 15.20% (177.37 S.F.)
PROPOSED AGGREGATE AREA OF UNPROTECTED OPENINGS : 9.36% (106.5 S.F.)

CHRISTOPHE VAISSADE
BUILDING DESIGNER
T: 604.614.6627
E: chris@cydesigns.ca
WWW.CYDESIGNS.CA

21528 OLD YALE ROAD LANGLEY, BC

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REV.	DATE	REMARKS
CC	MAR.25.2025	ISSUED FOR PERMIT
CC	JAN.16.2025	REVISIONS
CC	FEB.18.2025	REVISIONS
CC	MAR.03.2025	REVISIONS
CC	APR.14.2025	REVISIONS

CLIENT :

PROJECT : 21528 OLD YALE ROAD, LANGLEY BC

CONTENT : ELEVATIONS

DATE : MAR. 2025

SCALE : 1/4" =

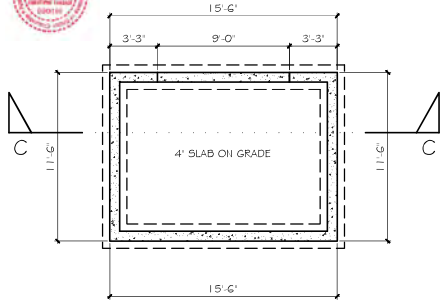
PROJECT No. : E.9

SHEET No. : A - 3.2

REVISION :

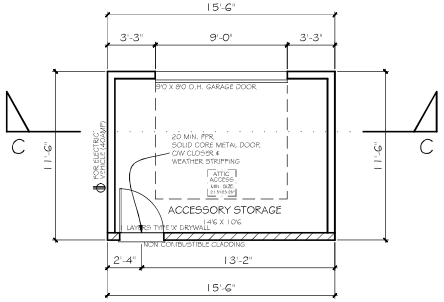
THESE DRAWINGS HAVE BEEN PREPARED IN ACCORDANCE WITH THE BCBC 2024

UNIT 1 ACCESSORY



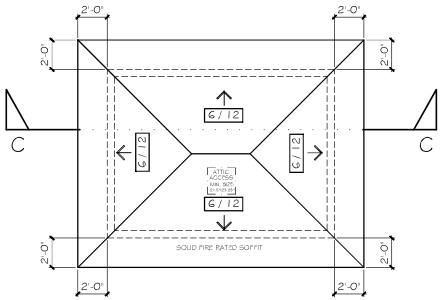
FOUNDATION PLAN

NOTE: REFER TO STRUCTURAL DRAWINGS FOOTING SIZES AND PLACEMENT.



MAIN FLOOR PLAN

MAIN FLOOR AREA 178.25 S.F.



ROOF PLAN

REFER TO TRUSS LAYOUT AS PER STRUCT. ENGINEER DWGS.

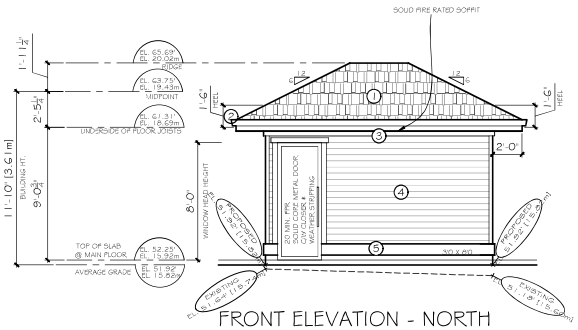
/ 12 DENOTES EXTERIOR ROOF PITCH

NOTE: SOLAR PRE-PIPE, ENGINEER TRUSSES FOR SOLAR PANELS

COLOUR PALETTE

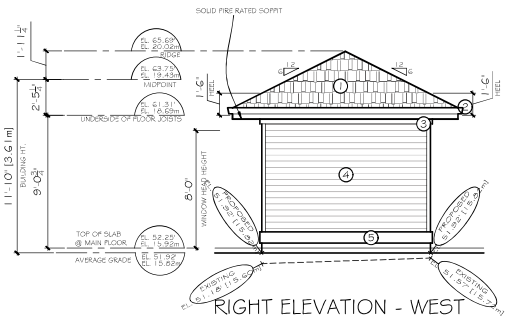
BODY: VC-15 HADDINGTON GREY
TRIM: VC-1 OXFORD IVORY
SASH: VC-35 GLOSS BLACK
DOOR: VC-35 GLOSS BLACK





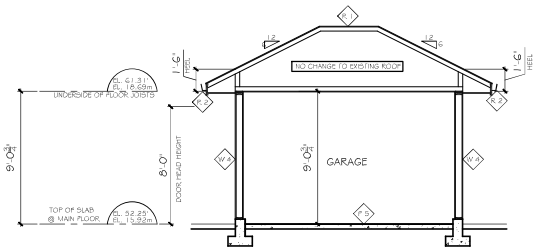
FRONT ELEVATION - NORTH

NOTE: SPATIAL SEPERATION NOT REQUIRED



RIGHT ELEVATION - WEST

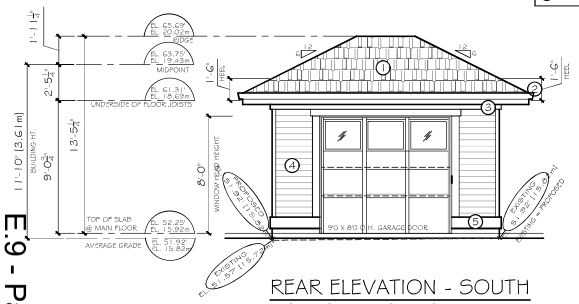
NOTE: SPATIAL SEPERATION NOT REQUIRED



SECTION C - C

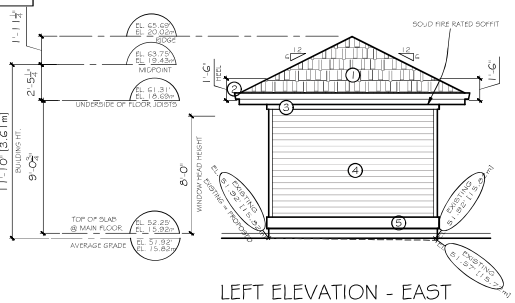
SCHEDULE OF FINISHES

1. ASPHALT SHINGLES MINIMUM 30 YEAR
2. PREFINISHED ALUMINUM FASCIA GUTTER 2 X 10 FASCIA & GABLE BARGE BOARD
3. FRIEZE BOARD
4. HARDIE HORIZONTAL SIDING
5. 2 X 10 BASE TRIM



REAR ELEVATION - SOUTH

NOTE: SPATIAL SEPERATION NOT REQUIRED



LEFT ELEVATION - EAST

NOTE: SPATIAL SEPERATION NOT REQUIRED

CONSTRUCTION ASSEMBLIES

R1 TRUSS ROOF CONSTRUCTION OVER GARAGE/EXTERIOR SPACE

LAMINATED FIBREGLASS ASPHALT SHINGLES
1/2" PLYWOOD C/W 'H' CLIPS @ UNSUPPORTED JOINTS
ENGINEERED WOOD TRUSSES OR WOOD FRAMING
5/8" GYPSUM BOARD

PREFINISHED VINYL SOFFITS - TRIPLE 2" INVISIBLY VENTED

R2 ROOF CONSTRUCTION AT EAVES

PREFINISHED ALUMINUM FASCIA GUTTER
2 X 10 COMB FACED FASCIA
PREFINISHED VINYL SOFFITS - TRIPLE 2" INVISIBLY VENTED

AT OPEN GABLES :
2 X 10 COMB FACED K.D. SPRUCE GABLE BARGE BOARD
c/w 1 X 4 COMB FACED K.D. SPRUCE OVERLAY

F1 SLAB CONSTRUCTION

4" CONCRETE SLAB
6 MIL POLY. VAPOUR BARRIER
6" MIN. COMPACTED FILL
SOUD BASE OR COMPACTED FILL

W1 EXTERIOR WALL CONSTRUCTION

HORIZONTAL, 'HARDI-BOARD' SIDING
1/2" THICK X 1-1/2" WIDE STD. FIR EQAT TREATED PLYWOOD STRIPS (VERTICALLY APPLIED @ 16" O.C.)
INSECT SCREEN - 6" WIDE SCREEN WRAPPED OVER EDGE ONTO
2 LAYERS 30 MIN. BUILDING PAPER
PEEL AND STICK WATERPROOF MEMBRANE AT SILL / THRESHOLD OF ALL OPENINGS
1/2" O.S.B. WALL SHEATHING
2X6 @ 16" o.c. K.D. S.P.F. STUDS
6 MIL POLY VAPOUR BARRIER
1/2" GYPSUM BOARD

W1a EXTERIOR WALL CONSTRUCTION
EW1a TABLE A-9.10.3.1.A (1RR 45 MIN.)

HORIZONTAL, 'HARDI-BOARD' SIDING
1/2" THICK X 1-1/2" WIDE STD. FIR EQAT TREATED PLYWOOD STRIPS (VERTICALLY APPLIED @ 16" O.C.)
INSECT SCREEN - 6" WIDE SCREEN WRAPPED OVER EDGE ONTO
2 LAYERS 30 MIN. BUILDING PAPER
PEEL AND STICK WATERPROOF MEMBRANE AT SILL / THRESHOLD OF ALL OPENINGS
1/2" O.S.B. WALL SHEATHING
2X6 @ 16" o.c. K.D. S.P.F. STUDS
R-24 BATT INSULATION
6 MIL POLY VAPOUR BARRIER
5/8" TYPE 'X' GYPSUM BOARD

CHRISTOPHE VAISSADE
BUILDING DESIGNER
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WWW.CYDESIGNS.CA

21528 OLD YALE ROAD LANGLEY, BC

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REV	DATE	REMARKS
CC	JAN. 12-2024	PERMISSION
CC	FEB. 26-2024	RESPONSE
CC	MAR. 25-2024	RESPONSE
CC	APR. 19-2024	RESPONSE

CLIENT :

PROJECT : 21528 OLD YALE ROAD, LANGLEY BC

CONTENT : ACCESSORY BUILDING

DATE : MAR. 2024

SCALE : 1/8" =

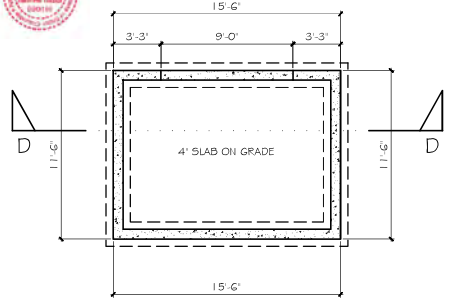
PROJECT No. : E.9

SHEET No. : A - 5.1

REVISION :

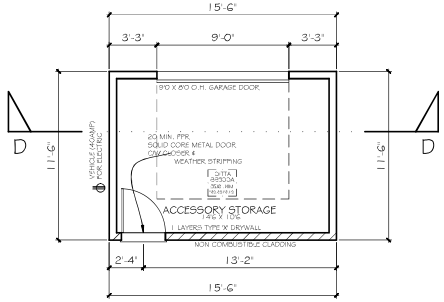
THESE DRAWINGS HAVE BEEN PREPARED IN ACCORDANCE WITH THE BCBC 2024

UNIT 2 ACCESSORY



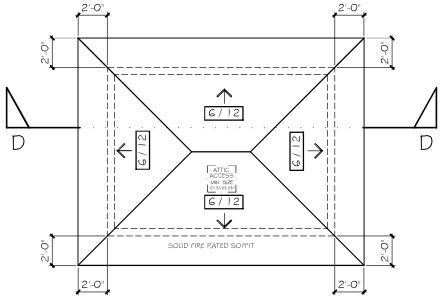
FOUNDATION PLAN

NOTE: REFER TO STRUCTURAL DRAWINGS FOOTING SIZES AND PLACEMENT.



MAIN FLOOR PLAN

MAIN FLOOR AREA 178.25 S.F.



ROOF PLAN

REFER TO TRUSS LAYOUT AS PER STRUCT. ENGINEER DWGS.

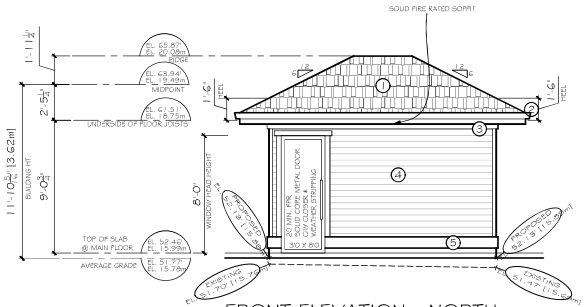
/ 12 DENOTES EXTERIOR ROOF PITCH

NOTE: SOLAR PRE-PIPE, ENGINEER TRUSSES FOR SOLAR PANELS

COLOUR PALETTE

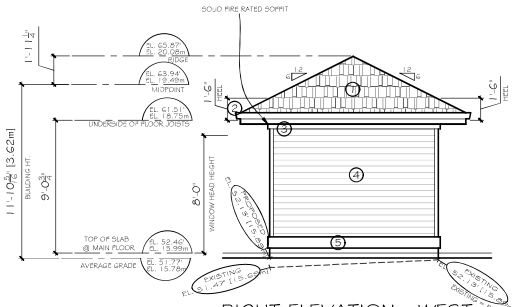
BODY: VC-15 HADDINGTON GREY
TRIM: VC-1 OXFORD IVORY
SASH: VC-35 GLOSS BLACK
DOOR: VC-35 GLOSS BLACK





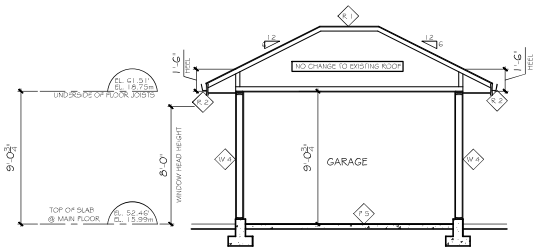
FRONT ELEVATION - NORTH

NOTE: SPATIAL SEPERATION NOT REQUIRED



RIGHT ELEVATION - WEST

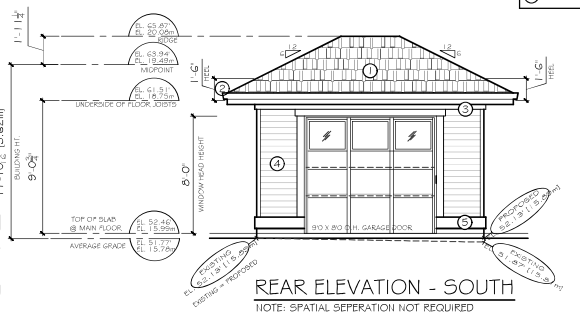
NOTE: SPATIAL SEPERATION NOT REQUIRED



SECTION D - D

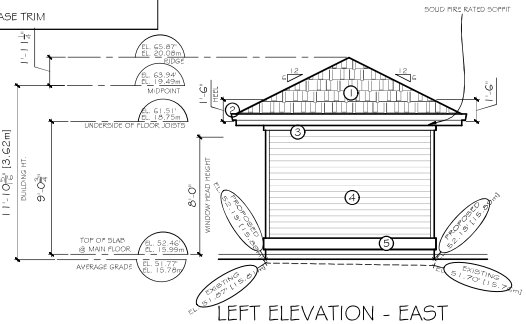
SCHEDULE OF FINISHES

1. ASPHALT SHINGLES MINIMUM 30 YEAR
2. PREFINISHED ALUMINUM FASCIA GUTTER 2 X 10 FASCIA & GABLE BARGE BOARD
3. FRIEZE BOARD
4. HARDIE HORIZONTAL SIDING
5. 2 X 10 BASE TRIM



REAR ELEVATION - SOUTH

NOTE: SPATIAL SEPERATION NOT REQUIRED



LEFT ELEVATION - EAST

NOTE: SPATIAL SEPERATION NOT REQUIRED

CONSTRUCTION ASSEMBLIES

F.1 TRUSS ROOF CONSTRUCTION OVER GARAGE/EXTERIOR SPACE

LAMINATED FIBERGLASS ASPHALT SHINGLES
1/2" PLYWOOD C/W 'H' CLIPS @ UNSUPPORTED JOINTS
ENGINEERED WOOD TRUSSES OR WOOD FRAMING
5/8" GYPSUM BOARD

PREFINISHED VINYL SOFFITS - TRIPLE 2" INVISIBLY VENTED

R.2 ROOF CONSTRUCTION AT EAVES

PREFINISHED ALUMINUM FASCIA GUTTER
2 X 10 COMB FACED FASCIA
PREFINISHED VINYL SOFFITS - TRIPLE 2" INVISIBLY VENTED

AT OPEN GABLES :
2 X 10 COMB FACED K.D. SPRUCE GABLE BARGE BOARD
c/w 1 X 4 COMB FACED K.D. SPRUCE OVERLAY

F.1 SLAB CONSTRUCTION

4" CONCRETE SLAB
6 MIL POLY. VAPOUR BARRIER
6" MIN. COMPACTED FILL
SOLID BASE OR COMPACTED FILL

W.1 INTERIOR WALL CONSTRUCTION

1/2" GYPSUM BOARD
2X4 @ 16" o.c. K.D. S.P.F. STUDS

W.1 EXTERIOR WALL CONSTRUCTION

HORIZONTAL, "HARDI-BOARD" SIDING
1/2" THICK X 1-1/2" WIDE STD. PIR KDAT TREATED PLYWOOD STRIPS (VERTICALLY APPLIED @ 16" O.C.)
INSECT SCREEN - 6" WIDE SCREEN WRAPPED OVER EDGE ONTO
2 LAYERS 30 MIN. BUILDING PAPER
PEEL AND STICK WATERPROOF MEMBRANE AT SILL/ THRESHOLD OF ALL OPENINGS
1/2" O.S.B. WALL SHEATHING
2X6 @ 16" o.c. K.D. S.P.F. STUDS
6 MIL POLY VAPOUR BARRIER
1/2" GYPSUM BOARD

W.2 EXTERIOR WALL CONSTRUCTION

HORIZONTAL, "HARDI-BOARD" SIDING
1/2" THICK X 1-1/2" WIDE STD. PIR KDAT TREATED PLYWOOD STRIPS (VERTICALLY APPLIED @ 16" O.C.)
INSECT SCREEN - 6" WIDE SCREEN WRAPPED OVER EDGE ONTO
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CHRISTOPHE VAISSADE
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21528 OLD YALE ROAD LANGLEY, BC

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REV.	DATE	REMARKS
CC	JAN. 14-2025	REVISIONS
CC	FEB. 26-2025	REVISIONS
CC	MAR. 25-2025	REVISIONS
CC	APR. 14-2025	REVISIONS

CLIENT :

PROJECT : 21528 OLD YALE ROAD, LANGLEY BC

CONTENT : ACCESSORY BUILDING

DATE : MAR. 2024

SCALE : 1/8" =

PROJECT No. : E.9

SHEET No. : A - 5.1

REVISION :

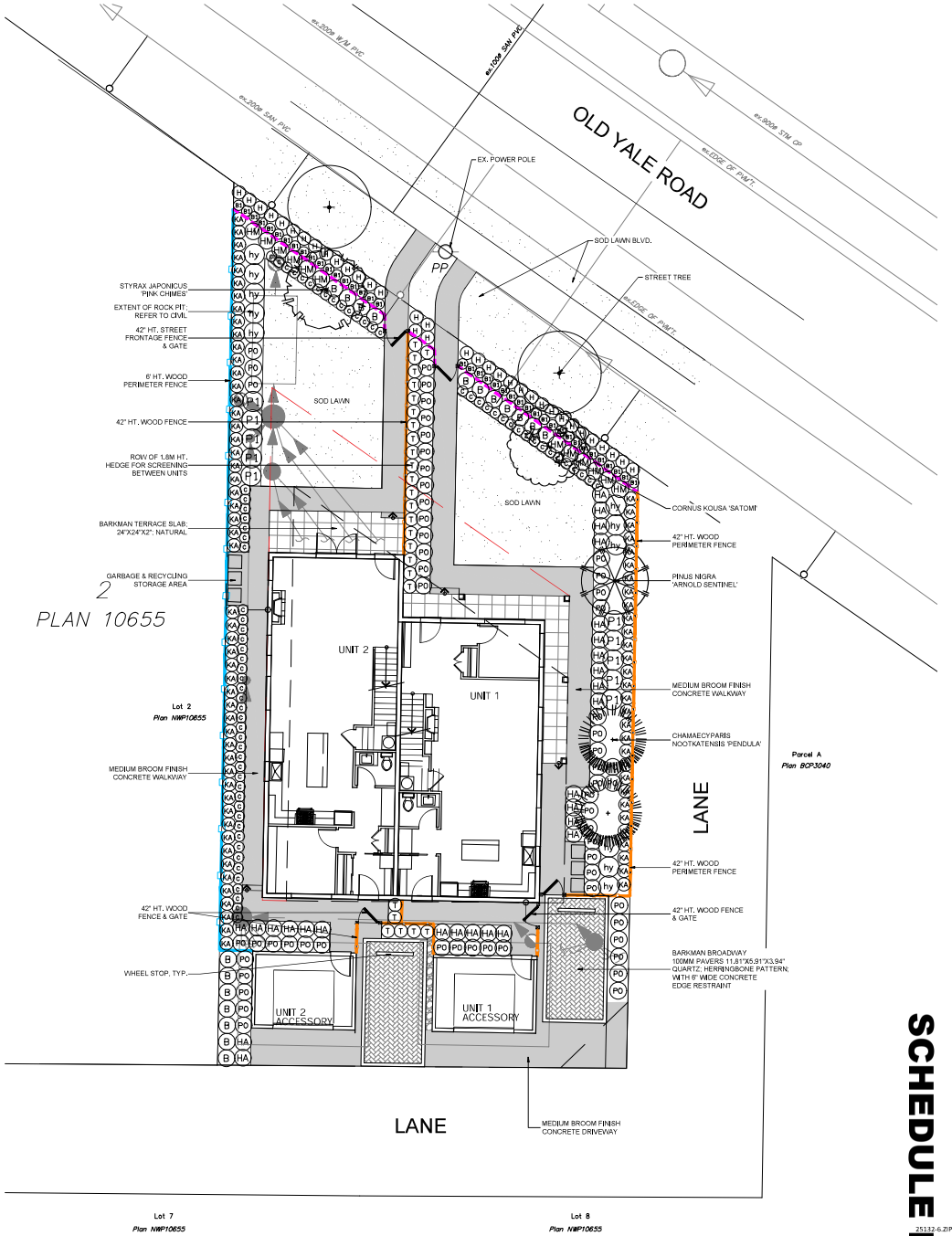
PLANT SCHEDULE

PMG PROJECT NUMBER: 25-132

KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
TREE				
	2	CHAMAECYPARIS NOOTKATENSIS 'PENDULA'	WEEPING NOOTKA CYPRESS	2M HT; B&B
	1	CORNUS KOUSA 'SATOMI'	PINK KOUSA DOGWOOD	6.0CM CAL; 1.5M STD; B&B
	1	PINUS NIGRA 'ARNOLD SENTINEL'	ARNOLD SENTINEL AUSTRIAN BLACK PINE	3.0M HT; B&B
	1	STYRAX JAPONICUS 'PINK CHIMES'	PINK FLOWERED JAPANESE SNOWBELL	6.0CM CAL; 1.5M STD; B&B
SHRUB				
B	18	BERBERIS THUNBERGII 'ROYAL BURGUNDY'	'ROYAL BURGUNDY'BARBERRY	#2 POT; 30CM
BX	40	BUXUS SEMPERVIRENS 'SUFFRUTICOSA'	DWARF ENGLISH BOXWOOD	#3 POT; 40CM
HM	12	HYDRANGEA PANICULATA 'LIMELIGHT'	LIMELIGHT HYDRANGEA; LIMEGREEN-PINK	#2 POT; 50CM
HY	11	HYDRANGEA SERRATA 'BLUEBIRD'	MOUNTAIN HYDRANGEA; LACECAP BLUE	#2 POT; 30CM
KA	82	KALMIA LATIFOLIA 'SARAH'	MOUNTAIN LAUREL	#3 POT; 50CM
P	10	PHYSOCARPUS OPULIFOLIUS 'DIABOLO'	PURPLE NINEBARK	#2 POT; 30CM
T	26	THUJA OCCIDENTALIS 'SMARAGD'	EMERALD GREEN CEDAR	1.8M HT; B&B
GRASS				
C	72	CAREX 'ICE DANCE'	FROSTED SEDGE	#1 POT
H	36	HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	#1 POT
PERENNIAL				
HA	27	HOSTA 'BLUE MAMMOTH'	HOSTA; LARGE; BLUE	#2 POT; 1-2 EYE
GC				
PO	57	POLYSTICHUM MUNITUM	WESTERN SWORD FERN	#1 POT; 25CM

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CNLA STANDARD. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW: MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. * SUBSTITUTIONS: OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY. * ALL LANDSCAPE MATERIAL AND WORKMANSHIP MUST MEET OR EXCEED BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD LATEST EDITION. * ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. * BIO-SOLIDS NOT PERMITTED IN GROWING MEDIUM UNLESS AUTHORIZED BY LANDSCAPE ARCHITECT.

	6' HT. WOOD PERIMETER FENCE
	42" HT. WOOD FENCE
	42" HT. STREET FRONTAGE FENCE



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pmg LANDSCAPE ARCHITECTS
Suite C100 - 4185 Still Creek Drive
Burnaby, British Columbia, V5C 6G9
p. 604 294-0011 ; f. 604 294-0022

SEAL:

NOT FOR CONSTRUCTION

NO.	DATE	REVISION DESCRIPTION	DR.
5	26.MAY.26	PLANTING AT SE CORNER	YR
4	26.MAY.06	NEW SITE PLAN / CITY COMMENTS	JR
3	26.MAR.24	NEW SITE PLAN / CITY COMMENTS	JR
2	26.FEB.19	NEW SITE PLAN	JR
1	25.NOV.14	CITY COMMENTS	JR

CLIENT:

PROJECT:

DUPLEX DEVELOPMENT

21528 OLD YALE ROAD
LANGLEY, BC

DRAWING TITLE:

LANDSCAPE PLAN

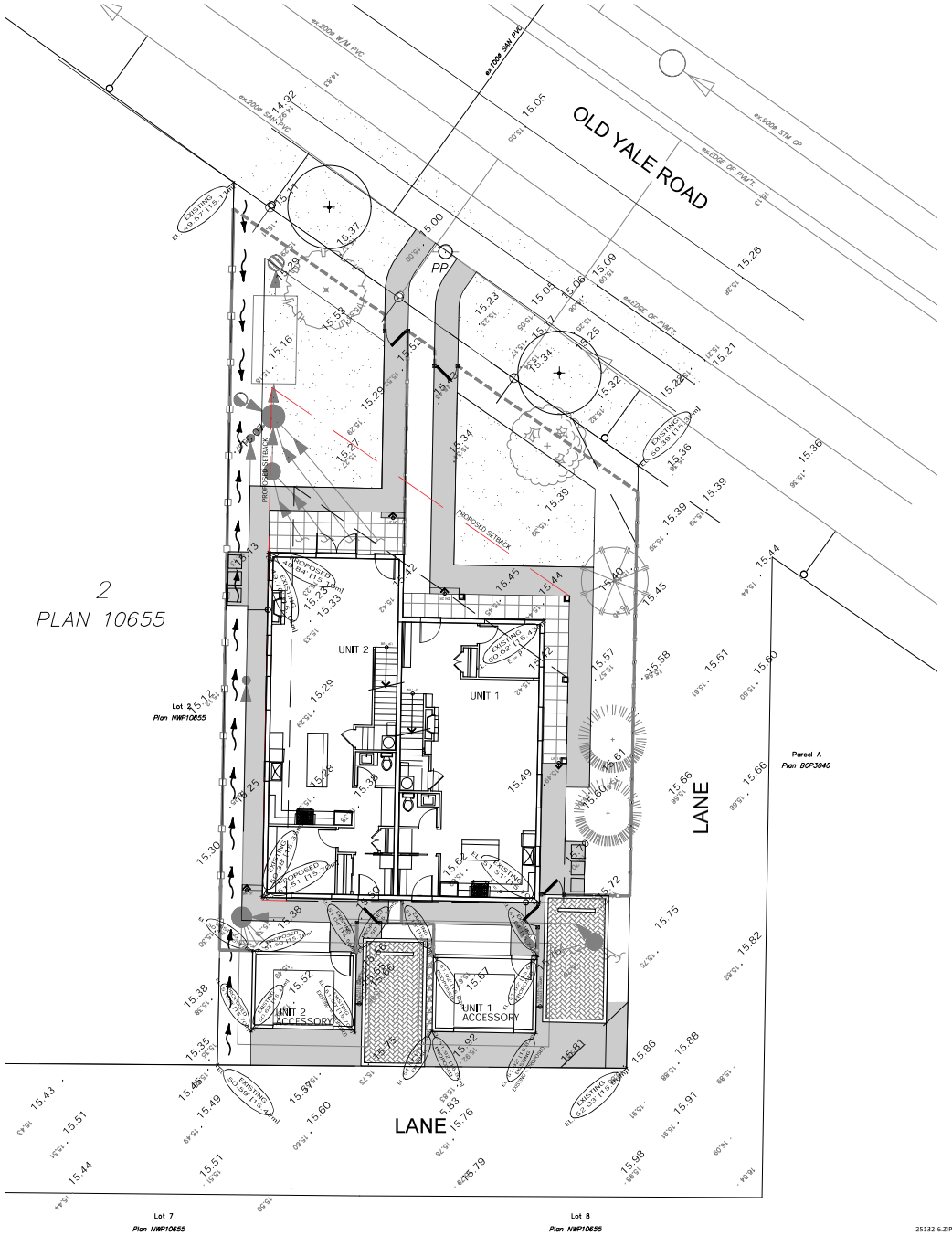
DATE: 25.JUN.17
SCALE: 1/8"=1'-0"
DRAWN: JR
DESIGN: JR
CHK'D: BA

DRAWING NUMBER: L9 OF 4

PMG PROJECT NUMBER: 25-132

SCHEDULE B

25132-6.ZIP



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pmg LANDSCAPE ARCHITECTS
Suite C100 - 4185 Still Creek Drive
Burnaby, British Columbia, V5C 6G9
p. 604 294-0011 ; f. 604 294-0022

SEAL:

NOT FOR CONSTRUCTION

NO.	DATE	REVISION DESCRIPTION	DR.
5	26.MAY.26	PLANTING AT SE CORNER	YR
4	26.MAY.06	NEW SITE PLAN / CITY COMMENTS	JR
3	26.MAR.24	NEW SITE PLAN / CITY COMMENTS	JR
2	26.FEB.19	NEW SITE PLAN	JR
1	25.NOV.14	CITY COMMENTS	JR

CLIENT:

PROJECT:

DUPLEX DEVELOPMENT

21528 OLD YALE ROAD
LANGLEY, BC

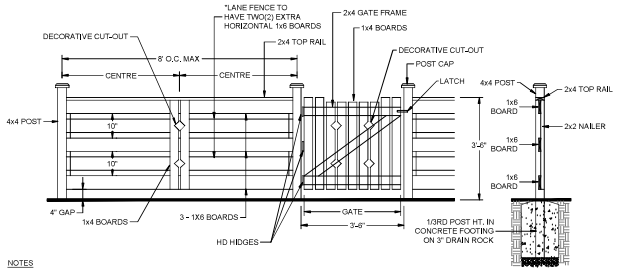
DRAWING TITLE:

GRADING PLAN

DATE:	25.JUN.17	DRAWING NUMBER:
SCALE:	1/8"=1'-0"	L2
DRAWN:	JR	OF 4
DESIGN:	JR	
CHK'D:	BA	

25132-6.ZIP

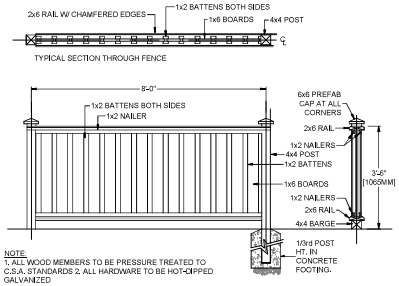
PMG PROJECT NUMBER: **25-132**



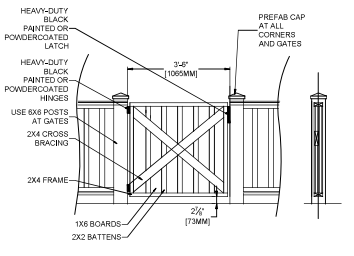
NOTES

1. ALL POSTS PRESSURE TREATED TO CSA STANDARD AND END CUTS TREATED WITH PRESERVITIVE.
2. ALL OTHER MEMBERS TO BE CEDAR, #2 (CONSTRUCTION) GRADE MINIMUM.
3. ALL HARDWARE HOT DIPPED GALVANIZED.
4. APPLY 2 COATS EXTERIOR STAIN TO MANUFACTURERS SPECIFICATION, FINISH SELECTION AS APPROVED BY PROJECT ARCHITECT.
5. ALL FENCES TO BE LEVEL, CHANGES IN GRADE TO BE IN 12"-18" STEPS (MAX.). GAPS TO GRADE TO FOLLOW FINISH GRADE. GAP TO BE 3-6".

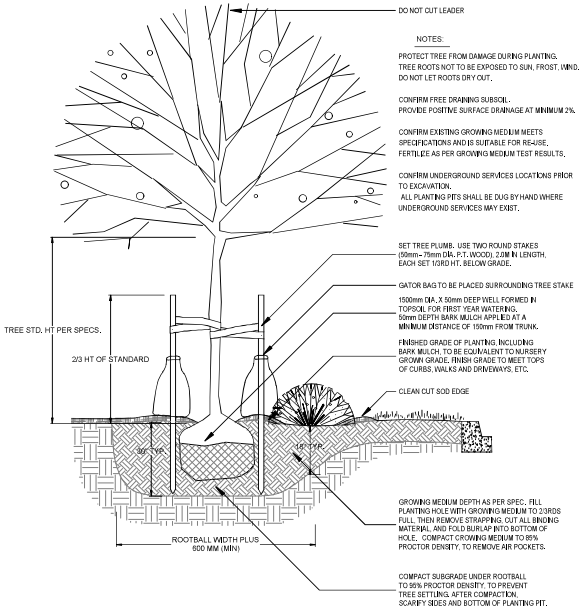
1 42" HT. STREET FRONTAGE FENCE
1/2" = 1'-0"



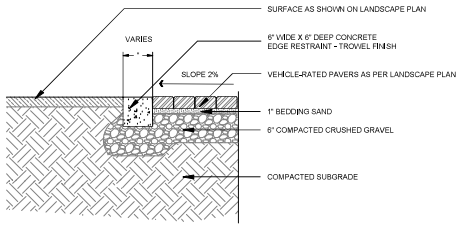
NOTE:
1. ALL WOOD MEMBERS TO BE PRESSURE TREATED TO C.S.A. STANDARDS 2. ALL HARDWARE TO BE HOT-DIPPED GALVANIZED
3. APPLY TWO COATS OF STAIN TO MATCH BUILDING (TO BE APPROVED BY OWNER OR LANDSCAPE ARCHITECT)
4. COAT ALL CUT SURFACES WITH SIMILAR PRESERVATIVE AS ABOVE



2 42" HT. PERIMETER WOOD FENCE
1/2" = 1'-0"

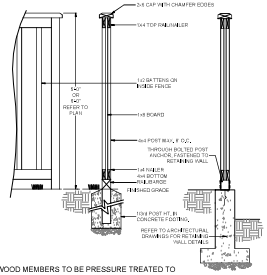


3 TREE AND SHRUB PLANTING AT GRADE
1/2" = 1'-0"



NOTE:
PAVERS TO BE INSTALLED TO MANUFACTURERS SPECIFICATIONS

4 PAVER PARKING STALL
1" = 1'-0"



NOTE:
1. ALL WOOD MEMBERS TO BE PRESSURE TREATED TO C.S.A. STANDARDS 2. ALL HARDWARE TO BE HOT-DIPPED GALVANIZED
3. APPLY TWO COATS OF STAIN TO MATCH BUILDING (TO BE APPROVED BY OWNER OR LANDSCAPE ARCHITECT)
4. COAT ALL CUT SURFACES WITH SIMILAR PRESERVATIVE AS ABOVE

5 6' HT. PERIMETER WOOD FENCE
1/2" = 1'-0"

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pmg LANDSCAPE ARCHITECTS
Suite C100 - 4185 Still Creek Drive
Burnaby, British Columbia, V5C 6G9
p. 604 294-0011 ; f. 604 294-0022

SEAL:

NOT FOR CONSTRUCTION

NO.	DATE	REVISION DESCRIPTION	DR.
5	26.MAY.26	PLANTING AT SE CORNER	YR
4	26.MAY.06	NEW SITE PLAN / CITY COMMENTS	JR
3	26.MAR.24	NEW SITE PLAN / CITY COMMENTS	JR
2	26.FEB.19	NEW SITE PLAN	JR
1	25.NOV.14	CITY COMMENTS	JR

CLIENT:

PROJECT:

DUPLEX DEVELOPMENT

21528 OLD YALE ROAD
LANGLEY, BC

DRAWING TITLE:

LANDSCAPE DETAILS

DATE: 25.JUN.17
SCALE: AS NOTED
DRAWN: JR
DESIGN: JR
CHK'D: BA

DRAWING NUMBER: L3
OF 4

25132-6.ZIP

PMG PROJECT NUMBER: **25-132**

TREE SCHEDULE

PMG PROJECT NUMBER: 25-132

KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
•	2	PARROTIA PERSICA 'VANESSA'	VANESSA PERSIAN IRONWOOD	6CM CAL. 1.8M STD; B&B

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CNLA STANDARD. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW: MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. * SUBSTITUTIONS: OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY. * ALL LANDSCAPE MATERIAL AND WORKMANSHIP MUST MEET OR EXCEED BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD LATEST EDITION. * ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. * BIO-SOLIDS NOT PERMITTED IN GROWING MEDIUM UNLESS AUTHORIZED BY LANDSCAPE ARCHITECT.

TOWNSHIP OF LANGLEY - STREET TREE PLANTING REQUIREMENTS

GENERAL

1. *THE FINAL LOCATION, PLANTING, SPECIES SELECTION AND SIZES SHALL BE COMPLETE TO THE SATISFACTION OF THE MANAGER, GREEN INFRASTRUCTURE SERVICES. THE OWNER IS RESPONSIBLE FOR CONTACTING GREEN INFRASTRUCTURE SERVICES STAFF FOR REVIEW OF PLANTING LOCATION AND OF THE TREE STAKING LOCATIONS - PRIOR TO PLANTING.*

2. *THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING A HIGHWAYS USE PERMIT FROM ENGINEERING DIVISION FOR INSTALLING, LOCATING OR TEMPORARILY STORING STREET TREES AND OTHER MATERIAL WITHIN A HIGHWAY (ROAD RIGHT-OF-WAY) OR IF UNLOADING MAY POTENTIALLY INTERFERE WITH TRAFFIC FLOWS ON PUBLIC ROADS. THIS PERMIT SHALL BE OBTAINED PRIOR TO COMMENCEMENT OF THE OFF-SITE WORKS (TYPICALLY STREET TREE, BOULEVARD & GREENWAY PLANTING).*

3. *USE TREE INSTALLATION DETAIL TLP 26 & TLP 27*

LOCATION OF PLANTING

4. *STREET TREES** SHALL BE SPACED AS NOTED ON THE DRAWINGS, UNLESS OTHERWISE APPROVED BY MANAGER, PARKS DESIGN AND DEVELOPMENT. TREES SHALL BE SIZED AS NOTED ON THE DRAWINGS AND NO LESS THAN 3.0M IN HEIGHT WITH A MINIMUM CLEAR STEM HEIGHT OF 1.8M TO THE LOWEST BRANCH. ACTUAL TREE NUMBERS, SPACING AND LOCATIONS WILL VARY ACCORDING TO SITE CONDITIONS AND AMENITIES.*

5. *LOCATIONS SHALL BE IDENTIFIED WITH STAKES OF PAINTED MARKING BY THE OWNER. IF UNDERGROUND OBSTRUCTIONS ARE UNCOVERED THESE ARE TO BE REPORTED TO THE LANDSCAPE ARCHITECT FOR RESOLUTION PRIOR TO PLANTING.*
NOTE: A TREE STAKING REVIEW AND TREE INSPECTION MUST BE REQUESTED BY THE DEVELOPER/CONTRACTOR PRIOR TO TREE PLANTING TAKING PLACE. CONTACT PARKS DESIGN & DEVELOPMENT STAFF DEPARTMENT TO SCHEDULE THE REVIEW.

6. *NO SUBSTITUTIONS SHALL BE PERMITTED WITHOUT THE EXPRESS WRITTEN PERMISSION OF THE T.O.L. URBAN FORESTER.*

MINIMUM TREE PLANTING CLEARANCES

7. *TREES SHALL HAVE THE FOLLOWING MINIMUM CLEARANCES FROM:*

STREET LIGHT POLES	*6.0M*
UTILITY POLES	*3.0M*
EDGE OF DRIVEWAY, CURB RETURN	
CATCHBASIN OR ABOVE GROUND UTILITY FACILITY	*2.0M*
SEWER & DRAINAGE SERVICE CONNECTION	*1.5M*
MANHOLES, VALVE BOXES, WATER SERVICES	*1.2M*
EDGE OF TRAVEL LANE	*1.0M*

WHERE THERE IS A BOULEVARD PLANTING STRIP BETWEEN THE BACK OF CURB AND SIDEWALK, TREES SHALL BE PLANTING A MIN. OF 1.0M FROM GUTTER OF CURB AND .5M FROM BACK OF SIDEWALK.

IN OTHER CIRCUMSTANCES TREES SHALL BE PLANTED 1.0M FROM A SIDEWALK AND 2.5M FROM BACK OF CURB

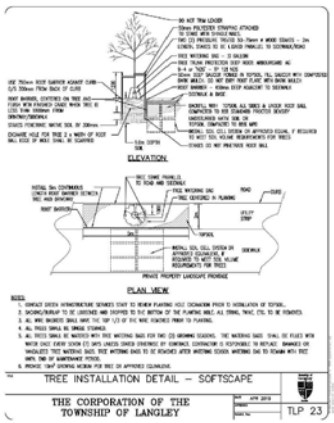
TREES SHALL BE NO CLOSER TO A ROAD INTERSECTION THAN THE PROJECTION OF AN 8M x 8M SIGHT TRIANGLE, AS SHOWN IN TLP 33

CONDITION

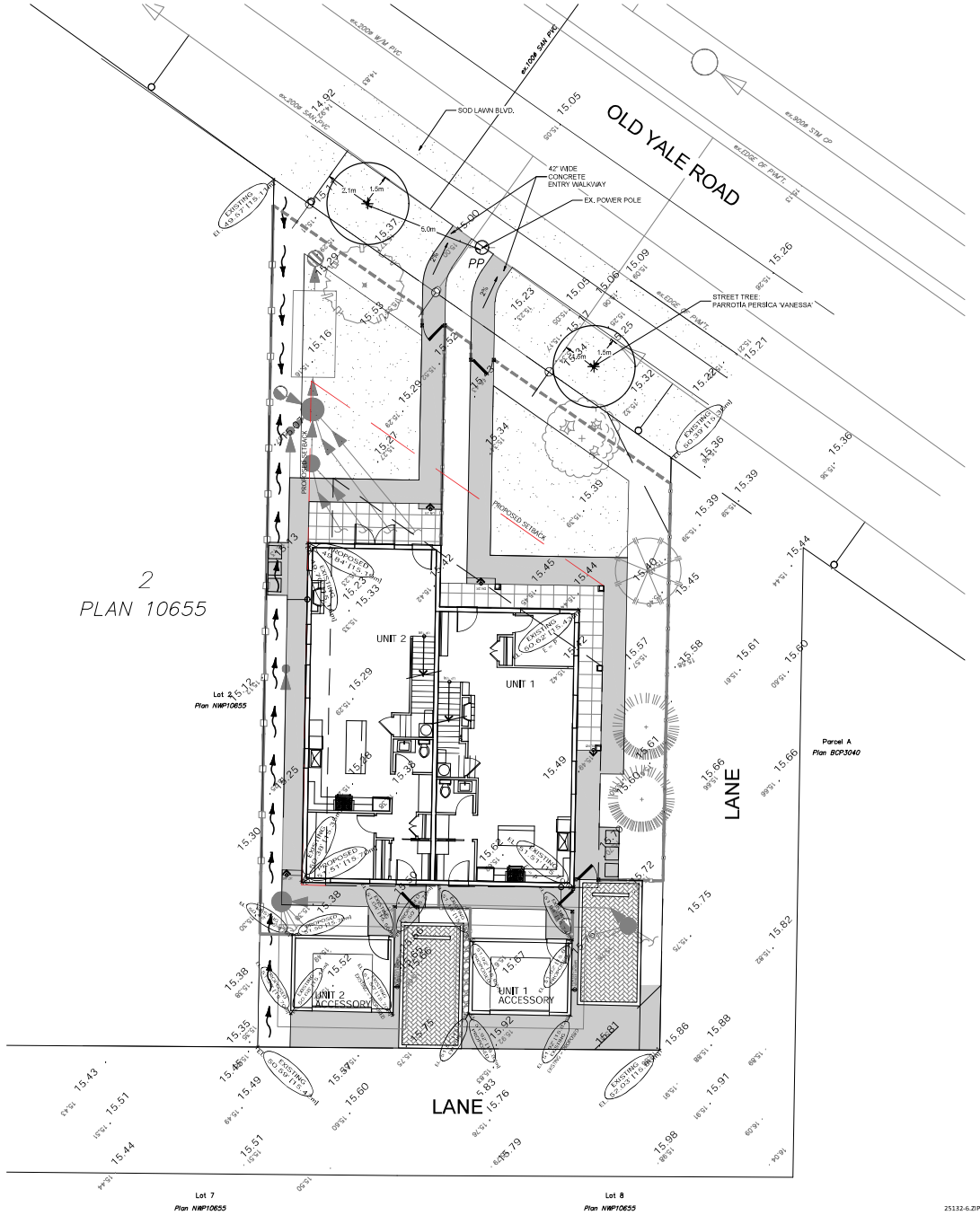
8. *ALL PLANT MATERIAL SHALL BE OF GOOD HEALTH AND VIGOR WITH NO VISIBLE SIGNS OF DISEASE, INSECT PESTS, DAMAGE OR OTHER OBJECTIONABLE DISFURGEMENTS.*

9. *ALL PLANT MATERIAL, TOP SOIL, SHIPPING PROCEDURES AND HANDLING PRACTICES SHALL CONFORM TO THE MOST RECENT BC LANDSCAPE STANDARD, SPECIFICATIONS AND GUIDELINES IN FORCE AT THE TIME OF INSTALLATION AND SHALL MEET ALL MINIMUM CRITERIA OF THE SUBDIVISION AND DEVELOPMENT SERVICING BYLAW.*


TREE PLANTING NOTES
THE CORPORATION OF THE TOWNSHIP OF LANGLEY
TLP 22



TREE INSTALLATION DETAIL – SOFTSCAPE
THE CORPORATION OF THE TOWNSHIP OF LANGLEY
TLP 23



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pmg LANDSCAPE ARCHITECTS
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Burnaby, British Columbia, V5C 6G9
p. 604 294-0011 ; f. 604 294-0022

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NO.	DATE	REVISION DESCRIPTION	DR.
5	26.MAY.26	PLANTING AT SE CORNER	YR
4	26.MAY.06	NEW SITE PLAN / CITY COMMENTS	JR
3	26.MAR.24	NEW SITE PLAN / CITY COMMENTS	JR
2	26.FEB.19	NEW SITE PLAN	JR
1	25.NOV.14	CITY COMMENTS	JR

CLIENT:

PROJECT:

DUPLEX DEVELOPMENT

21528 OLD YALE ROAD
LANGLEY, BC

DRAWING TITLE:

OFFSITE LANDSCAPE PLAN

DATE:	25.JUN.17	DRAWING NUMBER:	L4
SCALE:	1/8"=1'-0"		
DRAWN:	JR		
DESIGN:	JR		
CHK'D:	BA		OF 4

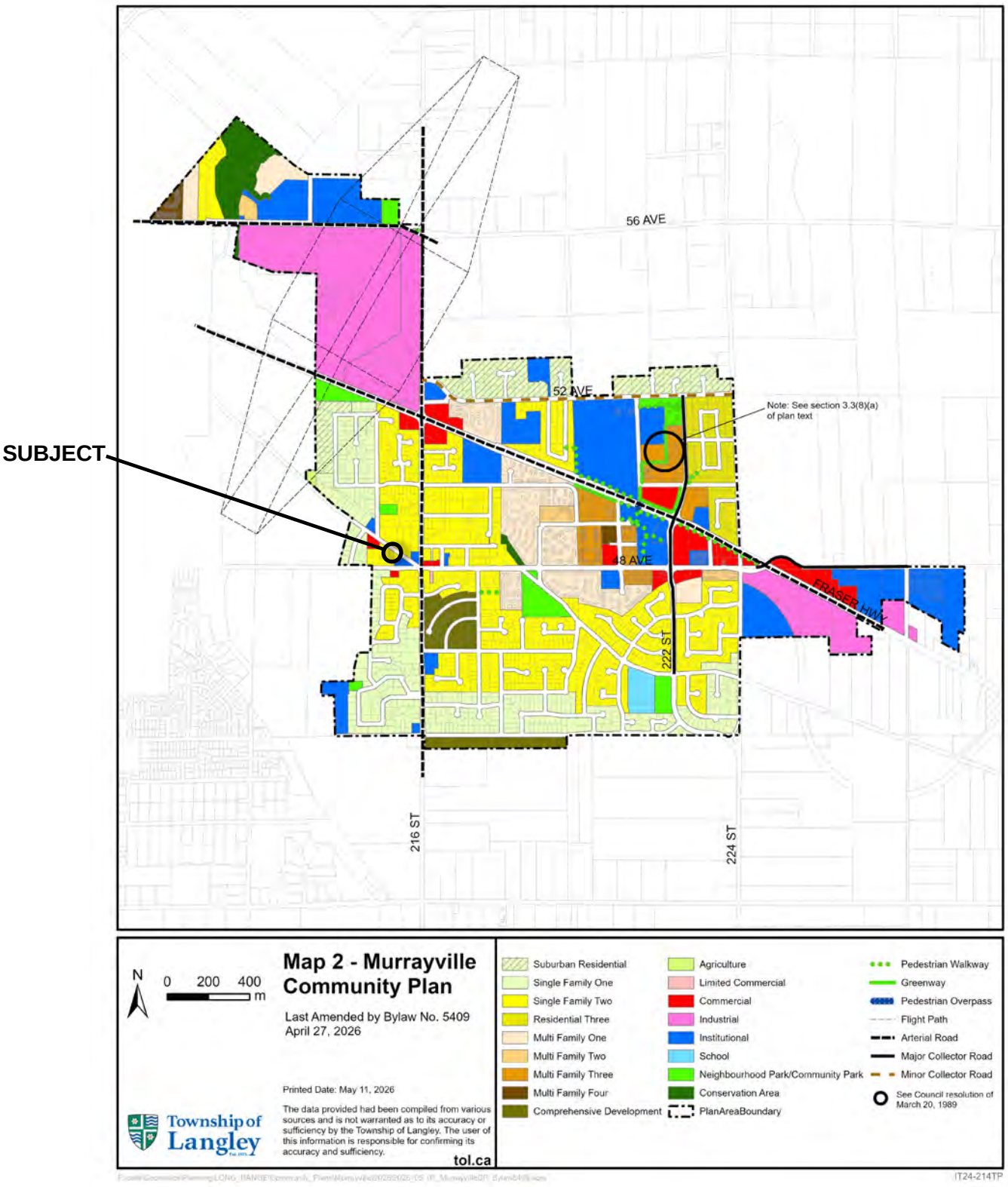
25132-6.ZIP

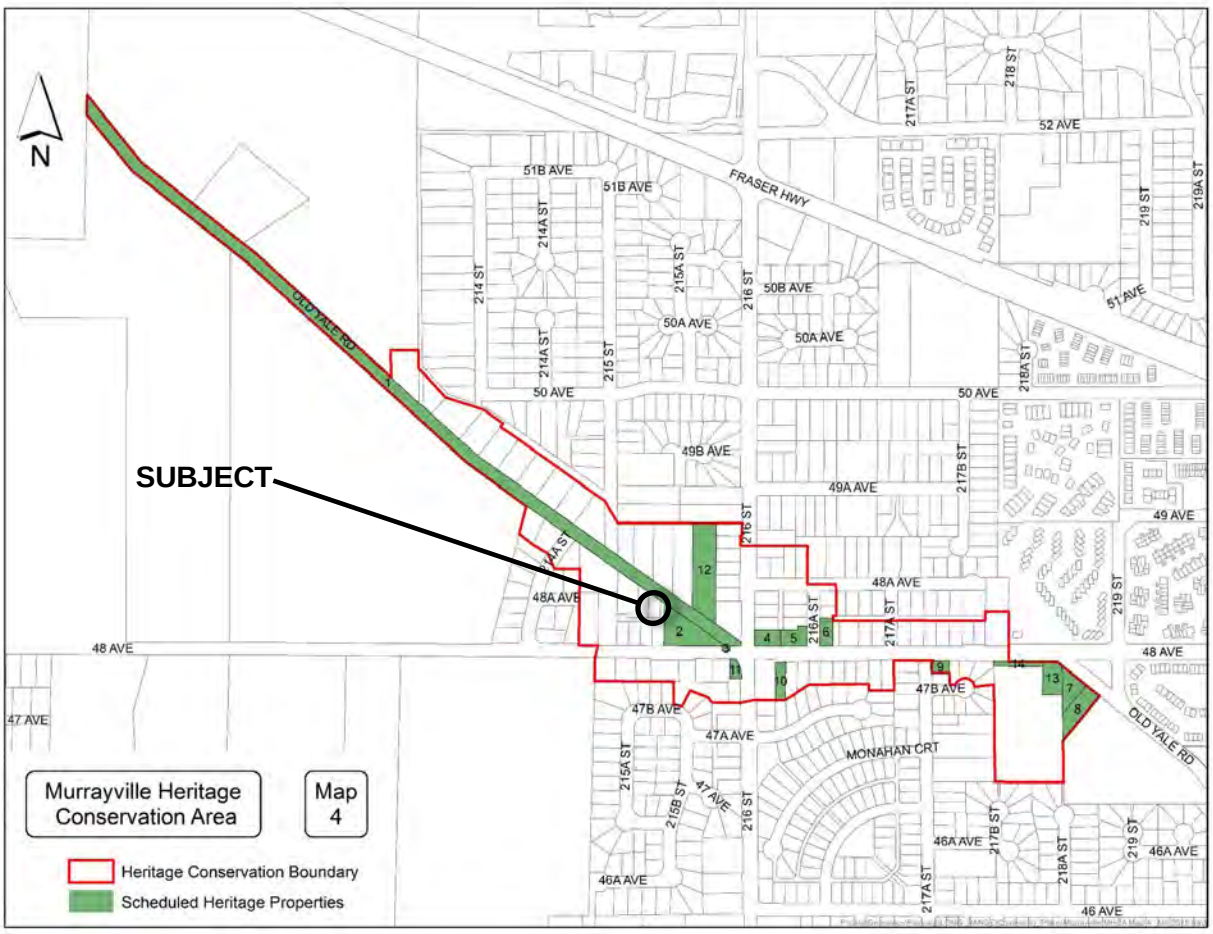
PMG PROJECT NUMBER: **25-132**

ATTACHMENT B



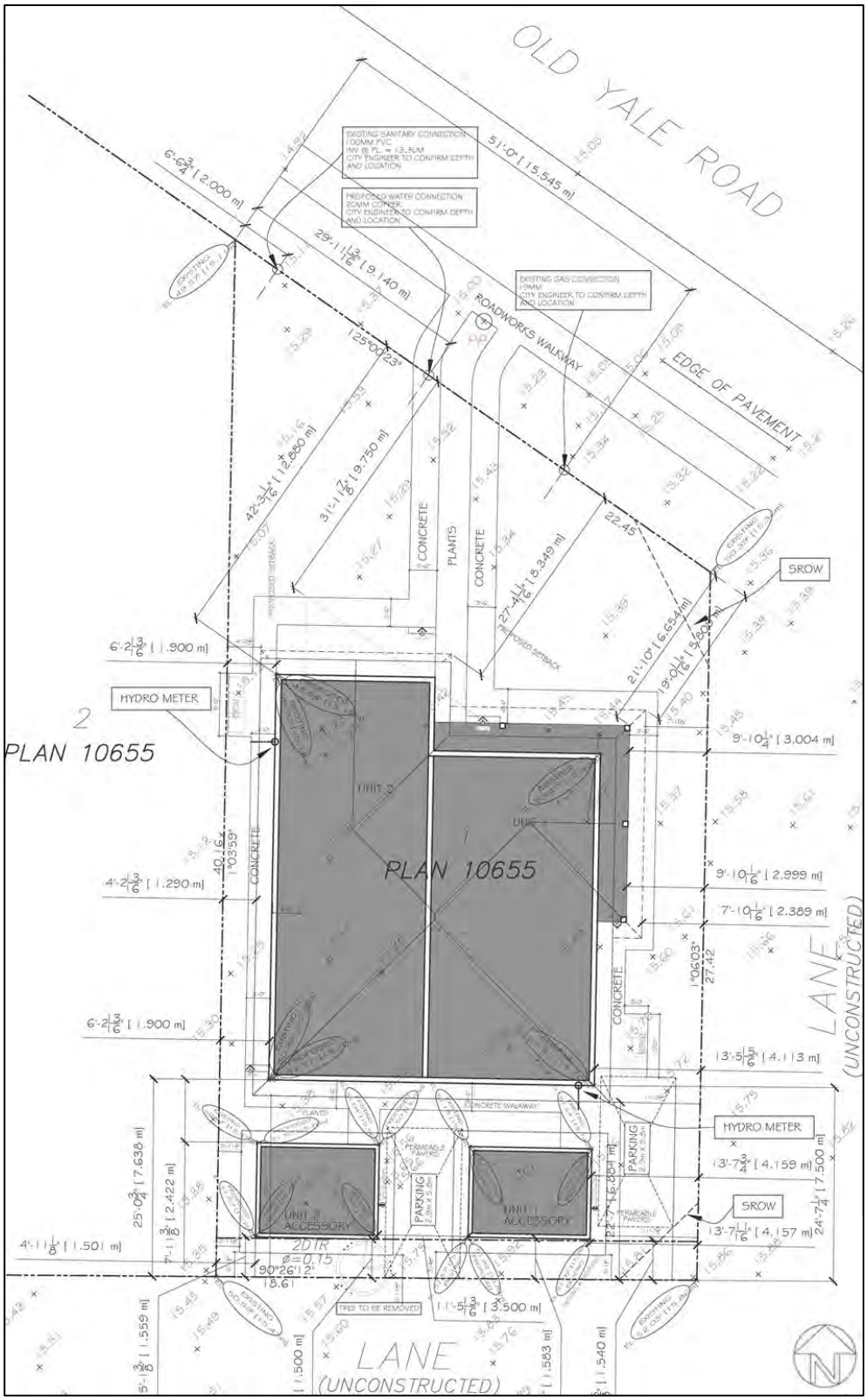
AERIAL CONTEXT MAP


SUBJECT
56 AVE
52 AVE
Note: See section 3.3(8)(a) of plan text
48 AVE
FRASER HWY
222 ST
216 ST
224 ST
N
0 200 400 m
Map 2 - Murrayville Community Plan
Last Amended by Bylaw No. 5409
April 27, 2026
Printed Date: May 11, 2026
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.
Township of Langley
tol.ca
Suburban Residential
Single Family One
Single Family Two
Residential Three
Multi Family One
Multi Family Two
Multi Family Three
Multi Family Four
Comprehensive Development
Agriculture
Limited Commercial
Commercial
Industrial
Institutional
School
Neighbourhood Park/Community Park
Conservation Area
PlanAreaBoundary
Pedestrian Walkway
Greenway
Pedestrian Overpass
Flight Path
Arterial Road
Major Collector Road
Minor Collector Road
See Council resolution of March 20, 1989
IT24-214TP


N
SUBJECT
FRASER HWY
OLD YALE RD
51B AVE
214A ST
214 ST
215A ST
216 ST
50B AVE
50A AVE
214A ST
215 ST
50 AVE
49B AVE
49A AVE
217B ST
216 ST
48A AVE
216A ST
217A ST
48 AVE
47B AVE
47A AVE
MONAHAN CRT
215A ST
215B ST
47 AVE
46A AVE
217B ST
218A ST
219 ST
217A ST
46 AVE
52 AVE
51 AVE
218 ST
219A ST
49 AVE
Murrayville Heritage Conservation Area
Map 4
Heritage Conservation Boundary
Scheduled Heritage Properties



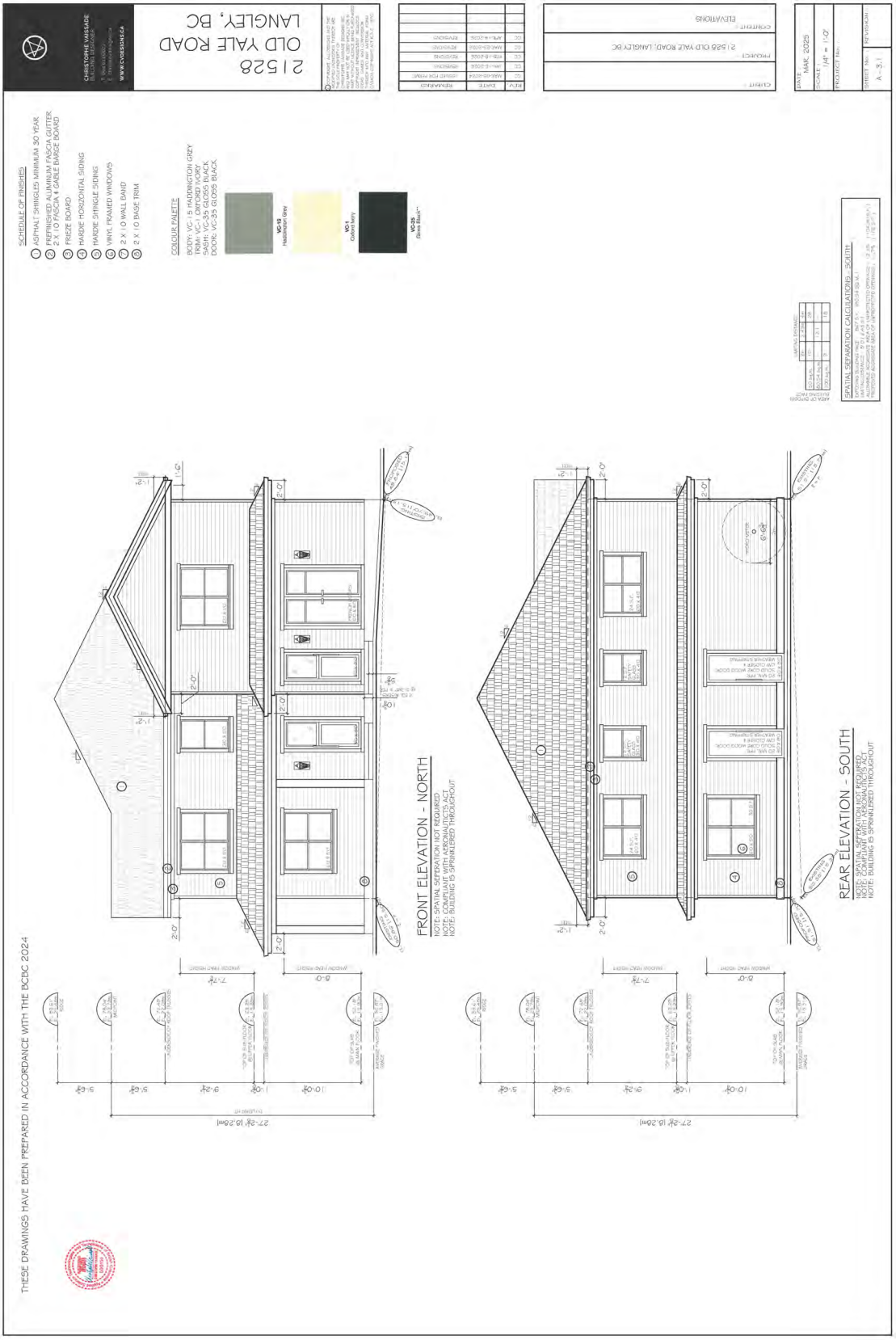
ZONING BYLAW NO. 2500



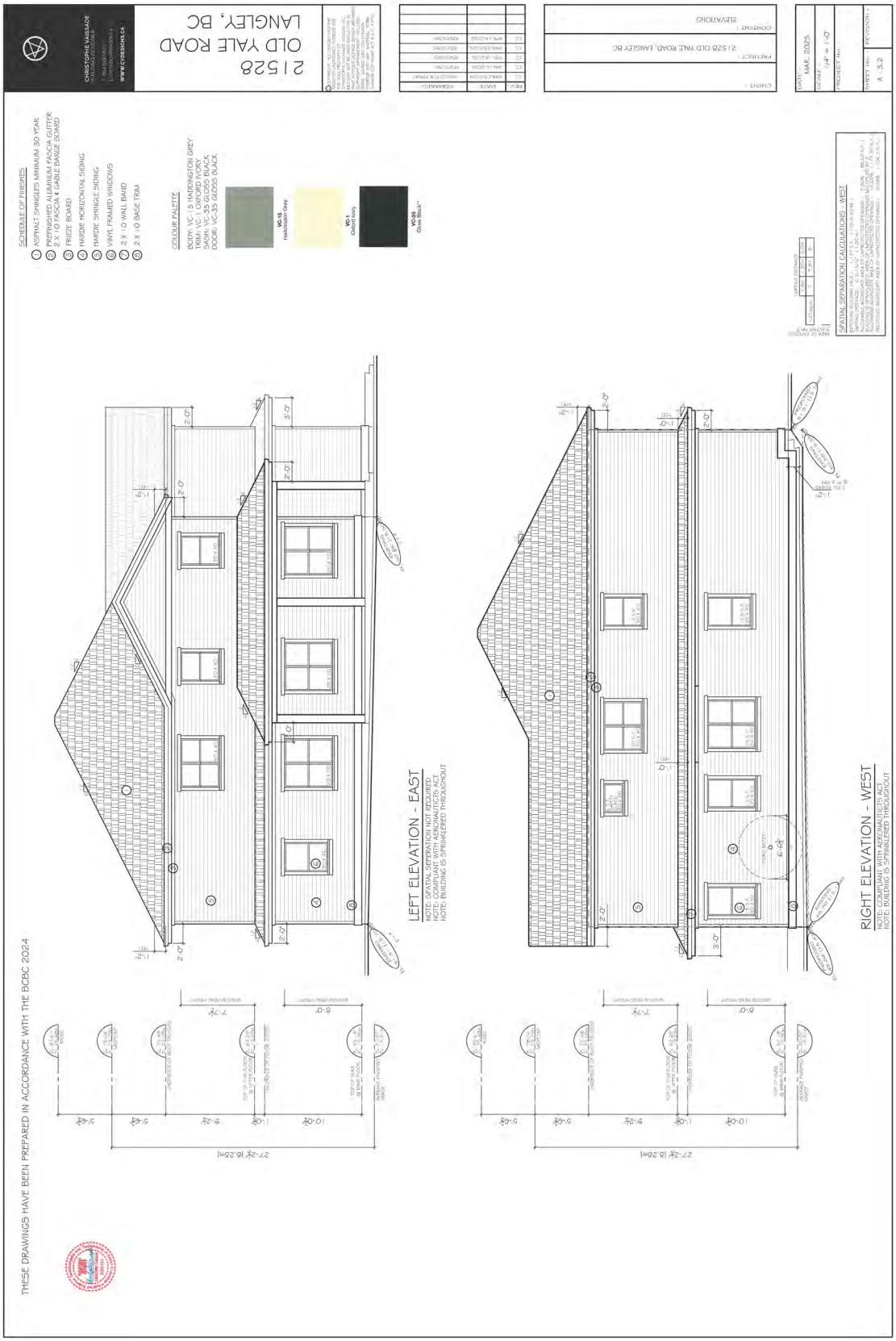
SITE PLAN – SUBMITTED BY APPLICANT



RENDERING – SUBMITTED BY APPLICANT



ELEVATIONS – SUBMITTED BY APPLICANT



ELEVATIONS – SUBMITTED BY APPLICANT

CHRISTOPHE VAISSADE DESIGNS

1933 Yukon Ave,
Port Coquitlam, BC V3C 0G5
Phone: (604) 614-6627
Email: chris@cvdesigns.ca
Website: www.cvdesigns.ca

ATTACHMENT C

Jun 3, 2026
Township of Langley Development Department
20338 65 Ave
Langley, BC V2Y 3J1

Re: Variance Letter
Subject Site - 21528 Old Yale Road, Langley
Subject Zone - SR-1

On behalf of Christophe Vassaide Designs Inc., we are submitting this variance letter to be read in conjunction with the new and revised documents.

We are requesting variances to the required North (front) and West (right) setbacks for the proposed duplex development. We are also requesting a variance to the maximum lot coverage.

The SR-1 zone requires a 9.75 m front yard setback. We are requesting a reduced front setback of 6.65 m, representing a relaxation of 3.10 m. The subject property is uniquely affected by its location along Old Yale Road, where properties directly across the street are zoned R1-D and require front setbacks between 6.0 m and 7.5 m. This zoning interface creates a site-specific hardship, as strict compliance with the SR-1 requirement would result in a building significantly recessed relative to the prevailing streetscape. The proposed setback reduction restores visual continuity along the street and enables the inclusion of a covered porch along the North and east façade, which was requested as part of the application to better reflect the surrounding heritage architecture within the Murrayville Heritage Conservation Area.

The SR-1 zone also requires a 3.0 m interior side yard setback. We are requesting a reduction to 1.90 m, a relaxation of 1.10 m. This setback reduction is necessary to accommodate heritage-consistent building massing and the continuation of the covered porch along the east façade, which increases the building's effective width while maintaining a simplified roofline and overall heritage-appropriate form. Without the requested side yard relaxation, the porch element and associated heritage detailing could not be incorporated in a functional and proportionate manner. The proposed side yard maintains adequate separation from neighbouring buildings and avoids adverse impacts to access.

In addition, the SR-1 zone permits a maximum lot coverage of 33% (2,234 sq. ft.). We are proposing a lot coverage of 2,456 sq. ft., requiring a relaxation of 222 sq. ft. The additional coverage is necessary to accommodate the duplex building form, including the wrap-around porch, while maintaining appropriate interior space and heritage-aligned massing. The increase in lot coverage is modest and does not adversely affect neighbouring properties or the overall streetscape.

The requested variances arise from site-specific conditions, including the zoning interface across Old Yale Road and the heritage design requirements of the Murrayville Heritage Conservation Area. The proposed relaxations maintain compatibility with surrounding properties and are necessary to achieve a context-sensitive, heritage-appropriate design. We respectfully request approval

Christophe Vaissade
President of Christophe Vaissade Designs Inc.
Residential Building Designer, ASTTBC

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 15, 2026 - REGULAR MEETING	**REPORT:**	26-66
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	11-19-0041
SUBJECT:	AGRICULTURAL LAND COMMISSION APPLICATION NO. 100478 (WALL / 22311 NO. 10 HIGHWAY)		

PROPOSAL:

Non-farm use application to the Agricultural Land Commission (ALC) to permit a private family mausoleum at 22311 No. 10 Highway within the Agricultural Land Reserve (ALR).

RECOMMENDATION SUMMARY:

That Council refer the application to the ALC for consideration based on agricultural merits.

RATIONALE:

Subject to ALC approval, the proposed private family mausoleum requires a site-specific zoning bylaw amendment to permit the use. The proposed mausoleum is on a limited footprint for private family use.

RECOMMENDATION:

That Council consider the non-farm use application and refer the non-farm use application to permit a private family mausoleum at 22311 No. 10 Highway to the Agricultural Land Commission for consideration based on agricultural merits.

EXECUTIVE SUMMARY:

The applicant has applied for non-farm use approval to permit a private family mausoleum on an approximately 0.2 ha (0.5 ac) portion of the 31.9 ha (78.82 ac) property located at 22311 No. 10 Highway within the Agricultural Land Reserve (ALR). The proposal consists of a private family interment structure (maximum of four crypts), which according to the applicant, is located entirely within the existing residential yard area of the farm, adjacent to accessory buildings and maintained lawn.

The applicant has described the proposal as a limited private family use, with no commercial activity, public access, or planned expansion.

Under the *Cremation, Interment and Funeral Services Act*, a private mausoleum or burial site on a property is permitted only if the property is formally designated as a cemetery. Because the subject property is located within the ALR, the proposed use is classified as a non-farm use and therefore requires approval from the ALC.

Should Council elect to advance the application and the ALC approve the proposed non-farm use, a site-specific zoning bylaw amendment would be required as a private family mausoleum (cemetery) is not listed as a permitted use under the Rural Zone RU-3. This amendment is one of the conditions that must be met prior to obtaining a Certificate of Public Interest from Consumer Protection BC. All other applicable municipal, provincial and federal approvals would also be required before the proposed use could proceed.

PURPOSE:

To provide Council with information and recommendation options with respect to an ALR non-farm use application submitted under Section 20(2) of the *Agricultural Land Commission Act.*

REFERENCE:

Owner:	Peter Wall 22311 No. 10 Highway Langley, BC V2Y 2K6
Agent:	City Centre Planning 6975 Odlum Court West Vancouver, BC V7W 3B6
Legal Description:	Lot A District Lot 21 Group 2 New Westminster District Plan BCP51202
Location:	22311 No. 10 Highway
Area:	31.9 ha (78.82 ac)
Existing Zoning:	Rural Zone RU-3
Rural Plan:	Agricultural / Countryside A.C.T Stock Farm
Agricultural Land Reserve:	In the Agricultural Land Reserve

BACKGROUND/HISTORY:

- The subject property, located at 22311 No. 10 Highway, is designated Agriculture in the Metro Vancouver Regional Growth Strategy (RGS) and Official Community Plan (OCP), Agricultural / Countryside and A.C.T Stock Farm in the Rural Plan, zoned Rural Zone RU-3 and situated within the Agricultural Land Reserve.
- The subject property is currently used as an equine livestock operation and contains one dwelling and agricultural outbuildings.
- The Township has received an application under Section 20(2) of the ALC Act for a non-farm use to permit a private family mausoleum on an approximately 0.2 ha (0.5 ac) portion of the 31.9 ha (78.82 ac) property.
- The *Cremation, Interment and Funeral Services Act* sets the rules in British Columbia for how human remains are handled and how burial places are established and operated. Under this Act, a Certificate of Public Interest is required before land can be used as a place of interment where burial rights may be granted.
- As part of the Certificate of Public Interest application, the proponent must provide evidence that the proposed site has been approved by the local government or other authority with jurisdiction over zoning, confirming that the use is permitted under applicable bylaws.
- Under the Township of Langley Zoning Bylaw, a cemetery is defined as “land that is set apart or used as a place of burial of human remains or cremated remains and includes any incidental or ancillary buildings on the land.” A private family mausoleum is considered a cemetery use and is not permitted in the Rural Zone RU-3.

- As the subject site is located within the ALR and a private family mausoleum is not identified as a permitted use under the ALR Use Regulation, the proposal is considered a non-farm use and requires approval from the ALC.
- Should Council elect to advance the application and the ALC approve the proposed non-farm use, a site-specific zoning bylaw amendment would be required as a private family mausoleum (cemetery) is not listed as a permitted use under the Rural Zone RU-3. This amendment is one of the conditions that must be met prior to obtaining a Certificate of Public Interest from Consumer Protection BC. All other applicable municipal, provincial and federal approvals would also be required before the proposed use could proceed.
- The ALC Act allows Council the opportunity to provide recommendations on non-farm use applications made to the ALC. Information available to Council to consider making recommendations are policies contained in the Township's OCP, Rural Plan and Zoning Bylaw; as well as other site-specific information.

DISCUSSION/ANALYSIS:

- The applicant has applied for a non-farm use to permit a private family mausoleum intended for a maximum of four family crypts.
- The subject property is designated Agricultural / Countryside and A.C.T Stock Farm 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 5.3.1- of the Rural Plan notes:

  "Council may recommend approval of development applications in the ALR to the Agricultural Land Commission where such developments conform to the policies of this plan and would not adversely impact existing or adjacent agricultural operations."

- Relevant Rural Plan policies include:

  "a) In areas designated Agriculture/Countryside, agricultural uses and considerations shall have priority over non-agricultural uses, where such uses would have an adverse impact on agriculture. Non-agricultural uses that do not comply with provisions of this plan are not permitted.

  b) Non-agricultural uses that comply with other provisions of this Plan shall provide buffers adjacent to agricultural land and the siting of buildings and access shall minimize negative impacts on agricultural uses."

- As noted by the applicant, the proposed mausoleum is located within the existing residential area of the farm and would not impact on current agricultural operations:

  "The proposed non-farm use area is located entirely within the existing residential yard area of the farm, adjacent to existing accessory buildings and maintained lawn. The mausoleum occupies a very small footprint and does not involve the removal of productive agricultural land or interfere with ongoing farm operations. No expansion of the residential footprint is required."

- A cemetery is generally considered an institutional use and is not contemplated within the Agricultural / Countryside designation. Policy 5.15 of the Rural Plan directs institutional uses to locate within Agro-Service Centres or Rural Commercial Centres. In this case, the applicant has provided rationale to distinguish the proposal as a limited private family use rather than a broader institutional cemetery. The applicant further notes that:

  > *"We respectfully submit this application for Non-Farm Use approval to recognize a small, limited private family mausoleum as a place of interment accessory to the existing farm residence."*
  >
  > *"The mausoleum is intended strictly for private family use only, with a maximum of four (4) crypts for family members. No commercial activity is proposed, no public access will be permitted, and no expansion of the mausoleum or interment area is planned."*

- As outlined, the proposal is limited in scale, with a lack of public access and an absence of institutional characteristics.
- The Township's Cemetery Bylaw regulates public cemeteries and does not currently address private family interment sites.
- Should Council advance the application and the ALC approve the proposed non-farm use, additional municipal, provincial and federal approvals would be required prior to establishment of the use.

Adjacent Uses:

	Existing Use	Rural Plan Designation	Existing Zoning	ALR
North:	A property with a dwelling, agricultural buildings and a farm traversed by the Salmon River along its northern portion.	Agriculture / Countryside and University District	Rural Zone RU-3 and Comprehensive Development CD-88	In ALR
South:	Highway 10, beyond which are properties with dwellings, agricultural buildings and farms	Agriculture / Countryside	Rural Zone RU-3	In ALR
East:	72 Avenue, beyond which are properties with dwellings, agricultural buildings and farms	Small Farms / Country Estates	Rural Zone RU-1	In ALR
West:	Glover Road, beyond which are properties with farms	Agriculture / Countryside	Rural Zone RU-3	In ALR

Policy Considerations:

Under the *Cremation, Interment and Funeral Services Act*, a private mausoleum or burial site is only permitted where the land is formally designated as a cemetery.

Pursuant to Section 20 of the ALC Act, the proposal is considered a non-farm use within the ALR and requires approval from the ALC. Council's consideration of the application is required before it can be forwarded to the ALC for review.

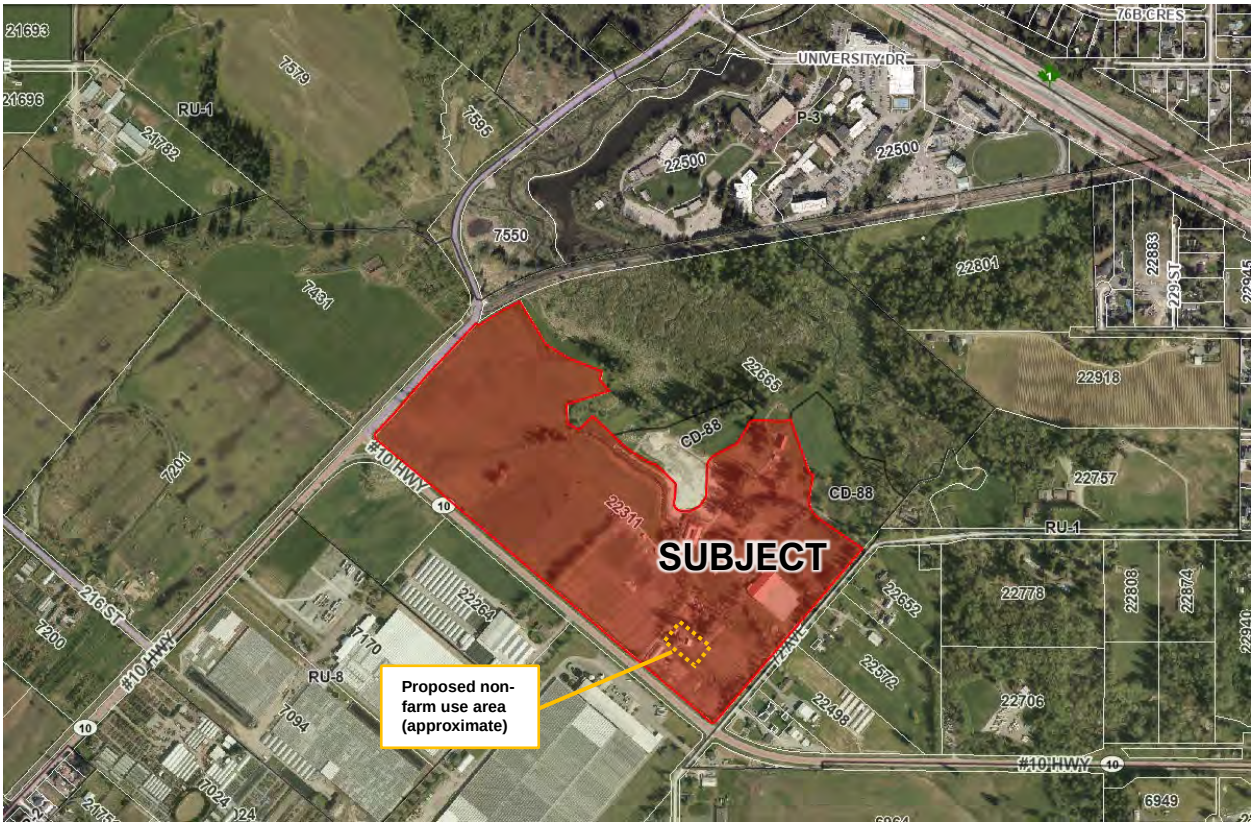
As a cemetery is not listed as a permitted use under the Rural Zone RU-3, a site-specific zoning bylaw amendment would be required should Council advance the application and the Agricultural Land Commission approve the proposed non-farm use. Council consideration of a site-specific zoning bylaw amendment, should the ALC approve the proposal, is pursuant to Section 479 of the *Local Government Act* which grants Council explicit discretionary power to enact zoning bylaws to regulate the use of land. This bylaw amendment would be required prior to obtaining a Certificate of Public Interest from Consumer Protection BC, along with all other applicable municipal, provincial and federal approvals before the use could commence.

Respectfully submitted,

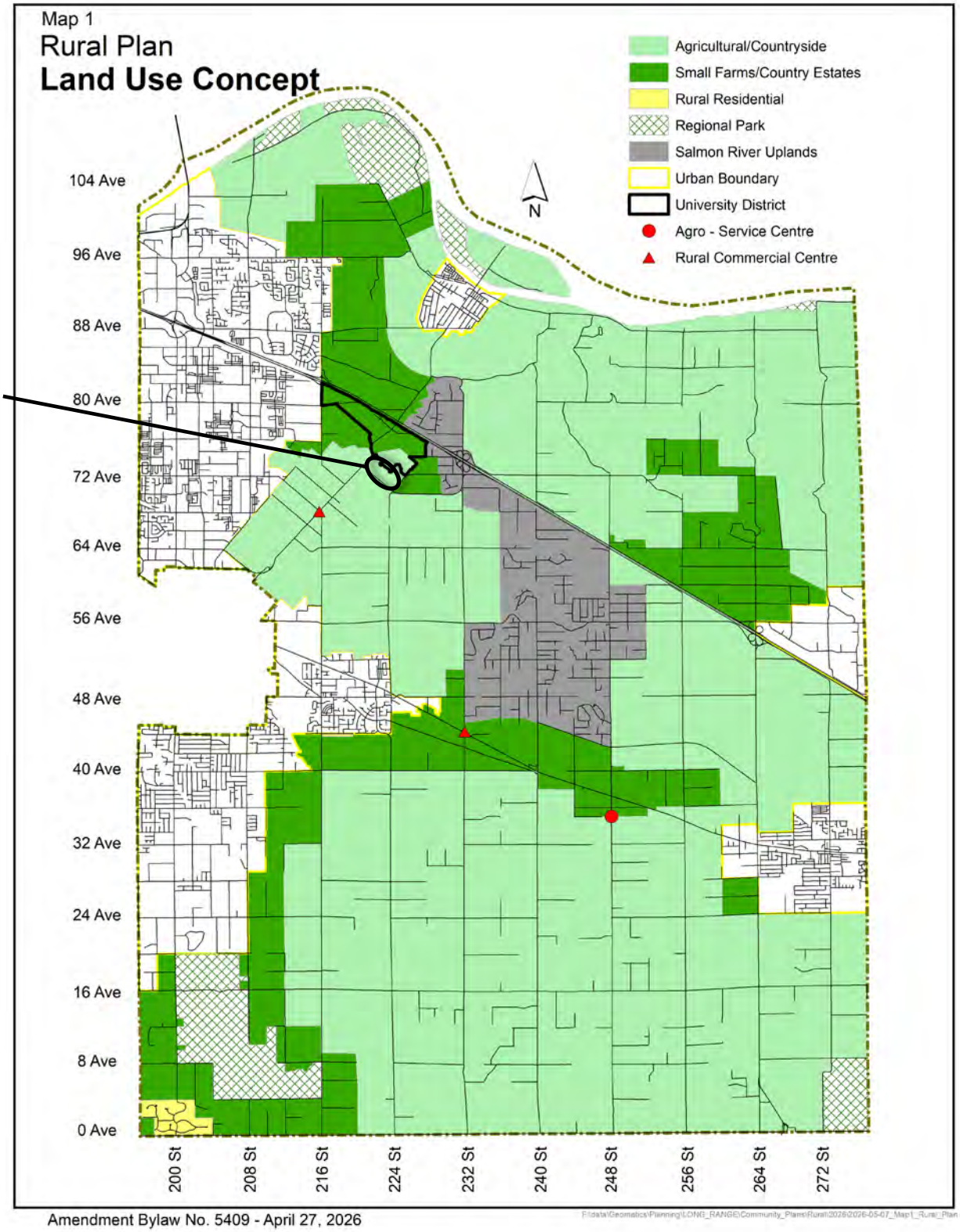
Mohammad Nemati
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A Maps and Graphics

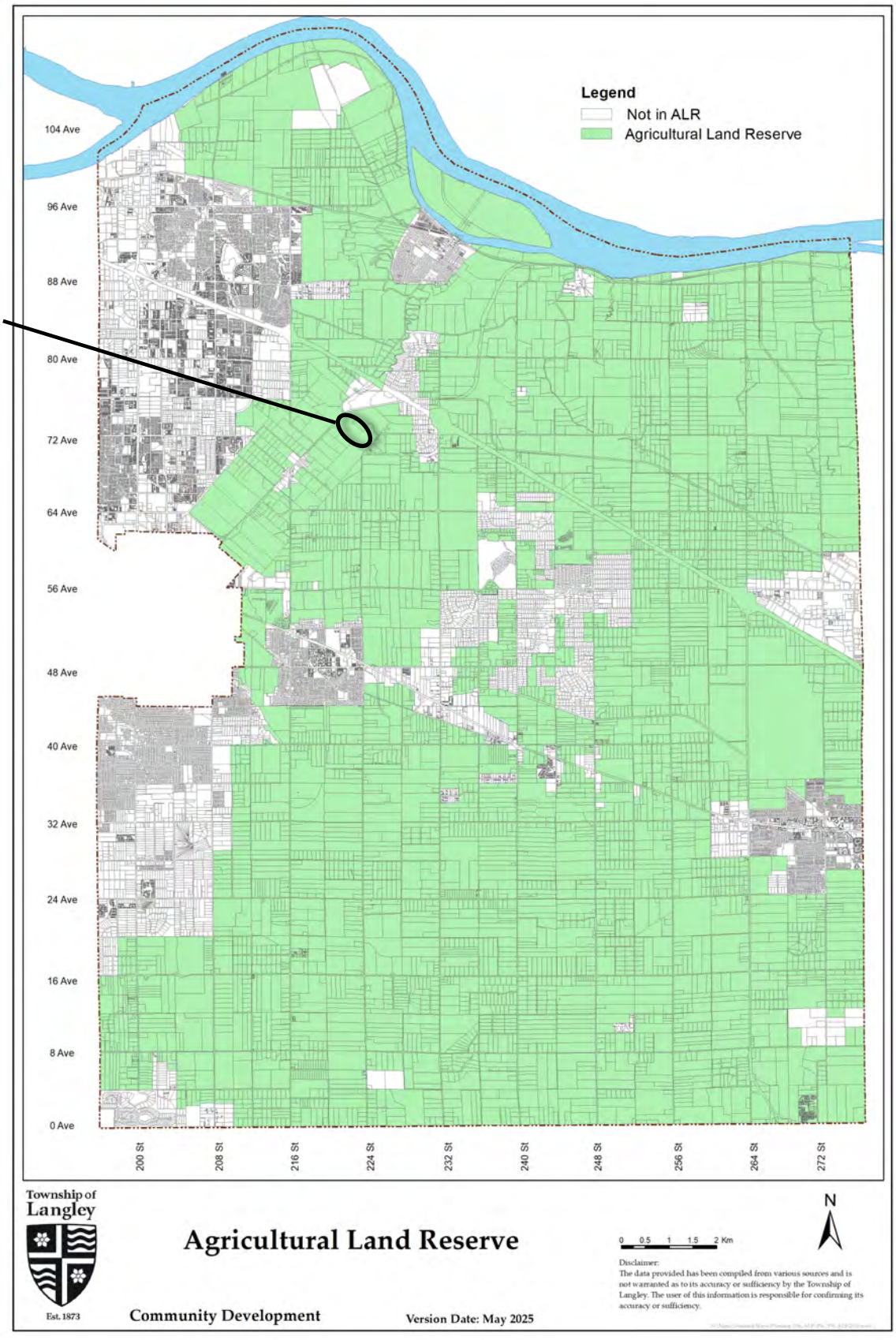
ATTACHMENT A

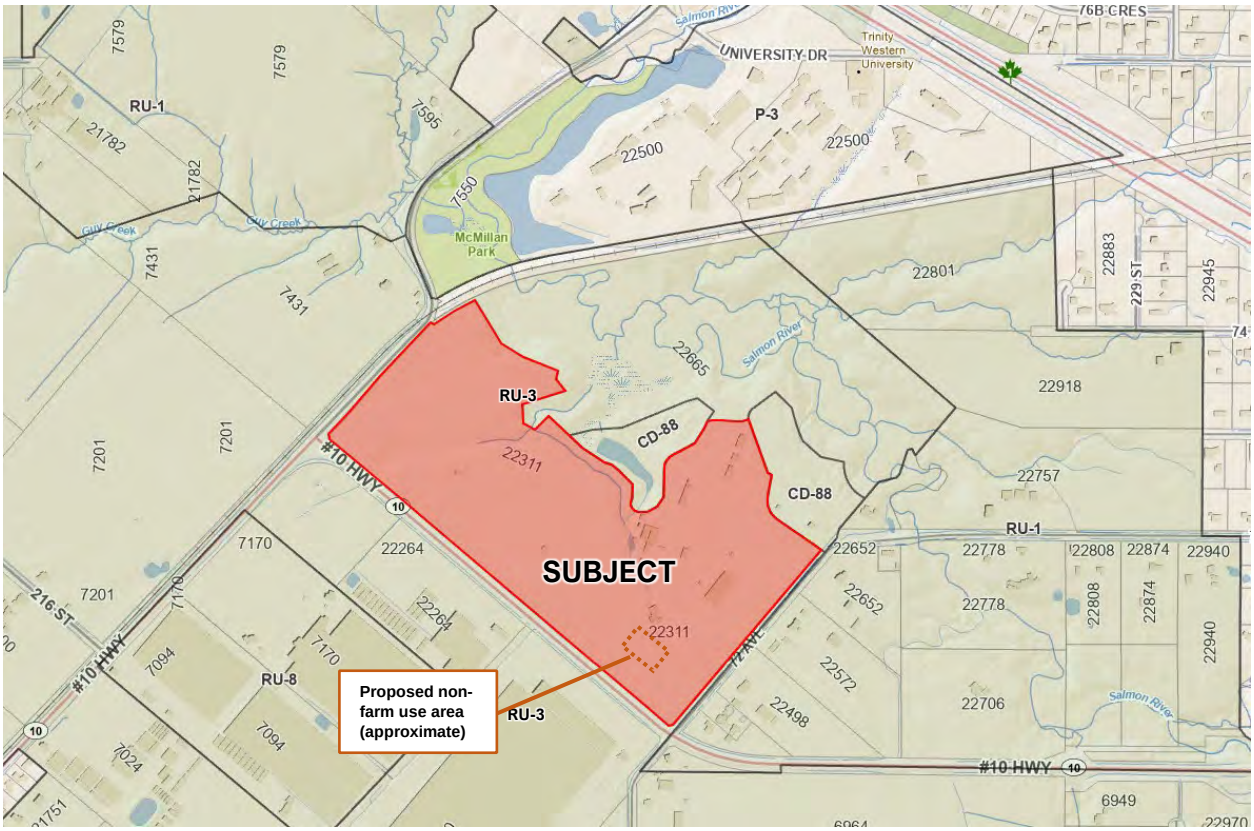


AERIAL CONTEXT MAP


Map 1
Rural Plan
Land Use Concept
Agricultural/Countryside
Small Farms/Country Estates
Rural Residential
Regional Park
Salmon River Uplands
Urban Boundary
University District
Agro - Service Centre
Rural Commercial Centre
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
Amendment Bylaw No. 5409 - April 27, 2026

SUBJECT

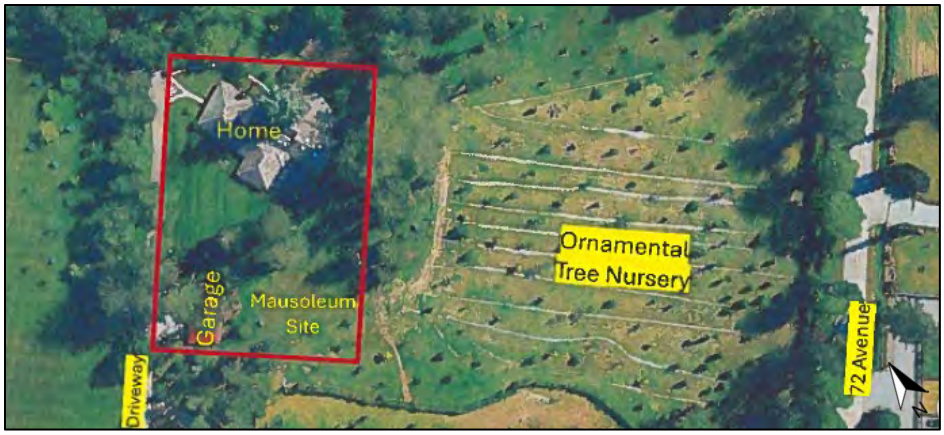

SUBJECT
Legend
Not in ALR
Agricultural Land Reserve
104 Ave
96 Ave
88 Ave
80 Ave
72 Ave
64 Ave
56 Ave
48 Ave
40 Ave
32 Ave
24 Ave
16 Ave
8 Ave
0 Ave
200 St
208 St
216 St
224 St
232 St
240 St
248 St
256 St
264 St
272 St
Township of Langley
Est. 1873
Agricultural Land Reserve
Community Development
Version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

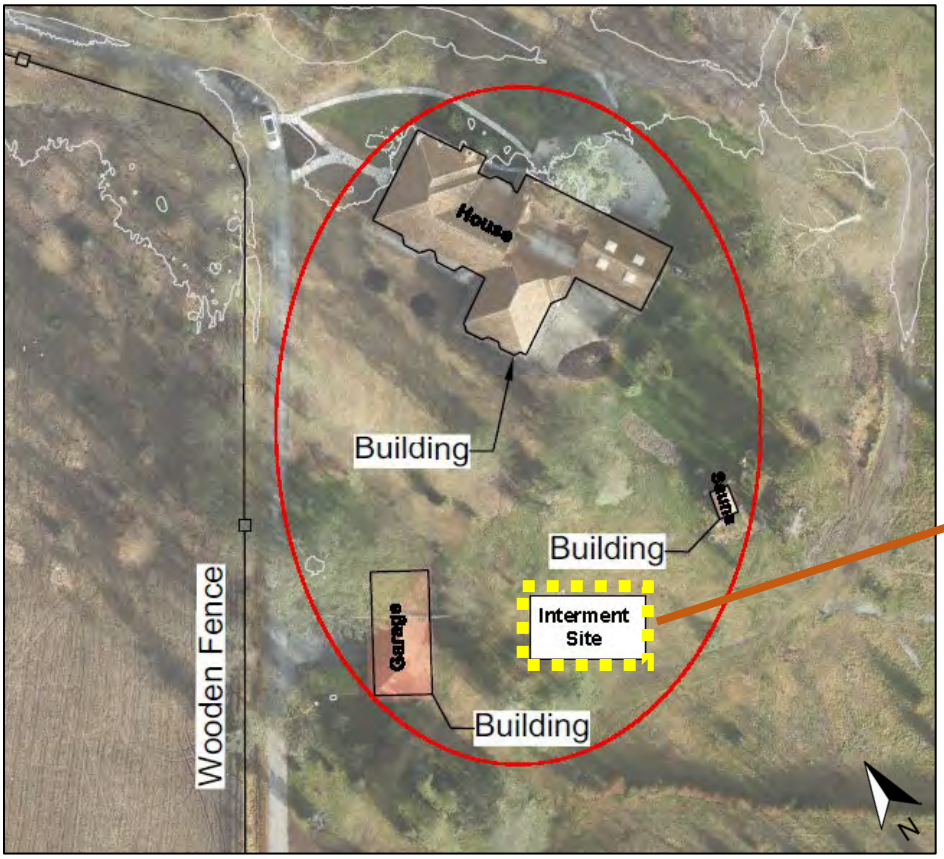


ZONING BYLAW NO. 2500



SITE PLAN – SUBMITTED BY APPLICANT





Interment Site

SITE PLANS (DETAILED) – SUBMITTED BY APPLICANT

- Annotation and north arrow added by staff

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 15, 2026 – REGULAR MEETING	**REPORT:**	26-64
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	09-03-0136
SUBJECT:	DEVELOPMENT VARIANCE PERMIT APPLICATION NO. 100181 AND DEVELOPMENT PERMIT APPLICATION NO. 101521 (S & R SAWMILLS LTD. / 19791 - 101 AVENUE)		

PROPOSAL:

Development Variance Permit to vary Section 705.7 – Height of Buildings and Structures of Zoning Bylaw 1987 No. 2500 to increase the maximum permitted height in the Limited Industrial Zone M-5 from 12.0 m (39.4 ft) to 13.44 m (44.1 ft) for a portion of the site and issuance of Streamside Development Permit No. 101521 to modify the Streamside Protection and Enhancement Area (SPEA) to accommodate construction of a replacement sawmill building within the existing development footprint.

RECOMMENDATION SUMMARY:

That Council issue Development Variance Permit No. 100181 subject to one (1) condition and issue Streamside Development Permit No. 101521 subject to four (4) conditions.

RATIONALE:

In support of the proposed variance and modification to the SPEA, the applicant has provided a building height rationale noting operational and flood construction level requirements, confirmation from a Qualified Environmental Professional (QEP) that no riparian vegetation removal is required and that the modified SPEA will not adversely affect the Fraser River. The applicant has provided supporting geotechnical and environmental assessments and proposes foreshore improvements and ongoing environmental management to support the proposed modification to the SPEA.

RECOMMENDATIONS:

That Council authorize Development Variance Permit No. 100181 for the property located at 19791 – 101 Avenue subject to the following:

a. Section 705.7 – Height of Buildings and Structures Requirements of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to increase the maximum height requirement of Limited Industrial Zone M-5 from 12.0 m (39.4 ft) to 13.44 m (44.1 ft) for the portion of the site as indicated in Schedule “A”.

That Council authorize issuance of Development Permit No. 101521 for property located at 19791 – 101 Avenue subject to the following:

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. Streamside Protection and Enhancement Development Permit Areas (SPEAs), blackberry management area and no storage areas as shown on Schedules “A” and “B” to the acceptance of the Township.
c. Security for and completion of foreshore management works as shown on Schedule “B” and as described in Streamside Protection and Enhancement Development Permit Application prepared by Pacific Land Group January 26, 2026.
d. Written designation of an Environmental Monitor for the project acknowledging the Environmental Monitor has the authority to stop any work(s) that, in the Environmental Monitor's opinion, have the potential to impact SPEAs.

EXECUTIVE SUMMARY:

The applicant requests Council’s consideration of Development Variance Permit No. 100181 to increase maximum height on the Limited Industrial Zone (M-5) portion of the site from 12.0 m (39.4 ft) to 13.44 m (44.1 ft) (+1.44 m (4.7 ft)) and Streamside Development Permit No. 101521 to modify the Fraser River SPEA to allow a replacement building (“D-Mill”) within the existing industrial footprint at approximately 17.6 m (57.7 ft) from the Top of Bank.

In support of the proposed height variance, the applicant has submitted a rationale identifying operational requirements for sawmill equipment clearances and the need to incorporate the flood construction level, which together necessitate additional building height.

In support of the requested SPEA modification, the applicant’s Qualified Environmental Professional (QEP) has submitted a report confirming that no riparian vegetation removal is required, the on-site SPEA is already highly disturbed/paved, the modified SPEA is not expected to adversely affect the Fraser River streamside and no remediation is recommended. The applicant proposes foreshore management measures including blackberry removal and invasive species control along with a setback area clean up and no storage area.

The proposed siting of the replacement sawmill structure retains the established development footprint of the site which the applicant indicates has existed prior to the 1980s.

Staff recommend that Council issue Development Variance Permit No. 100181 and Development Permit No. 101521.

PURPOSE:

The purpose of this report is to provide information to Council regarding proposed Development Variance Permit No. 100181 and proposed Streamside Development Permit No. 101521 for 19791 – 101 Avenue.

REFERENCE:

Owner:	S & R Sawmills Ltd. 18887 – 98A Avenue Surrey, BC V4N 4E1
Agent:	Pacific Land Group 212, 12992 – 76 Avenue Surrey, BC V3W 2V6
Location:	19791 – 101 Avenue
Legal Description:	Lot A (AC33709) District Lot 122 Group 2 New Westminster District Plan 54309
Area:	6.59 ha (16.28 ac)
Existing Zoning (Maximum Height):	Heavy Industrial Zone M-3 (no maximum height), Heavy Industrial Zone M-4 (no maximum height), Limited Industrial Zone M-5 (12.0 m (39.4 ft) maximum height)
OCP (Land Use) Designation:	Industrial
OCP (Flood Hazard Area) Designation(s):	Fraser River Floodplain and Flood Hazard Area
Development Permit Area:	Streamside Protection and Enhancement Area (SPEA)

BACKGROUND/HISTORY:

- The subject property is zoned Heavy Industrial (M-3 and M-4) and Limited Industrial (M-5).
- S & R Sawmills Ltd. has operated on the site since prior to the 1980s with multiple industrial buildings constructed over several decades.
- The former “D-Mill” building has been demolished and the applicant proposes a replacement building within the same development footprint.
- A portion of the proposed replacement building extends into lands zoned Limited Industrial Zone M-5 where the Zoning Bylaw’s maximum height is 12.0 m (39.4 ft).
- The site is bordered by industrial uses to the east, west and south, with the Fraser River to the north.

Adjacent Uses:

	Existing Use	OCP Designation	Max Height	Existing Zoning
North:	Fraser River	Not Applicable	None	Fraser River Zone RU-7

South:	101 Avenue and multiple industrial properties	Industrial	None None None	Heavy Industrial Zone M-3 Heavy Industrial Zone M-4 Heavy Industrial Zone M-13
East:	Regional sewerage treatment plant	Industrial	None	Heavy Industrial Zone M-3
West:	An industrial property	Industrial	None	Heavy Industrial Zone M-3

DISCUSSION/ANALYSIS:

Proposed Height Variance:

The applicant is requesting approval of Development Variance Permit No. 100181 to vary the maximum permitted building height (Section 705.7 Zoning Bylaw 2500) within the Limited Industrial Zone M-5 portion of the site as follows:

- Increase maximum building height on the applicable M-5 portion of the site from 12.0 m (39.4 ft) to 13.44 m (44.1 ft), an increase of 1.44 m (4.74 ft).
- The 12.0 m (39.4 ft) maximum height limit exists only on the M-5 zoned portion of the site as the M-3 and M-4 zoned portions of the site do not have a maximum height requirement.
- The applicant's rationale for the variance states the following:

  "The application consists of a one-storey new building added to the existing industrial complex of buildings for manufacturing process for S&R Sawmills. The proposed area is 1,821 m2 (19,601 s.f.). The allowed building height on the M-5 zoning bylaw is 12 meters (39'-8"). The proposed building height is 13.44 meters (44'-1"), requiring a variance of 1.44 meters (4' 8 ½").

  The floor level was raised 6'-0" to comply with the flood level elevation resulting in a higher elevation at the top of the building. The company operating in this facility requires large headroom for the sawmill operations therefore consider this request justified to connect the multiple buildings involved in the Sawmill process for the S&R Sawmills Ltd Company.

  We believe that granting this variance will not result in a negative impact on adjacent properties since the area is entirely industrial occupancy and the height deviation is only 4'-8" - 1.44mts (less than the total amount of the raised floor elevation at 6'-0" - 1.8m)"

- The variance is compatible with the site's industrial context. Proposed Development Variance Permit No. 100181 is included as Attachment C to this report.

Proposed Streamside Development Permit:

- The Fraser River (Class A) requires a 30 m streamside protection area setback under the Township's Official Community Plan (OCP) Schedule 3.
- The replacement "D-Mill" building is proposed 17.6 m (57.7 ft) from Top of Bank, following the historic industrial footprint and yard configuration.

- In support of the requested SPEA modification, the applicant's QEP advises that no riparian vegetation removal is required, the on-site SPEA is already highly disturbed/paved and the modified SPEA is not expected to adversely affect the Fraser River streamside; no remediation is recommended.
- Foreshore stewardship is included as part of the application including invasive species control, native seeding and removal of stored materials within the near-shore zone.

Proposed Streamside Development Permit No. 101521 is included as Attachment D to this report.

Policy Considerations:

The proposal is consistent with the Industrial designation in the OCP and maintains an established, employment-generating use on an existing industrial site. The proposed height variance is functionally tied to flood construction level and equipment clearances in an industrial context. The Streamside Development Permit aligns with OCP Schedule 3 objectives by accommodating redevelopment within an existing footprint while securing SPEA protection and stewardship measures.

Staff recommend that Council issue Development Variance Permit No. 100181 and Streamside Development Permit No. 101521 as attached.

Respectfully submitted,

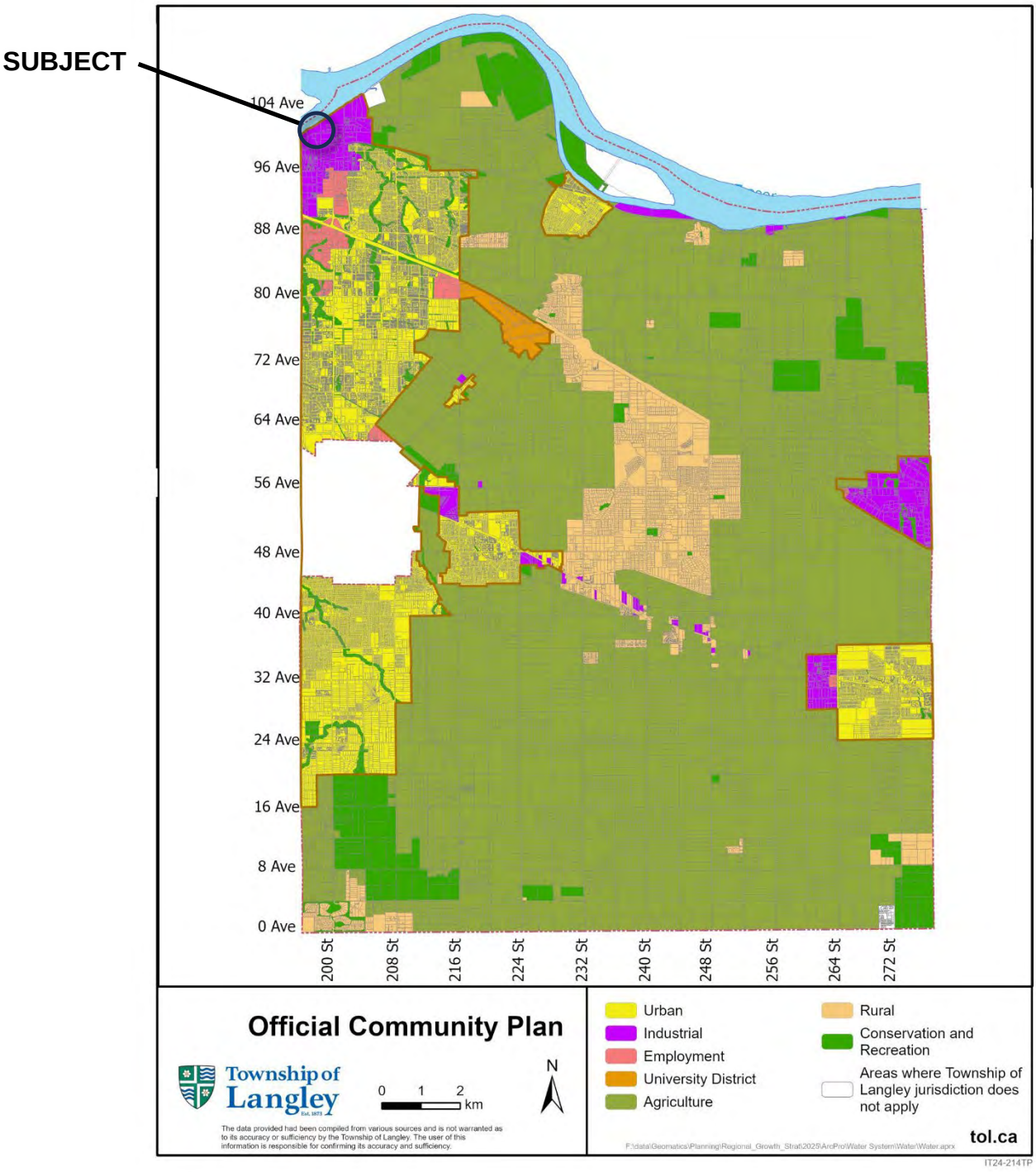
Rob Nordrum
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

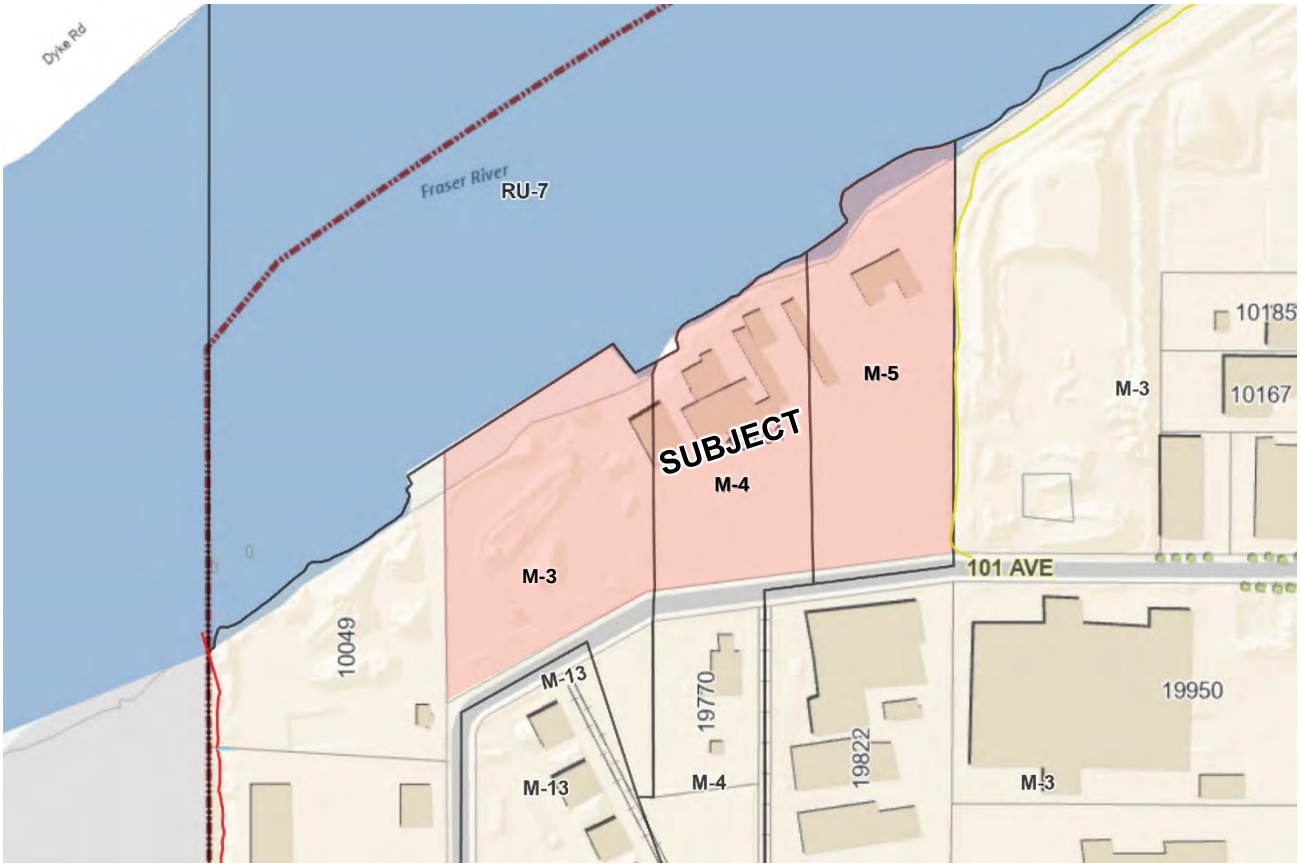
ATTACHMENT A	Maps and Graphics
ATTACHMENT B	Letters of Rationale (PLG; Vivid Green Architecture)
ATTACHMENT C	Development Variance Permit No. 100181
ATTACHMENT D	Streamside Development Permit No. 101521

ATTACHMENT A



AERIAL CONTEXT MAP


SUBJECT
104 Ave
96 Ave
88 Ave
80 Ave
72 Ave
64 Ave
56 Ave
48 Ave
40 Ave
32 Ave
24 Ave
16 Ave
8 Ave
0 Ave
200 St
208 St
216 St
224 St
232 St
240 St
248 St
256 St
264 St
272 St
Official Community Plan
Township of Langley
0 1 2 km
N
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.
Urban
Industrial
Employment
University District
Agriculture
Rural
Conservation and Recreation
Areas where Township of Langley jurisdiction does not apply
tol.ca
F:\data\Geomatics\Planning\Regional_Growth_Strat\2025\ArcPro\Water System\Water\Water.aprx
IT24-214TP



ZONING BYLAW NO. 2500 MAP

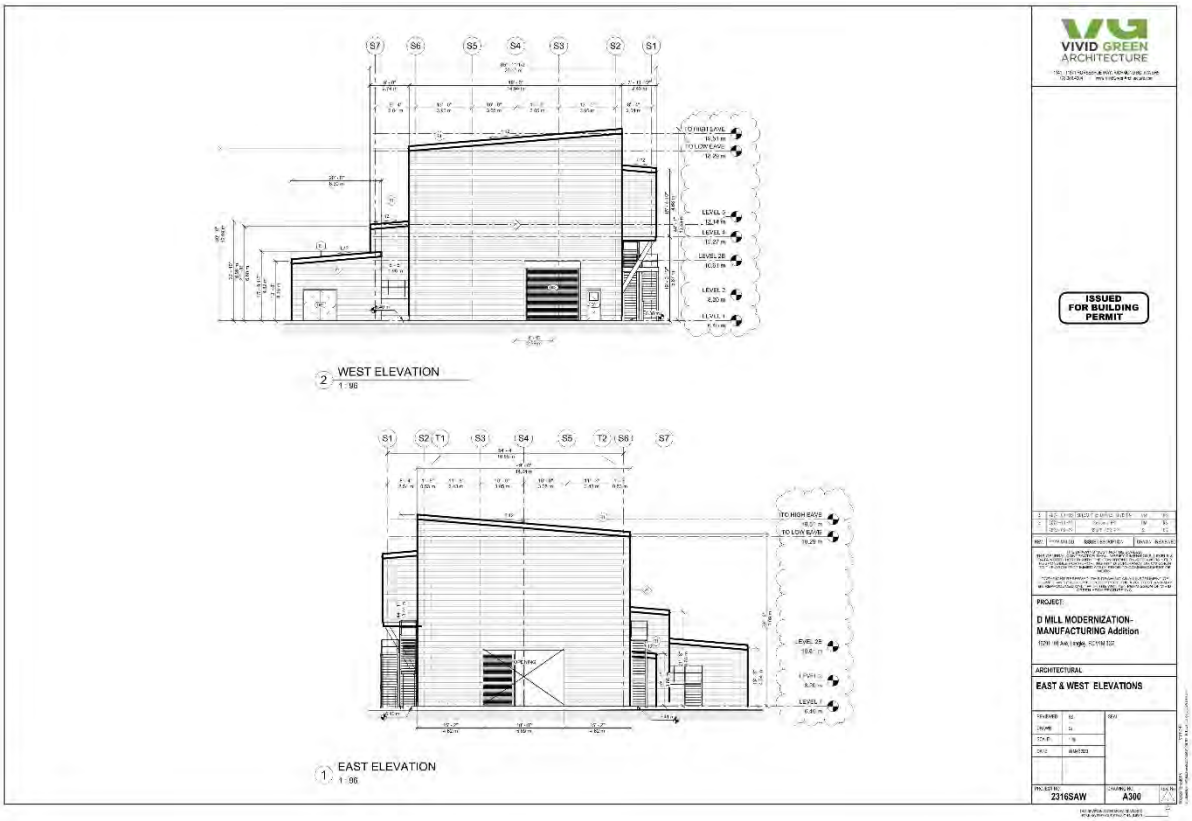


"D-MILL" BUILDING

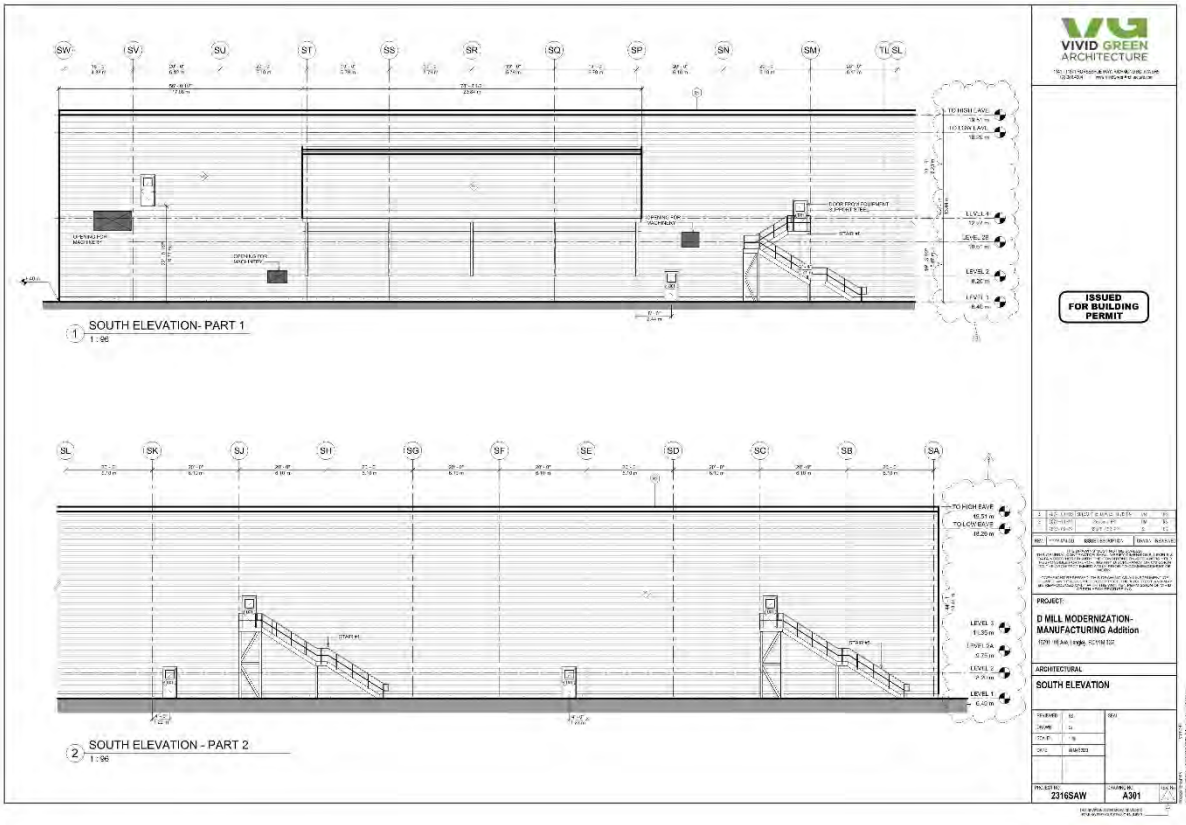
ZONING BYLAW NO. 2500 MAP WITH SITE PLAN (BUILDING) OVERLAY

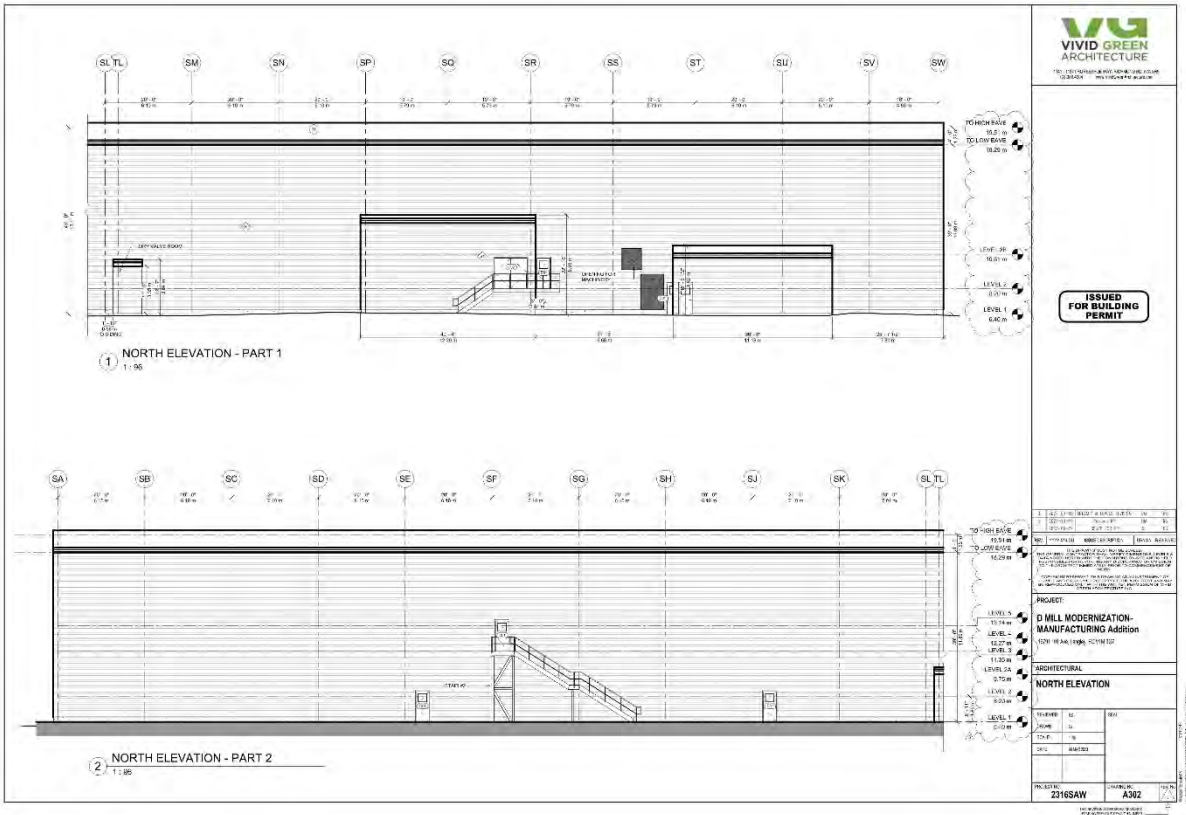


SITE PLAN – SUBMITTED BY APPLICANT



ELEVATIONS – SUBMITTED BY APPLICANT





ELEVATIONS – SUBMITTED BY APPLICANT

PACIFIC LAND GROUP
Land Use, Development & Environmental Strategists

Pacific Land Resource Group Inc.
VANCOUVER ■ SURREY

Vancouver Office
Suite 1500 – 701 West Georgia Street
Vancouver, British Columbia
Canada, V7Y1C6

Surrey Office
Suite 212 – 12992 76 Avenue
Surrey, British Columbia
Canada, V3W 2V6

Tel: 604-501-1624
Fax: 604-501-1625

www.pacificlandgroup.ca
info@pacificlandgroup.ca

ATTACHMENT B

September 23, 2024

PLG File: 24-2704
TOL File: TBD

Planning and Development Department
20338 - 65 Avenue
Langley, British Columbia
V2Y 3J1 Canada

RE: Letter of Intent – Development Variance Permit for Building Redevelopment at 19791 101 Avenue, Langley; BP151337

Pacific Land Resource Group Inc. ("PLG") has prepared the following letter of intent to support a Development Variance Permit application to accommodate the redevelopment of one building located at 19791 101 Avenue (i.e., "Subject Property"). The purpose of this application is to allow for the new proposed building to be re-constructed to meet the growing operational needs of the business currently occupying the site. A Building Permit (BP151337), has been submitted to the Township.

Site Context

The Subject Property consists of one parcel located within the northwestern corner of the Township of Langley, directly abutting the left bank of the Fraser River.

- Civic Address: 19791 101 Avenue, Langley BC, V1M 3G7
- PID & Legal: 013-365-151
  LOT 27, DISTRICT LOT 122, NEW WEST DISTRICT, PLAN NWP54309 GROUP 2, LOT A, PLAN 54309, DISTRICT LOT 122, GROUP 2, NEW WESTMINSTER LAND DISTRICT, (AC33709).
- Lot Area: 65,882.8 m^2 (6.59 ha / 16.28 ac)
- Existing Zoning: Heavy Industrial (M-3/M-4), Limited Industrial (M-5) – TOL Zoning Bylaw No. 2500
- Existing Land Use: TOL Official Community Plan: Industrial
  Development Permit Area: Streamside Protection and Enhancement

The property is an irregularly shaped parcel that is bounded by the Fraser River to the north, and industrial designated properties to the west, south, and east. The Subject Property is developed, and is currently operating as a sawmill featuring several existing structures. Site uses include but are not limited to lumber processing, storage, and office use for administrative needs.

Development Proposal

The applicant is proposing to demolish and replace an existing building, in order to build a larger structure that can accommodate the business's growing spatial needs. The proposal includes the replacement of an existing 321.5 m^2 structure, with a new structure measuring approximately 1,821.0 m^2. The proposed structure is one-storey, to be used for manufacturing and warehouse purposes. The intent of this application is to request approval of a Development Variance Permit to vary the required streamside setback of the Fraser River from 30-metres ([measured from the surveyed top-of-bank (TOB)] to 17.6-metres, which is the shortest distance from any point of the new building from the HWM of the Fraser River. This would allow for

the new building to follow a similar development footprint of the previous building, so all existing functions and uses of the Subject Property can be maintained.

Application Rationale

Based on the results of a field assessment undertaken by PLG, the Fraser River is appropriately classified as a Class A stream and would be subject to a streamside setback of 30-metres as measured from the top of bank/natural boundary. The requested variance would allow for the new building location to closely follow the existing development footprint, which has been in place since before the 1980s. Uses within the Subject Property are grandfathered, and irrespective of the new structure, the development footprint lies within the streamside area of the Fraser River and is heavily developed. As such, the new building is not anticipated to adversely affect the Fraser River's streamside area or its surroundings riparian conditions. Furthermore, considering the river's streamside is largely developed, and being used for vehicle access, equipment and supply storage and operations, remediation of the streamside area is not being proposed (refer to the PLG QEP memo submitted separately; dated September 23, 2024).

Based on a geotechnical assessment conducted by Stirling Geoscience, with consideration for Section 105 of the TOL's Zoning Bylaw, the new building location does not pose an increased flood risk to the property. The geotechnical engineer has confirmed that a reduced building setback is acceptable. Further, the location of the new building is not expected to result in a transfer of flood risk to adjacent properties and a setback variance is acceptable from a geotechnical standpoint.

We trust this letter clarifies the intent of the development application. Should you have questions or require further clarification, please do not hesitate to contact the undersigned at 604-501-1624.

Sincere Regards,

Pacific Land Resource Group Inc.



Oleg Verbenkov, RPP
Principal

VIVID GREEN ARCHITECTURE

Rosa Salcido
Architect, AIBC, CP
LEED AP (BD+C)

07 Jul 2025

Township of Langley
Development Planning
20338 – 65 Avenue
Langley, BC V2Y 3J1

Re: Request for Building Height Variance - 19791 – 101 Ave, Township of Langley
DVP Application File Number: 09-03-0136

To Whom It May Concern:

This is a Letter of Intent to request a variance for the maximum building height permitted under the current Multi zoning bylaw (M-5 & M-4) for the property located at 19791 – 101 Ave, Township of Langley currently under DVP application File project 09-03-0136 Building Permit application BP151337

The application consists of a one-storey new building added to the existing industrial complex of buildings for manufacturing process for S&R Sawmills. The proposed area is 1,821 m2 (19,601 s.f.). The allowed building height on the M-5 zoning bylaw is 12 meters (39'-8"). The proposed building height is 13.44 meters (44'-1"), requiring a variance of 1.44 meters (4' 8 ½").

The floor level was raised 6'-0" to comply with the flood level elevation resulting in a higher elevation at the top of the building. The company operating in this facility requires large headroom for the sawmill operations therefore consider this request justified to connect the multiple buildings involved in the Sawmill process for the S&R Sawmills Ltd Company.

We believe that granting this variance will not result in a negative impact on adjacent properties since the area is entirely industrial occupancy and the height deviation is only 4'-8" - 1.44mts (less than the total amount of the raised floor elevation at 6'-0" - 1.8m)

We appreciate your consideration of this variance request and look forward to your response and consideration. Should you have any questions or require additional information, please feel free to contact us directly at 778- 389- 4904 or rsalcido@vividgreenarchitecture.com.

Sincerely,

Rosa Salcido, Architect AIBC, CP
LEED AP (BD+C) , Principal
Vivid Green Architecture Inc.
rsalcido@vividgreenarchitecture.com

ATTACHMENT C

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Development Variance Permit No. 100181

This Permit is issued this _____day of _____, 2026 to:

1. NAME: S & R Sawmills Ltd.

   ADDRESS: 18887 - 98A Avenue
   Surrey, BC V4N 4E1

2. This permit applies to and only to those lands within the Municipality described as follows and to any and all buildings, structures and other development thereon:

   LEGAL DESCRIPTION: Lot A (AC33709) District Lot 122 Group 2 New Westminster District Plan 54309

   CIVIC ADDRESS: 19791 – 101 Avenue

3. This permit is issued subject to compliance with all of the bylaws of the Municipality of Langley applicable thereto, except as specifically varied or supplemented by this permit as follows:

   a. Section 705.7 – Height of Buildings and Structures Requirements of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to increase the maximum height requirement of Limited Industrial Zone M-5 from 12.0m (39.4 ft) to 13.44 m (44.1 ft) for the portion of the site as indicated in Schedule “A”.

4. The land described herein shall be developed strictly in accordance with the terms, conditions and provisions of this permit and any plans and specifications attached as a schedule to this permit which shall form a part hereof.

   This permit is not a building permit.

   All developments forming part of this development variance permit shall be substantially commenced within two years after the date the development variance permit is issued.

   This permit shall have the force and effect of a restrictive covenant running with the land and shall come into force on the date of an authorizing resolution passed by Council.

   It is understood and agreed that the Municipality has made no representations, covenants, warranties, guarantees, promises or agreement (verbal or otherwise) with the developer other than those in this permit.

   This permit shall enure to the benefit of and be binding upon the parties hereto and their respective heirs, executors, administrators, successors and assigns.

AUTHORIZING RESOLUTION PASSED BY COUNCIL THIS ____ DAY OF _____, 2026.

Attachments:
SCHEDULE A Site Plan

SCHEDULE A



ZONING BYLAW NO. 2500 MAP WITH SITE PLAN (BUILDING) OVERLAY

ATTACHMENT D

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Development Permit No. 101521

This Permit is issued this _____day of _____, 2026 to:

1. NAME: S & R Sawmills Ltd.

   ADDRESS: 18887 - 98A Avenue
   Surrey, BC V4N 4E1

2. This permit applies to and only to those lands within the Municipality described as follows and to any and all buildings, structures and other development thereon:

   LEGAL DESCRIPTION: Lot A (AC33709) District Lot 122 Group 2 New Westminster District Plan 54309

   CIVIC ADDRESS: 19791 – 101 Avenue

3. This permit is issued subject to compliance with all of the bylaws of the Municipality of Langley applicable thereto, except as specifically varied or supplemented by this permit and subject to the following conditions being satisfied to the acceptance of the Township:

   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. Streamside Protection and Enhancement Development Permit Areas (SPEAs), blackberry management area and no storage areas as shown on Schedules “A” and “B” to the acceptance of the Township.
   c. Security for and completion of foreshore management works as shown on Schedule “B” and as described in Streamside Protection and Enhancement Development Permit Application prepared by Pacific Land Group January 26, 2026.
   d. Written designation of an Environmental Monitor for the project acknowledging the Environmental Monitor has the authority to stop any work(s) that, in the Environmental Monitor's opinion, have the potential to impact SPEAs.

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.

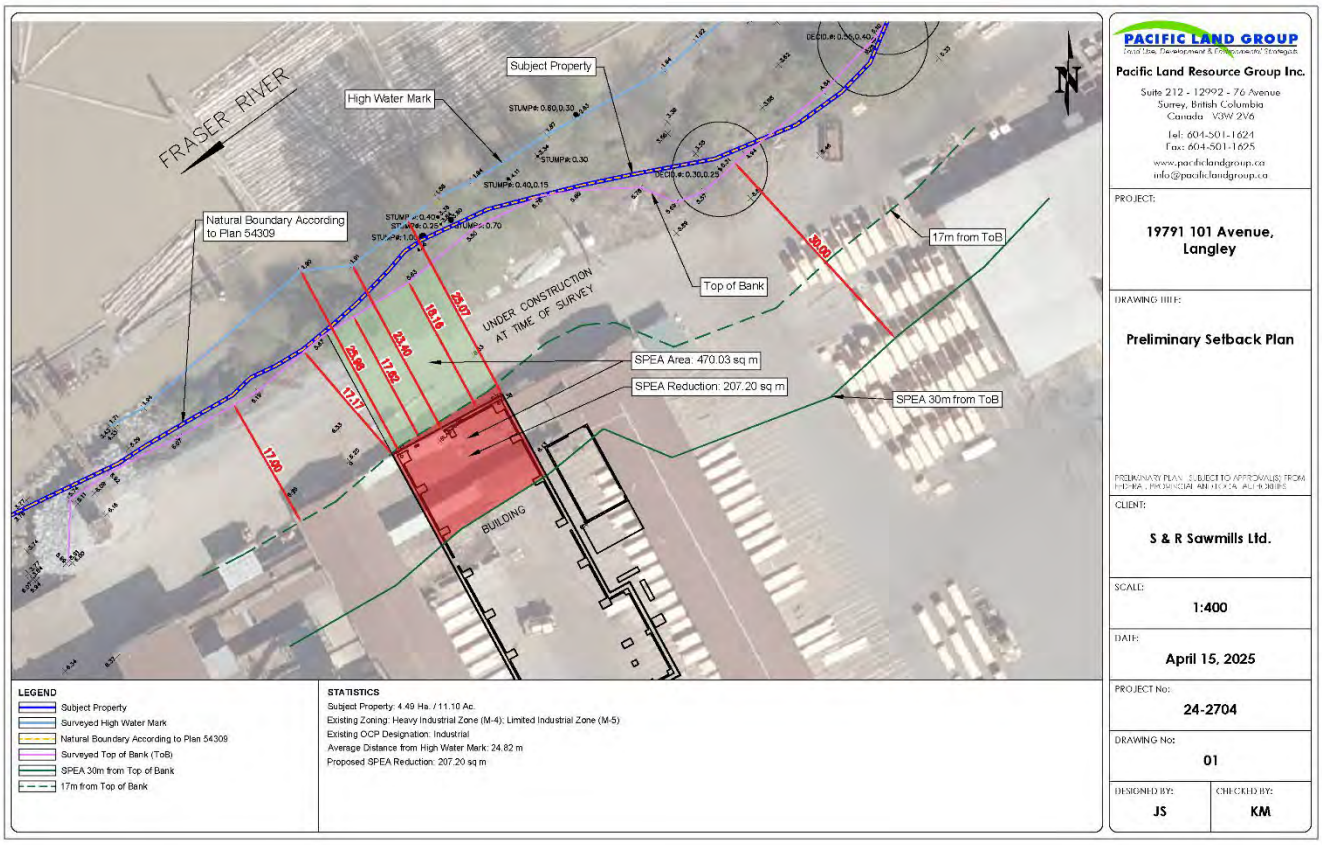
This permit shall enure to the benefit of and be binding upon the parties hereto and their respective heirs, executors, administrators, successors and assigns.

AUTHORIZING RESOLUTION PASSED BY COUNCIL THIS ____ DAY OF _____, 2026.

Attachments:

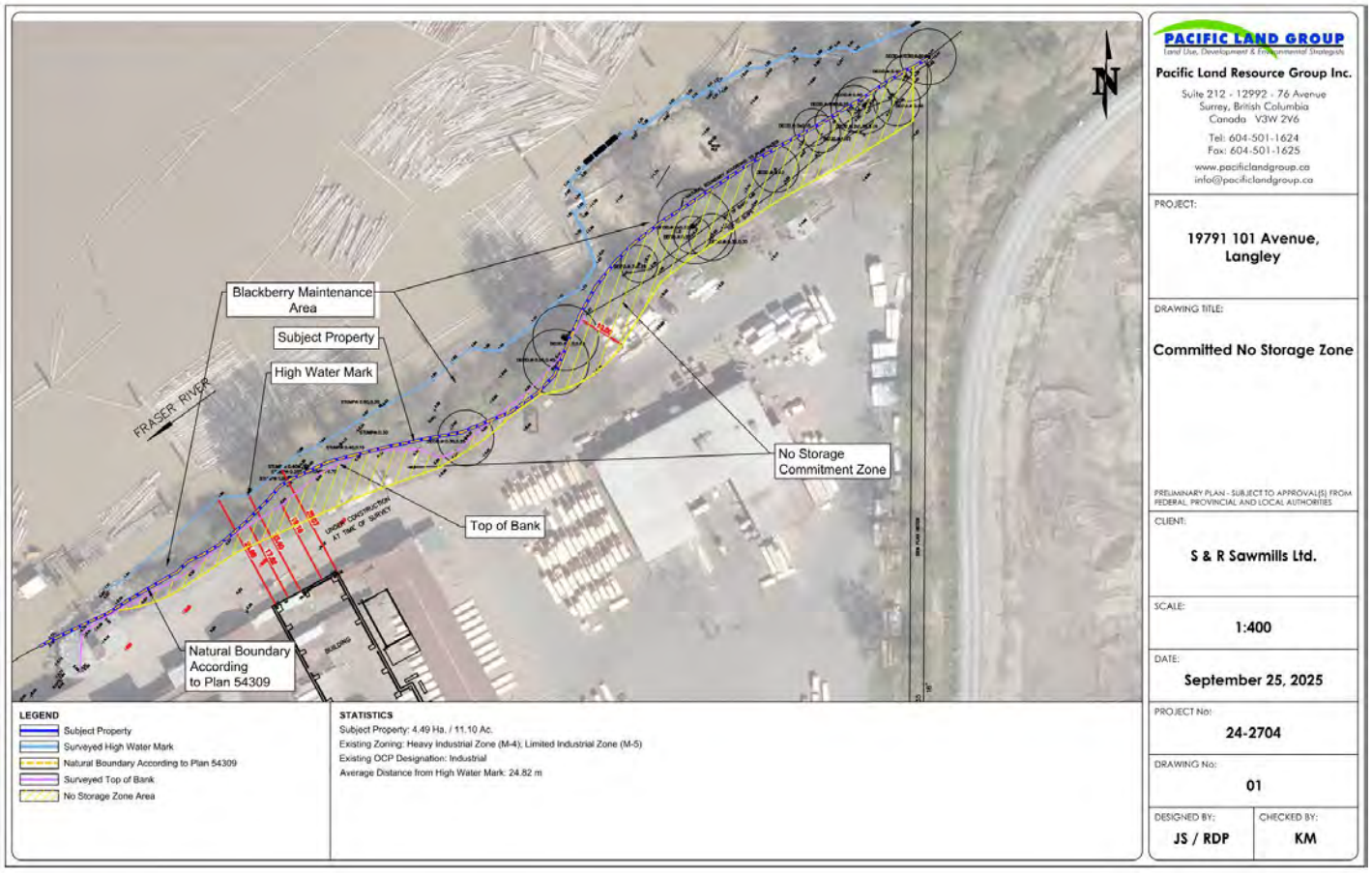
SCHEDULE A	Setback Plan
SCHEDULE B	Foreshore Management Area

SCHEDULE A



SITE PLAN

SCHEDULE B



FORESHORE MANAGEMENT –

BLACKBERRY MANAGEMENT AREA AND NO-STORAGE ZONE

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 15, 2026 - REGULAR MEETING	**REPORT:**	26-63
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	07-36-0141
SUBJECT:	REZONING APPLICATION NO. 100681 AND DEVELOPMENT VARIANCE PERMIT APPLICATION NO. 100139 (GAIR / 4567 - 215 STREET)		

PROPOSAL:

Application to rezone approximately 0.44 ha (1.1 ac) of land located at 4567 – 215 Street to Residential Zone R-1E and to vary the lot frontage to create four residential lots.

RECOMMENDATION SUMMARY:

That Council give first, second and third reading to Bylaw No. 6231 subject to nine (9) prerequisites being satisfied prior to final reading and authorize issuance (at time of final reading of Bylaw No. 6231) of Development Variance Permit No. 100139.

RATIONALE:

The proposed development complies with the Murrayville Community Plan.

RECOMMENDATIONS:

That Council give first, second and third reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Gair) Bylaw No.6231 rezoning approximately 0.44 ha (1.1 ac) of land located at 4567 - 215 Street to Residential Zone R-1E to facilitate the subdivision to create four residential lots, subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. A Servicing Agreement being entered into with the Township to secure required road and utility upgrades and extensions in accordance with the Township's Subdivision and Development Servicing Bylaw.
2. Provision of necessary improvements for 215 Street in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Street Trees and Boulevard Plantings Policy.
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. Provision of a detailed landscape plan and security for Agricultural Land Reserve (ALR) landscape buffers along the west and north property lines.
6. Final approval of the of the Streamside Protection and Enhancement Area report, including acceptance of the streamside enhancement plans, fencing, signage, security and monitoring.
7. Registration of restrictive covenants acceptable to the Township:
   a. Securing protection of Streamside Protection and Enhancement Area.
   b. Securing protection and long-term maintenance of the ALR landscape buffer (combined with the Streamside Protection Area) along the western portion of the site and an ALR landscape buffer along the northern portion of the site.
   c. Notifying property owners of the proximity of the ALR and of the potential for sound, odour and airborne impact from natural farm activities.
   d. Restricting development until a Development Permit is issued for the site.
   e. Identifying the units (minimum 5% single family lots) required in accordance with the Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan.
8. As per the applicant's proposal in support of the proposed rezoning application, provision of $78,284 as a voluntary amenity contribution.
9. Payment of supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, Development Works Agreement (DWA) and Latecomer charges and compliance with the Township's 5% Neighbourhood Park Land Acquisition Policy.

That Council at the time of final reading of Bylaw No. 6231 authorize issuance of Development Variance Permit No. 100139 (frontage variance) as follows:

a. Section 110.1 – Minimum Subdivision Requirements of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to reduce the minimum lot frontage requirement for the Residential Zone R-1E from 22.0 m (72.0 ft) to 19.2 m (63.0 ft) for the proposed lots as indicated in Schedule "A".
b. Registration of an exterior design control agreement informed by a Neighborhood Character Study at the time of subdivision to the acceptance of the Township.

EXECUTIVE SUMMARY:

Solo Project Management Ltd. has applied on behalf of the property owners to rezone approximately 0.44 ha (1.1 ac) of land located at 4567 – 215 Street to Residential Zone R-1E to create four residential lots. The application also includes a Development Variance Permit to vary the minimum lot frontage requirement for the proposed Residential Zone R-1E from 22.0 m (72.0 ft) to 19.2 m (63.0 ft) for all lots.

The proposal complies with the Single Family One (4 upa / 10 uph) land use designation of the Murrayville Community Plan. Staff recommend that Council consider the rezoning bylaw, subject to the completion of nine (9) development prerequisites and authorize issuance (at time of final reading of Bylaw No. 6231) of Development Variance Permit No. 100139.

PURPOSE:

The purpose of this report is to advise and make recommendations to Council with respect to Rezoning Bylaw No. 6231 and Development Variance Permit No. 100139.

REFERENCE:

Owner:	Cameron and Christina Gair 4567 – 215 Street Langley, BC V3A 2L8
Agent:	Solo Project Management Ltd. 210, 6323 - 197 Street Langley, BC V2Y 1K8
Legal Description:	Lot 53 Section 36 Township 7 New Westminster District Plan 35707
Location:	4567 – 215 Street
Area:	0.44 ha (1.1 ac)
Existing Zoning:	Suburban Residential Zone SR-1
Proposed Zoning:	Residential Zone R-1E
Murrayville Community Plan	Single Family One (4 upa / 10 uph)

BACKGROUND/HISTORY:

- The subject land is currently zoned Suburban Residential Zone SR-1 and is designated Single Family One (4 upa / 10 uph) in the Murrayville Community Plan.
- The site abuts lands in the ALR to the west and north and a Class B watercourse exists on the western portion of the site.
- To accommodate the proposed development, the applicant is utilizing the Streamside Protection and Enhancement Area (SPEA) "flex" provision of Schedule 3 of the Official Community Plan (OCP). The applicant's proposal includes reducing a portion of the SPEA by 38.8 m² (417.6 ft²) while increasing a portion of the SPEA by 80.8 m² (869.7 ft²). Finalization of the streamside enhancement and restoration plans and completion of the works is required as a condition of development.
- The site is currently occupied by a single family dwelling.

DISCUSSION/ANALYSIS:

- Solo Project Management Ltd. has applied on behalf of the owners to rezone 0.44 ha (1.1 ac) of land located at 4567 – 215 Street to Residential Zone R-1E to facilitate a development consisting of four residential lots ranging in area from approximately 1,101 m² (11,851 ft²) to 1,234 m² (13,283 ft²).
- As the proposed Residential Zone R-1E allows for small-scale multi-unit housing development as a permitted use, issuance of a Development Permit as per Schedule 4 Development Permit: Form and Character Guidelines for Small-Scale Multi-Unit Housing (SSMUH) of the OCP is required prior to subdivision.
- The applicant has also applied for a Development Variance Permit to vary the minimum lot frontage requirement for the Residential Zone R-1E from 22.0 m (72.0 ft) to 19.2 m (63.0 ft) for the four proposed lots.

- Staff note that the proposal complies with the Murrayville Community Plan and is compliant with the proposed corresponding Residential Zone R-1E, with the exception of the proposed lot frontage variance.

Adjacent Uses:

	Existing Use:	**Murrayville Community Plan Designation:**	**Existing Zoning:**
North:	Agricultural property in ALR	Agriculture	Rural Zone RU-1
South:	Residential lot with single family residential dwelling	Single Family One	Suburban Residential SR-1
East:	215 Street beyond which are single family residential lots	Single Family One	Residential Zone R-1E
West:	Agricultural property in ALR	Agriculture	Rural Zone RU-1

Zoning Amendment:

- Bylaw No. 6231 proposes to rezone the site to Residential Zone R-1E to facilitate a residential development consisting of four lots ranging in size from 1,101 m² (11,851 ft²) to 1,234 m² (13,283 ft²) in compliance with the Murrayville Murrayville Community Plan.

Development Variance Permit:

- Proposed Development Variance Permit No. 100139 is attached to this report as Attachment A.
- The applicant proposes to vary Section 110.1 – Minimum Subdivision Requirements of the Township of Langley Zoning Bylaw 1987 No. 2500 to vary the minimum lot frontage from 22 m (72 ft) to 19.2 m (63 ft) (2.8 m / 12.7%) to allow for the proposed four lot subdivision.
- In support of the proposed lot frontage variance, the applicant indicates that the proposed lots range in size from 1,101 m² (11,851 ft²) to 1,234 m² (13,283 ft²) and are larger (15% - 25%) than required by the Zoning Bylaw (930 m² / 10,010 ft²).
- The applicant has prepared a Neighbourhood Character Study and committed to registering an Exterior Design Control Agreement at time of subdivision (included as a condition of DVP 100139)

Subdivision:

- The applicant is proposing to subdivide the subject site to create four residential lots.

Development Permit:

- As the proposed Residential Zone R-1E allows for small-scale multi-unit housing development as a permitted use, issuance of a Development Permit as per Schedule 4 Development Permit: Form and Character Guidelines for Small-Scale Multi-Unit Housing (SSMUH) of the OCP is required prior to subdivision.

- Council, through Bylaw No. 5246 (Development Permit Delegation Bylaw) delegated issuance of Development Permits for small scale multi-unit housing developments to a delegated staff official.

Voluntary Amenity Contributions:

On July 7, 2025 an Interim Policy Regarding Community Amenity Contributions No. 07-170 was adopted by Council that directs staff to:

- discuss with development applicants the prospect of making amenity contributions to the Township; negotiate with development applicants on a case-by-case basis for the provision of community amenities; or allow amenity contributions either at the initiative of development applicants or as a result of rezoning negotiations between the applicant and the Township.

The applicant has proposed a $78,284 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
2	2	15	15	7	24

Policy Considerations:

The proposed rezoning and development variance permit will facilitate a residential development consisting of four residential lots.

Staff recommend that Council give first, second and third reading to Bylaw No. 6231 (subject to nine (9) development prerequisites) and authorize issuance (at time of final reading of Bylaw No. 6231) of accompanying Development Variance Permit No. 100139.

Respectfully submitted,

Zorica Andjelic
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A Development Variance Permit No.100139
ATTACHMENT B Maps and Graphics

THE CORPORATION OF THE TOWNSHIP OF LANGLEY **ATTACHMENT A**

Development Variance Permit No. 100139

This Permit is issued this _____day of _____, 2026 to:

1. NAME: Cameron and Christina Gair

   ADDRESS: 4567 – 215 Street
   Langley, BC V3A 2L8

2. This permit applies to and only to those lands within the Municipality described as follows and to any and all buildings, structures and other development thereon:

   LEGAL DESCRIPTION: Lot 53 Section 36 Township 7 New Westminster District Plan 35707

   CIVIC ADDRESS: 4567 – 215 Street

3. This permit is issued subject to compliance with all of the bylaws of the Municipality of Langley applicable thereto, except as specifically varied or supplemented by this permit as follows:

   a. Section 110.1 – Minimum Subdivision Requirements of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to reduce the minimum lot frontage requirement for the Residential Zone R-1E from 22.0 m (72.0 ft) to 19.2 m (63.0 ft) for the proposed lots as indicated in Schedule “A”.
   b. Registration of an exterior design control agreement informed by a Neighborhood Character Study at the time of subdivision to the acceptance of the Township.

4. The land described herein shall be developed strictly in accordance with the terms, conditions and provisions of this permit and any plans and specifications attached as a schedule to this permit which shall form a part hereof.

   This permit is not a building permit.

   All developments forming part of this development variance permit shall be substantially commenced within two years after the date the development variance permit is issued.

   This permit shall have the force and effect of a restrictive covenant running with the land and shall come into force on the date of an authorizing resolution passed by Council.

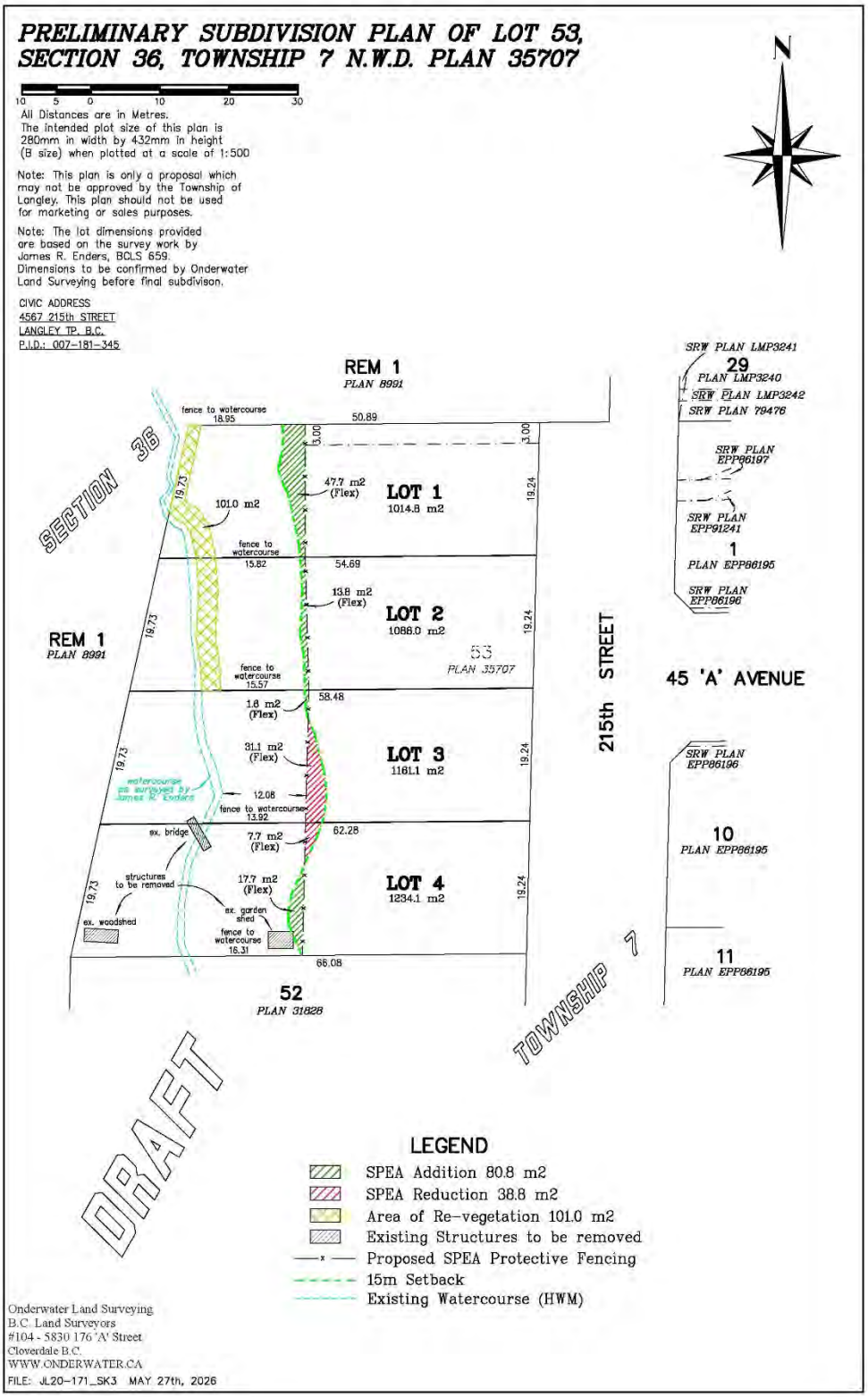
   It is understood and agreed that the Municipality has made no representations, covenants, warranties, guarantees, promises or agreement (verbal or otherwise) with the developer other than those in this permit.

   This permit shall enure to the benefit of and be binding upon the parties hereto and their respective heirs, executors, administrators, successors and assigns.

AUTHORIZING RESOLUTION PASSED BY COUNCIL THIS ____ DAY OF _____, 2026.

Attachments:
SCHEDULE A Site Plan

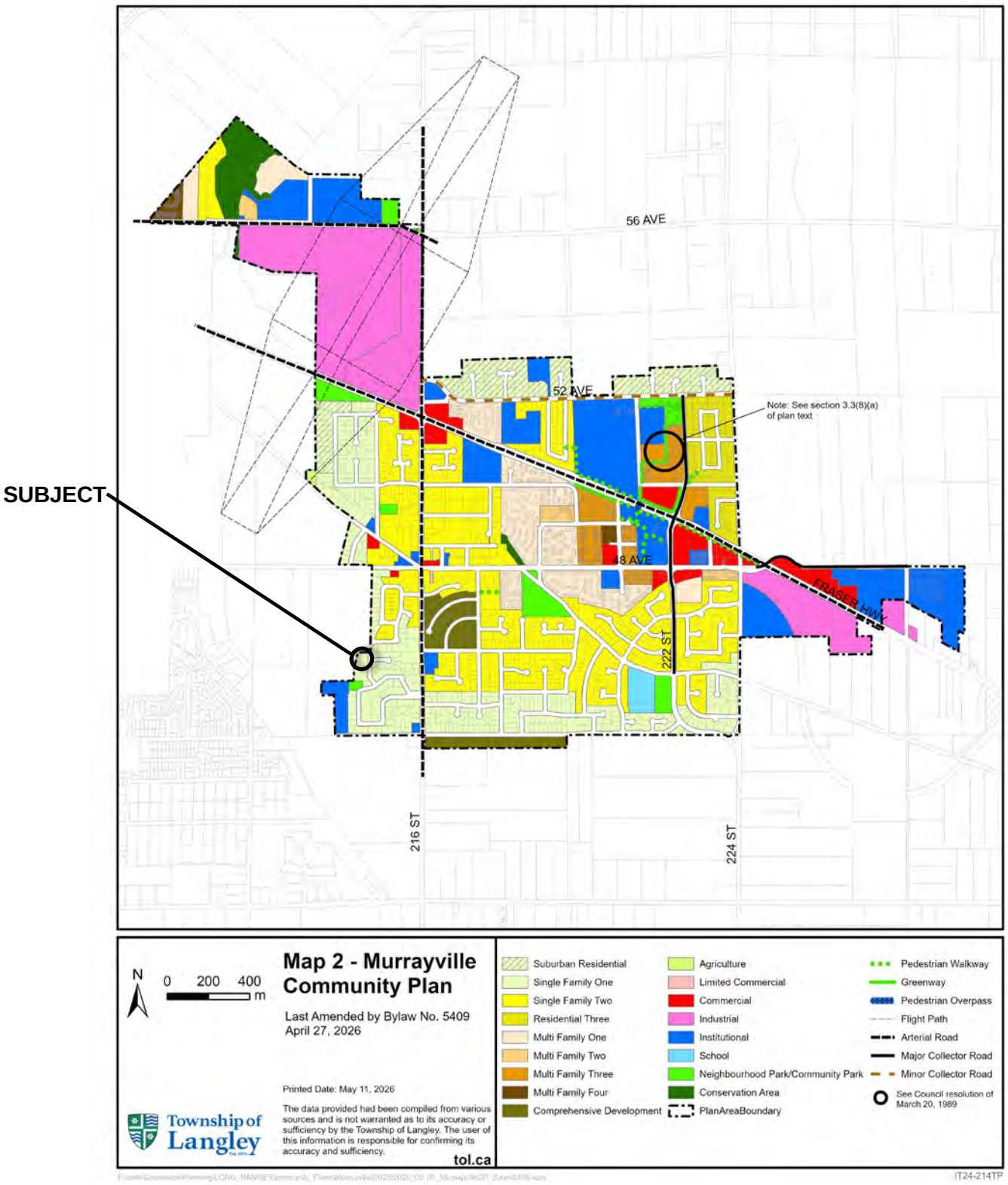
SCHEDULE A

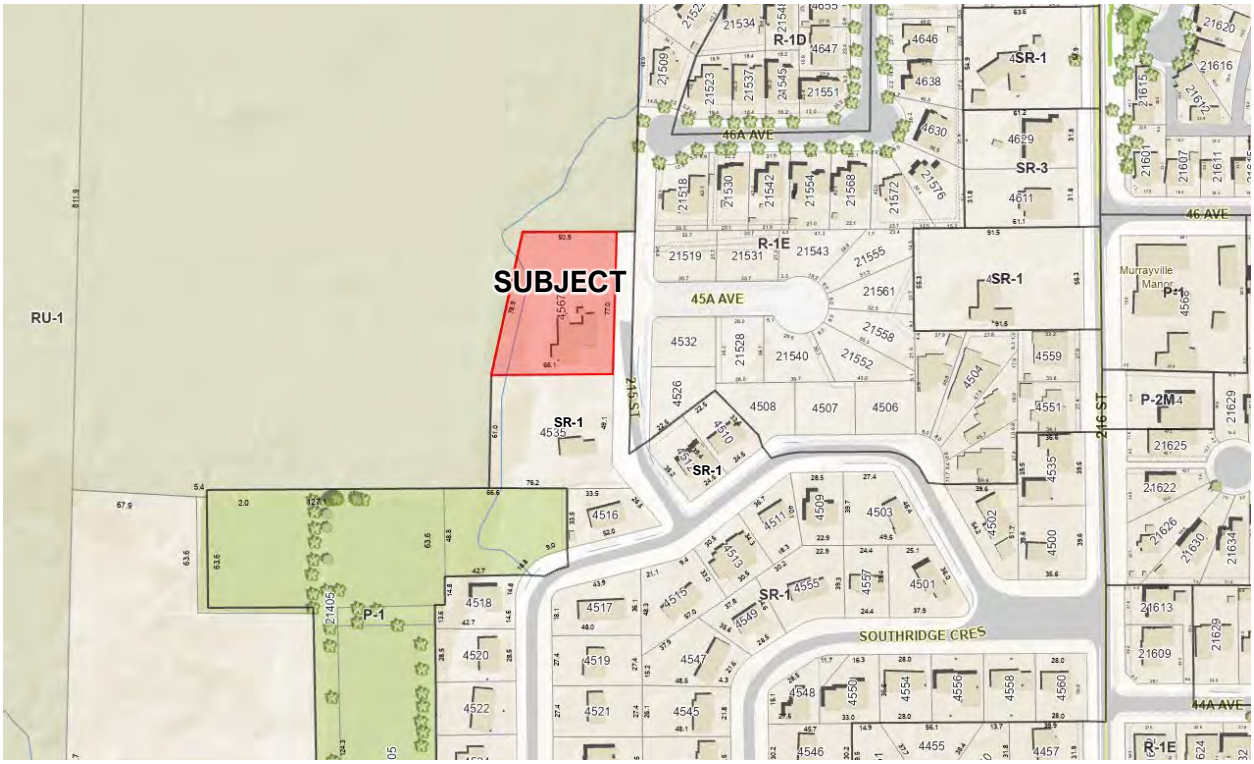

PRELIMINARY SUBDIVISION PLAN OF LOT 53, SECTION 36, TOWNSHIP 7 N.W.D. PLAN 35707
10 5 0 10 20 30
All Distances are in Metres.
The intended plot size of this plan is 280mm in width by 432mm in height (B size) when plotted at a scale of 1:500
Note: This plan is only a proposal which may not be approved by the Township of Langley. This plan should not be used for marketing or sales purposes.
Note: The lot dimensions provided are based on the survey work by James R. Enders, BCLS 659. Dimensions to be confirmed by Onderwater Land Surveying before final subdivison.
CIVIC ADDRESS
4567 215th STREET
LANGLEY TP. B.C.
P.I.D.: 007-181-345
N
REM 1
PLAN 8991
SECTION 36
fence to watercourse 18.95
50.89
3.00
3.00
19.73
19.24
47.7 m2 (Flex)
LOT 1
1014.8 m2
101.0 m2
fence to watercourse 15.82
54.69
13.8 m2 (Flex)
LOT 2
1088.0 m2
fence to watercourse 15.57
58.48
1.8 m2 (Flex)
31.1 m2 (Flex)
LOT 3
1161.1 m2
watercourse as surveyed by James R. Enders
12.08
fence to watercourse 13.92
62.28
ex. bridge
7.7 m2 (Flex)
structures to be removed
17.7 m2 (Flex)
LOT 4
1234.1 m2
ex. garden shed
ex. woodshed
fence to watercourse 16.31
66.08
52
PLAN 31828
53
PLAN 35707
215th STREET
45 'A' AVENUE
TOWNSHIP 7
SRW PLAN LMP3241
29
PLAN LMP3240
SRW PLAN LMP3242
SRW PLAN 79476
SRW PLAN EPP86197
SRW PLAN EPP91241
1
PLAN EPP86195
SRW PLAN EPP86196
SRW PLAN EPP86196
10
PLAN EPP86195
11
PLAN EPP86195
DRAFT
LEGEND
SPEA Addition 80.8 m2
SPEA Reduction 38.8 m2
Area of Re-vegetation 101.0 m2
Existing Structures to be removed
Proposed SPEA Protective Fencing
15m Setback
Existing Watercourse (HWM)
Onderwater Land Surveying
B.C. Land Surveyors
#104 - 5830 176 'A' Street
Cloverdale B.C.
WWW.ONDERWATER.CA
FILE: JL20-171_SK3 MAY 27th, 2026

ATTACHMENT B

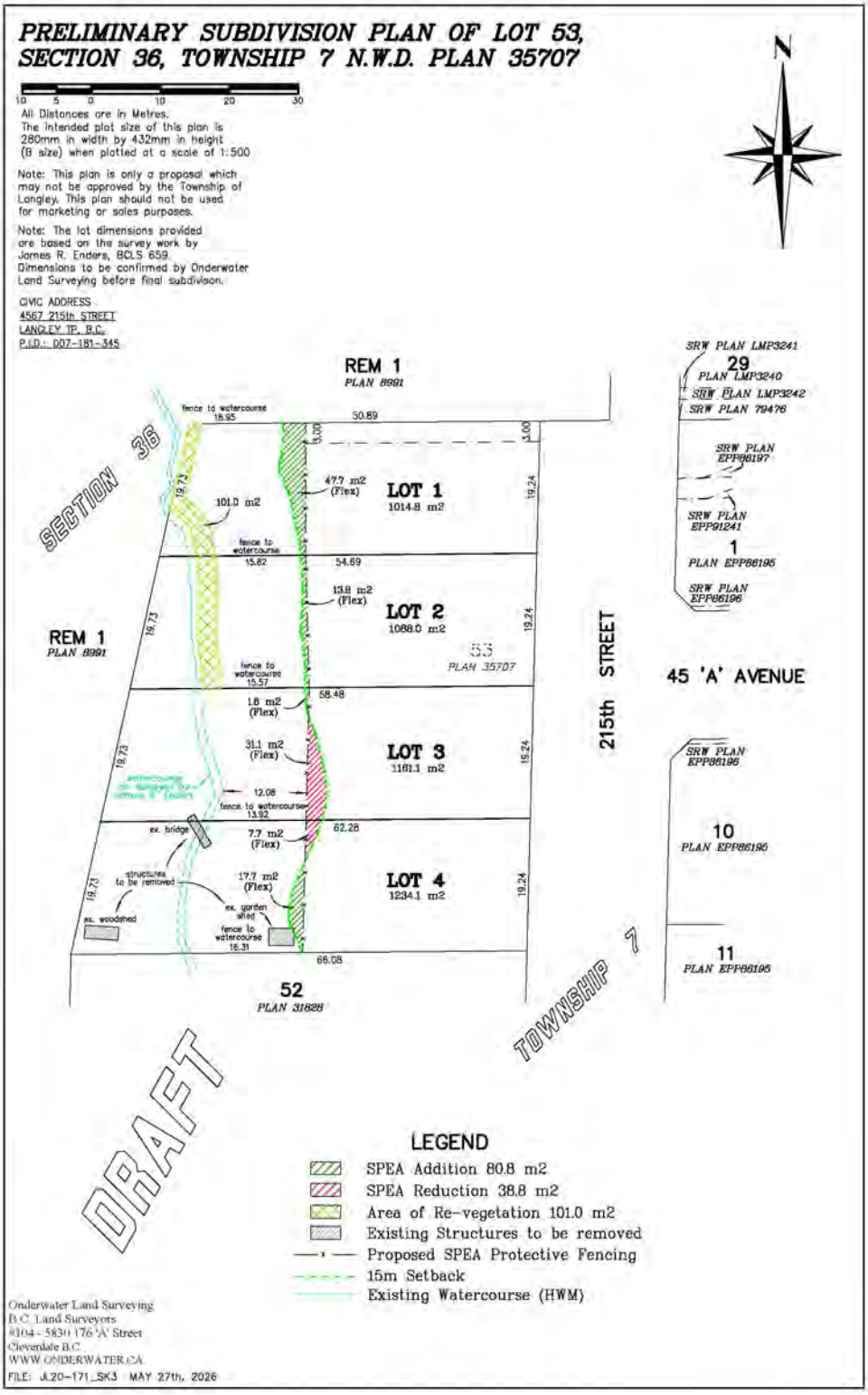


AERIAL CONTEXT MAP


SUBJECT
56 AVE
52 AVE
48 AVE
Note: See section 3.3(8)(a) of plan text
FRASER HWY
222 ST
216 ST
224 ST
N
0 200 400 m
Map 2 - Murrayville Community Plan
Last Amended by Bylaw No. 5409
April 27, 2026
Printed Date: May 11, 2026
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.
Township of Langley
tol.ca
Suburban Residential
Single Family One
Single Family Two
Residential Three
Multi Family One
Multi Family Two
Multi Family Three
Multi Family Four
Comprehensive Development
Agriculture
Limited Commercial
Commercial
Industrial
Institutional
School
Neighbourhood Park/Community Park
Conservation Area
PlanAreaBoundary
Pedestrian Walkway
Greenway
Pedestrian Overpass
Flight Path
Arterial Road
Major Collector Road
Minor Collector Road
See Council resolution of March 20, 1989
IT24-214TP



ZONING BYLAW NO. 2500



SITE PLAN – SUBMITTED BY APPLICANT

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (GAIR) BYLAW NO. 6231

EXPLANATORY NOTE

Bylaw No. 6231 rezones 0.44 ha (1.1 ac) of land located at 4567 – 215 Street to Residential Zone R-1E in order to facilitate development of four residential lots.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (GAIR) BYLAW NO. 6231

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 (Gair) Bylaw No. 6231”.

2. The “Township of Langley Zoning Bylaw 1987 No. 2500” as amended is further amended by rezoning the lands described as:

   Lot 53 Section 36 Township 7 New Westminster District Plan 35707

   as shown delineated on Schedule ‘A’ attached to and forming part of this Bylaw to Residential Zone R-1E.

NOTICE WAS ADVERTISED the	8	day of	June	, 2026
READ A FIRST TIME the		day of		, 2026
READ A SECOND TIME the		day of		, 2026
READ A THIRD TIME the		day of		, 2026
ADOPTED the		day of		, 2026

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 6231



Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 15, 2026 - REGULAR MEETING	**REPORT:**	26-73
FROM:	LEGISLATIVE SERVICES DIVISION	**FILE:**	3900-25
SUBJECT:	COUNCIL PROCEDURE BYLAW HOUSEKEEPING AMENDMENTS		

RECOMMENDATION(S):

That Council give first, second and third reading to *Council Procedure Bylaw 2016 No. 5199 Amendment Bylaw No. 6234*.

DISCUSSION/ANALYSIS:

As directed by Council staff have put forward the following amendments to *Council Procedure Bylaw 2016 No. 5199:*

1. Revise Section 4.02

Current Text Section 4.02

> "Schedule and Designation of Acting Mayor
> At the Inaugural Meeting of Council, Council must approve by resolution, a schedule designating each Councillor to an equal number of weeks over their term of office for specifying the period they are Acting Mayor. As Acting Mayor, the designated Councillor is the member responsible for acting in the place of the Mayor in his or her absence or otherwise unable to act or when the office of Mayor is vacant and, the Acting Mayor has the same powers and duties as the Mayor."

A review of Acting Mayor scheduling for multiple Lower Mainland and British Columbia Local Governments was completed. The proposed replacement text uses these examples as models and provides greater flexibility for alternative schedules.

Proposed Text Section 4.02:

> "Schedule and Designation of Acting Mayor
> At the Inaugural Meeting of Council, a timetable designating council members as Acting Mayor must be approved by resolution. The timetable may be amended from time to time, as deemed necessary by Council.
>
> As Acting Mayor, the designated Councillor is responsible for acting in the place of the Mayor when the Mayor is absent, unable to act, or the office of Mayor is vacant. The Acting Mayor has the same powers and duties as the Mayor."

2. Delete Section 11.08

   Current Text:

   > "Adoption of Censure Motions of Council Members
   > A motion to censure any member of Council requires an affirmative vote of two-thirds (2/3)."

   As per the Community Charter, unless specified in the Community Charter, all votes of Council are adopted by a simple majority. The topic of censure is included in *Council Policy 01-025, Code of Ethics, Conduct, Confidentiality, Conflict of Interest for Council Members and Appointees*. Prior to the next General Local Election, the Provincial Government has advised that Province wide legislation and guidance may be provided for all local governments in relation to Code of Conduct. When further information is provided and the Provincial legislation enacted, staff will review the subject of Code of Conduct and provide Council with information and options.

3. Bylaw Enforcement Date

   The proposed amending bylaw includes an enactment date for the bylaw to coincide with the upcoming new Council term, November 2, 2026. As this Council term is concluding, the proposed changes to the Council Procedure Bylaw would best be accommodated with the in coming Council term.

Respectfully submitted,

Wendy Bauer
TOWNSHIP CLERK
for
LEGISLATIVE SERVICES DIVISION

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

COUNCIL PROCEDURE BYLAW 2016 NO. 5199

AMENDMENT BYLAW NO. 6234

EXPLANATORY NOTE

Bylaw No. 6234 is a housekeeping amendment bylaw to:

1) Revise Section 4.02 to provide greater flexibility for Acting Mayor scheduling; and
2) Delete Section 11.08

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

COUNCIL PROCEDURE BYLAW 2016 NO. 5199

AMENDMENT BYLAW NO. 6234

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 "*Council Procedure Bylaw 2016 No. 5199 Amendment Bylaw No. 6234*".

2. The "*Council Procedure Bylaw 2016 No. 5199*" as amended, is further amended:

   a) Replace the text in Section 4.02 with the following text:

      "Schedule and Designation of Acting Mayor
      At the Inaugural Meeting of Council, a timetable designating council members as Acting Mayor must be approved by resolution. The timetable may be amended from time to time, as deemed necessary by Council.

      As Acting Mayor, the designated Councillor is responsible for acting in the place of the Mayor when the Mayor is absent, unable to act, or the office of Mayor is vacant. The Acting Mayor has the same powers and duties as the Mayor."

   b) Delete Section 11.08 and the corresponding section title in their entirety.

3. "*Council Procedure Bylaw 2016 No. 5199 Amendment Bylaw No. 6234*" shall come into force on November 2, 2026.

PUBLIC NOTICE GIVEN THE 8TH OF JUNE, 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

TENANT PROTECTION BYLAW NO. 6214

EXPLANATORY NOTE

Bylaw No. 6214 requires tenant protection during residential rental redevelopment of purpose-built rental buildings.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TENANT PROTECTION BYLAW NO. 6214

The Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

PART 1: TITLE

1.1 This Bylaw may be cited for all purposes as “Tenant Protection Bylaw No. 6214”.

PART 2: APPLICATION

2.1 This bylaw does not apply to land affected by the *Manufactured Home Park Tenancy Act*, or residential property with four or less rental units.

2.2 This bylaw applies to redevelopment land designated as being within a ‘Tenant Protection Development Permit Area’, as established by Langley Official Community Plan Bylaw 1979 No. 1842.

PART 3: INTERPRETATION

Interpretation

3.1 In this Bylaw:

(1) words importing the singular number include the plural and vice versa and words importing the neuter gender include the masculine and the feminine genders;
(2) headings given to sections are for convenience of reference only and do not form part of this Bylaw;
(3) unless expressly stated otherwise, a reference to a “section” is a reference to a section in this Bylaw and a reference to a “part” is a reference to a part in this Bylaw; and
(4) unless expressly stated otherwise, a reference to an enactment is a reference to an enactment of British Columbia and its regulations, as amended, revised, consolidated or replaced from time to time, and a reference to a bylaw or policy is a reference to a Township bylaw or policy, as amended, revised, consolidated or replaced from time to time.

Definitions

3.2 In this Bylaw, unless the context otherwise requires:

"**Accepted Final Inspection**" means that no person may occupy or permit occupancy of any building or structure until an accepted final inspection has been undertaken by the Building Inspector and occupancy has been authorized by the Inspector in writing as per the Township of Langley Building Bylaw 2008 No. 4642 as amended or replaced from time to time.

"**CMHC Average Rent**" means current Canadian Mortgage and Housing Corporation reported average monthly rents for the applicable unit size in the Township of Langley.

"**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 Part 9 of this Bylaw.

"**Cooperative Association Act**" means the *Cooperative Association Act*, S.B.C., 1999, c. 28.

"**Development Permit**" means a development permit issued by the Township as related to the 'Tenant Protection Development Permit Area', as established by Langley Official Community Plan Bylaw 1979 No. 1842.

"**Displacement**" means the involuntary relocation of a resident from their current Rental Unit.

"**Effective Date**" means the initial date of when this Bylaw comes into force, which is the date the Bylaw is adopted.

"**Eligible Tenant**" means a tenant of a Rental Unit pursuant to a Tenancy Agreement and residing in the Rental Unit at the time that the Owner submits a land development application to the Township for Redevelopment, but does not include a tenant of a Rental Unit that moves into the Rental Unit after the Owner submits a Redevelopment application to the Township.

"**Final Approval**" means issuance of a Development Permit.

"**Director, Community Development**" means the head of the Township's Community Development Division or their authorized designate.

"**In-Stream**" means, in reference to an application, not determined, rejected or withdrawn and is currently under consideration by the Township and:

a) in the case of a rezoning application, one for which the application has been submitted, the application fees have been paid and all supporting documentation required by the Township has been submitted and accepted by the Township as a legitimate application; and
b) in the case of an application for Development Permit, one for which the application has been submitted, the application fees have been paid and all supporting documentation required by the Township has been submitted and accepted by the Township as a legitimate application.

"**Notice to End Tenancy**" means a notice sent by a landlord to a tenant to end a tenancy pursuant to a Tenancy Agreement by reason of demolition or conversion of a Rental Unit, as permitted under Section 49 of the *Residential Tenancy Act*.

"**Owner**" means, in respect of a Rental Unit that is the subject of a proposed Redevelopment, the registered owner of an estate in fee simple.

"**Redevelopment**" means the intended or actual redevelopment of a property, evidenced by an application for a Development Permit and may include:

a) demolition of the building containing the Rental Unit for the purpose of constructing a new structure on the parcel on which the property was located; or
b) partial demolition of the building containing the Rental Unit to the extent that one or more Rental Units within the building are completely and irreversibly destroyed.

"**Rental Unit**" means residential living accommodation rented to a tenant pursuant to a Tenancy Agreement, and includes any associated common areas, services, facilities and other amenities to which the tenant has access and explicitly excludes any unit located in an establishment providing tourist accommodations, including but not limited to hotels and motels, whether or not that unit is intended to be used for tourist accommodation.

"**Replacement Unit**" means a Comparable Unit constructed to replace an existing Rental Unit adhering to the requirements set out in Part 10 of this Bylaw.

"**Residential Tenancy Act**" means the *Residential Tenancy Act*, S.B.C. 2002, c. 78.

"**Right of First Refusal**" means the right of an Eligible Tenant to the first opportunity to enter into a new Tenancy Agreement to rent a Replacement Unit once Redevelopment is complete and before the Owner offers the unit to another prospective tenant.

"**Same Community**" is defined as:

a) within a three kilometres radius from the Rental Unit; or

b) within the same community, having regard to the Township of Langley's communities, the boundaries of which are to be determined and amended by the Township from time-to-time.

"**Tenancy Agreement**" has the meaning defined in section 63.1 of the *Community Charter*, S.B.C., 2003, c. 26.

"**Tenant Assistance Plan**" means a completed plan for tenant assistance, in the form prescribed by the Township, adhering to the requirements set out in Part 5 of this Bylaw.

"**Tenant Relocation Coordinator**" means an individual responsible for managing the relocation process, on behalf of the Owner, including communications and assistance, for Eligible Tenants facing Displacement.

"**Township**" means the Corporation of the Township of Langley.

Severability

3.3 If a section, subsection or clause in this Bylaw is held to be invalid by a court of competent jurisdiction, then that invalid portion will be severed and the remainder of this Bylaw will be deemed to have been adopted without the invalid and severed section, subsection or clause.

PART 4: APPLICATION

4.1 This bylaw applies to the Redevelopment of Rental Units in buildings that contain five or more Rental Units owned by the same Owner that will result in Displacement of tenants.

4.2 This bylaw does not apply to:

a) property governed by the *Manufactured Home Park Tenancy Act*;
b) property owned or operated by a public housing body prescribed in the *Residential Tenancy Act* and its Regulations;
c) non-profit housing co-operatives within the meaning of *the Cooperative Association Act*; or
d) provincial, city, regional, or Indigenous government authorities.

4.3 All Eligible Tenants are eligible for protections under this Bylaw.

PART 5: TENANT ASSISTANCE PLAN

5.1 An Owner must submit a Tenant Assistance Plan as part of their application for Redevelopment which must include the following in relation to Eligible Tenants:

a) tenant eligibility information including tenant and Rental Unit description and details;
b) communication of notices and information;
c) financial compensation;
d) relocation assistance; and
e) Right of First Refusal.

5.2 An Owner must provide the following to the Township regarding the implementation of the Tenant Assistance Plan:

a) an interim tenant assistance report that complies with this Bylaw prior to Final Approval;
b) a final tenant assistance report that complies with this Bylaw prior to an Accepted Final Inspection; and
c) any updated information and records required by the Director, Community Development or their authorized delegate, having regard to the information required pursuant to Section 4.1 of this bylaw.

PART 6: TENANT RELOCATION COORDINATOR

6.1 An Owner must designate a Tenant Relocation Coordinator and ensure that the Tenant Relocation Coordinator implements the Tenant Assistance Plan.

6.2 For Redevelopments involving the demolition of 50 or more Rental Units, an Owner must retain a third-party Tenant Relocation Coordinator unless otherwise approved by the Township, having regard to capacity limitations.

6.3 Throughout the Redevelopment process, the Owner must ensure that the Tenant Relocation Coordinator:

a) is available to answer questions by phone and email at regular and consistent hours, with prompt response times for emails and phone messages;
b) maintains complete records of communication with Eligible Tenants; and
c) maintains complete records of compensation and relocation assistance provided to Eligible Tenants including options, offers and acceptances of alternate housing.

PART 7: NOTICE AND INFORMATION

7.1 An Owner must provide initial notice to Eligible Tenants regarding the Redevelopment proposal. This initial notice must:

a) be delivered to all Eligible Tenants as paper copy no later than two weeks after a complete application is received by the Township, and
b) include a tenant information package, including details of the financial compensation and relocation assistance, as prescribed by the Township.

7.2 No less frequently than every six months, commencing upon the provision of initial notice, an Owner must provide Eligible Tenants updates throughout the relocation and Redevelopment process. Updates must include the following, as applicable:

a) notice of Council meetings related to the application;
b) public hearing dates;
c) Council decisions regarding the application;
d) significant changes to the development process timeline;
e) status of Replacement Units, including on or about the date that is six months prior and on or about the date that is forty-five days prior to the Owner's anticipated Accepted Final Inspection; and
f) any other information, record, or update that the Director, Community Development, determines may be relevant or applicable to the Eligible Tenant, having regard to this Bylaw.

PART 8: FINANCIAL COMPENSATION

8.1 An Owner must provide each Eligible Tenant with financial compensation equivalent to the requirements outline below based on the monthly rent for the Rental Unit set out in the Tenancy Agreement as a lump sum payment, free rent, or a combination, at the option of the Eligible Tenant which compensation, unless otherwise agreed to by the Eligible Tenant, must be provided at least three months prior to the expiry or termination of the Tenancy Agreement:

- 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

PART 9: RELOCATION ASSISTANCE

9.1 An Owner must provide each Eligible Tenant assistance in finding a minimum of three options of Comparable Units in the Township of Langley. Unless otherwise agreed between an Eligible Tenant and Owner, a Comparable Unit must:

a) be in the Same Community as the existing Rental Unit;
b) have a rent that is a maximum of either 10% above the CMHC Average Rent or the Eligible Tenant's current rent, whichever is greater; and
c) meet the Eligible Tenant's needs, including affordability, accessibility, household size, and pet friendly accommodations.

In the case of a single-phase Redevelopment, assistance must be provided to all Eligible Tenants prior to Final Approval. In the case of multi-phased Redevelopment projects, assistance must be provided to Eligible Tenants that are impacted by each phase prior to Final Approval of the detailed Development Permit for such phase.

9.2 An Eligible Tenant may request additional assistance. Unless otherwise agreed by an Eligible Tenant, an Owner 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.

9.3 An Owner must provide fixed amounts of help to assist with moving expenses based on unit bedroom count to:

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

PART 10: RIGHT OF FIRST REFUSAL

10.1 An Owner must provide Eligible Tenants with the Right of First Refusal to rent a Replacement Unit at a maximum of 10% below CMHC Average Rent.

PART 11: OFFENCES AND PENALTIES

11.1 Any person who contravenes, suffers or permits any act or thing to be done in contravention of, or neglects to do or refrains from doing anything required to be done pursuant to any provision of this Bylaw or any notice issued pursuant hereto, commits an offence punishable on summary conviction, and shall be liable to a fine of not less than $100 and not exceeding $10,000.

11.2 A person who commits an offence under this Bylaw is subject to any remedies or penalties available to the Township under provincial law including, but not limited to, a bylaw notice fine issued under the Bylaw Notice Enforcement Bylaw 2008 No. 4703, as amended or replaced.

11.3 Where an offence is a continuing offence, each day that the offence is continued shall constitute a separate and distinct offence.

PART 12: EFFECTIVE DATE AND TRANSITIONAL PROVISIONS

12.1 This Bylaw will come into force on the Effective Date.

12.2 This bylaw is in effect except in the case of land development applications for Redevelopment that are In-Stream on the Effective Date.

READ A FIRST TIME the	27	day of	April	, 2026
READ A SECOND TIME the	27	day of	April	, 2026
READ A THIRD TIME the	25	day of	May	, 2026
ADOPTED the		day of		, 2026

_____ Mayor _____ Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

BYLAW NOTICE ENFORCEMENT BYLAW 2008 NO. 4703

AMENDMENT BYLAW NO. 6215

EXPLANATORY NOTE

Bylaw No. 6215 amends the Bylaw Notice Enforcement Bylaw 2008 No. 4703 by providing fine amounts and offences relating to Tenant Protection Bylaw No. 6214.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

BYLAW NOTICE ENFORCEMENT BYLAW 2008 NO. 4703

AMENDMENT BYLAW NO. 6215

A Bylaw to Amend the Bylaw Notice Enforcement Bylaw No. 4703.

The Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as "Bylaw Notice Enforcement Bylaw 2008 No. 4703 Amendment Bylaw No. 6215".

2. The "Township of Langley Bylaw Notice Enforcement Bylaw 2008 No. 4703" as amended is further amended by adding the following as part of Schedule "A":

Township of Langley Tenant Protection Bylaw No. 6214

Column 1 Offence	Column 2 Bylaw Section	Column 3 Fine
• Failure to update the Township on Tenant Assistance Plan	4.1	$450
• Failure to ensure Tenant Relocation Coordinator compliance	5.1	$450
• Failure to provide notice to Eligible Tenants	6.1	$450
• Failure to update Eligible Tenants	6.2	$450
• Failure to provide financial compensation	7.1	$450
• Failure to provide relocation assistance	8.1	$450
• Failure to provide assistance with moving expenses	8.3	$450
• Failure to provide Right of First Refusal	9.1	$450

READ A FIRST TIME the 27 day of April , 2026

READ A SECOND TIME the 27 day of April , 2026

READ A THIRD TIME the 25 day of May , 2026

ADOPTED the day of , 2026

_____ Mayor _____ Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (TENANT PROTECTION DEVELOPMENT PERMIT AREA) BYLAW NO. 6216

EXPLANATORY NOTE

Bylaw No. 6216 amends the Official Community Plan by adding a Tenant Protection Development Permit Area relating to Tenant Protection Bylaw No. 6214.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842

AMENDMENT (TENANT PROTECTION DEVELOPMENT PERMIT AREA) BYLAW NO. 6216

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 (Tenant Protection Development Permit Area) Bylaw No. 6216”.

2. The “Langley Official Community Plan Bylaw 1979 No. 1842” as amended is further amended by:

    a) Amending the Table of Contents to add “SCHEDULE 5 DEVELOPMENT PERMIT AREA: TENANT PROTECTION” after Schedule 4.

    b) Adding SCHEDULE 5: TENANT PROTECTION DEVELOPMENT PERMIT AREA as follows:

SCHEDULE 5: TENANT PROTECTION DEVELOPMENT PERMIT AREA

As one of the fastest growing municipalities in BC, the Township of Langley is rapidly evolving. The Township’s Official Community Plan which supports sustainable development, including population and employment growth, flexible, affordable and mixed housing options and access to servicing and community infrastructure.

A potential risk of growth within existing neighbourhoods is the redevelopment of older housing stock. Redevelopment of these properties can lead to displacement of long-term residents. Displacement can challenge residents in finding new housing that is affordable, especially in a difficult housing market.

Section 488(1)(k) of the *Local Government Act* allows for the mitigation of the effects of displacement on tenants who will be or have been displaced from their rental units in relation to a redevelopment or a proposed redevelopment, as those terms are defined under Section 63.1 of the *Community Charter*.

GUIDELINES

1. Compliance with Tenant Protection Bylaw No. 6214, as amended or replaced.
    1.1 Redevelopment to be in accordance with the Township of Langley Tenant Protection Bylaw No. 6214, as amended or replaced, including requirements for:

- Financial Compensation
- Relocation Assistance
- Submission of a Tenant Assistance Plan

PROPERTIES AFFECTED

A development permit addressing the tenant protection guidelines must be approved, where alteration of a building or structure results in the complete or partial demolition of one or more rental units in a building or structure consisting of five or more units

READ A FIRST TIME the	27	day of	April	, 2026
READ A SECOND TIME the	27	day of	April	, 2026
PUBLIC HEARING HELD the	25	day of	May	, 2026
READ A THIRD TIME the	25	day of	May	, 2026
ADOPTED the		day of		, 2026

_____ Mayor _____ Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY HOUSING AGREEMENT
(TOWNSHIP OF LANGLEY HOUSING TRUST SOCIETY – 199 STREET SITE)
BYLAW NO. 6222

EXPLANATORY NOTE

Bylaw No. 6222 authorizes the Township of Langley to enter into a Housing Agreement with Township of Langley Housing Trust Society to secure rental housing and affordable rental units and repeals Housing Agreement Bylaw No. 6148.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY HOUSING AGREEMENT

(TOWNSHIP OF LANGLEY HOUSING TRUST SOCIETY – 199 STREET SITE)

BYLAW NO. 6222

A Bylaw to authorize a Housing Agreement.

The Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as “Township of Langley Housing Agreement (Township of Langley Housing Trust Society – 199 Street Site) Bylaw No. 6222”.

2. The Council of the Township of Langley hereby authorizes the Corporation of the Township of Langley to enter into an Agreement with Township of Langley Housing Trust Society – 199 Street Site as set out in Schedule “A”, attached to and forming part of the bylaw (the “Agreement”).

3. The lands identified in the Agreement are legally described as:

   Lot A Section 22 Township 8 New Westminster District Plan 68321

4. Upon Execution of the Agreement by the Mayor and the Township Clerk (or Deputy Clerk), the Agreement shall be validly entered into as authorized by this Bylaw.

5. The Township Clerk (or Deputy Clerk) is authorized to sign and cause to be registered in the Land Title office, notices of the Agreement as may be required under the *Local Government Act.*

6. Township of Langley Housing Agreement (Township of Langley Housing Trust Society – 199 Street Site) Bylaw No. 6148 is hereby repealed.

READ A FIRST TIME the	25	day of	May	, 2026
READ A SECOND TIME the	25	day of	May	, 2026
READ A THIRD TIME the	25	day of	May	, 2026
ADOPTED the		day of		, 2026

_____ Mayor _____ Township Clerk

TERMS OF INSTRUMENT - PART 2

HOUSING AGREEMENT AND SECTION 219 COVENANT
(Section 483 of the *Local Government Act* and Section 219 of the *Land Title Act*)

THIS AGREEMENT made as of the ___ day of _____, 2026.

BETWEEN:

Township of Langley Housing Trust Society
20338 – 65 Avenue
Langley, B.C., V2Y 3J1

(the "**Leasehold Owner**")

AND:

The Corporation of the Township of Langley
20338 – 65 Avenue
Langley, B.C., V2Y 3J1

(the "**Local Government**")

WHEREAS:

A. The Corporation of the Township of Langley is the registered owner of those lands and premises located at 7883 – 199 Street in Langley, B.C. and legally described as:

PID: 000-801-607
Lot A Section 22 Township 8 New Westminster District Plan 68321

(the "**Lands**");

B. The Leasehold Owner is the registered owner of a leasehold interest in the Lands pursuant to a lease registered in the Land Title Office with document number CB2026999;

C. The Leasehold Owner may, pursuant to section 483 of the *Local Government Act,* enter into a housing agreement with an owner regarding the occupancy of the housing units identified in the agreement, including but not limited to terms and conditions referred to in section 483(2) of the *Local Government Act*;

D. Section 219 of the *Land Title Act* permits the registration of a covenant of a positive or negative nature in favour of the Local Government in respect of the use of land or construction on land;

E. The Leasehold Owner and the Local Government wish to enter into this Agreement to provide for rental housing units on the Lands, on the terms and conditions set out in this Agreement, and agree that this Agreement is a housing agreement pursuant to section 483 of the *Local Government Act* and a covenant pursuant to section 219 of the *Land Title Act*.

NOW THEREFORE THIS AGREEMENT WITNESSES that in consideration of $1.00 paid by each of the Parties to the other (the receipt and sufficiency of which is acknowledged by each party) and in consideration of the promises exchanged below, the Parties covenant and agree as follows:

1. Definitions

1.1 In this Agreement, unless otherwise defined, the following words have the following meanings:

(a) "**Agreement**" means this agreement and includes all recitals, instruments, schedules, and amendments thereto;

(b) "**BC Housing**" means British Columbia Housing Management Commission or its successor in function;

(c) "**Below Market Rent Unit**" means any Dwelling Unit more particularly set forth in section 2.1(c);

(d) "**Building**" means the building(s) and all other structures to be constructed on the Lands, together with all alterations or repairs thereto and all improvements from time to time constructed upon or affixed or appurtenant to the Lands;

(e) "**CMHC**" means the Canada Mortgage and Housing Corporation;

(f) "**CMHC Langley Median Rent**" means the median rent for the applicable Dwelling Unit bedroom type in Langley City and Langley District Municipality, as published from time to time by CMHC in its rental market survey, or any successor publication; and if CMHC ceases to publish such data, as determined by the Local Government acting reasonably

(g) "**Dwelling Units**" means collectively, all of the dwelling units expected to be constructed on the Lands, and any one, a "**Dwelling Unit**";

(h) "***Land Title Act***" means the *Land Title Act*, R.S.B.C. 1996, c. 250, together with all amendments thereto and replacements thereof;

(i) "**Land Title Office**" means the applicable Land Title Office or its successor in function;

(j) "***Local Government Act***" means the *Local Government Act*, R.S.B.C. 2015, c. 1, together with all amendments thereto and replacements thereof;

(k) "**Market Rent**" means rent for a Dwelling Unit that is based on an independent market rent appraisal and determined in accordance with the requirements of the BC Builds Rental Supply Program;

(l) "**Middle Income Limit**" means the gross annual household income that does not exceed the 75th income percentile:

(i) with respect to Dwelling Units with less than two (2) bedrooms, for families without children; or

(ii) with respect to Dwelling Units with two (2) or more bedrooms, for families with children,

as determined from time to time by BC Housing;

(m) "**Parties**" means together, the Leasehold Owner and the Local Government;

(n) "***Real Estate Act***" means the *Real Estate Act*, S.B.C. 1979, c. 356, together with all amendments thereto and replacements thereof;

(o) "***Residential Tenancy Act***" means the *Residential Tenancy Act*, S.B.C. 2002, c. 78, together with all amendments thereto and replacements thereof;

(p) "***Strata Property Act***" means the *Strata Property Act*, S.B.C. 1998, c. 43, together with all amendments thereto and replacements thereof;

(q) "**Subdivide**" or "**Subdivision**" means to divide, apportion, consolidate or subdivide the Lands, or the ownership or right to possession or occupation of the Lands into two or more lots, strata lots, parcels, parts, portions or shares, whether by plan, descriptive words or otherwise, under the *Land Title Act*, the *Strata Property Act*, or otherwise, and includes the creation, conversion, organization or development of "cooperative units" or "shared interests in land" as defined in the *Real Estate Act*;

(r) "**Tenants**" means one or more individuals that occupy or propose to occupy Dwelling Units, and any one, a "**Tenant**"; and

(s) "**Tenancy Agreement**" means a tenancy agreement, lease, license or other agreement granting rights to occupy a Dwelling Unit that is governed by the *Residential Tenancy Act*.

2. Section 219 Covenant – Land Use Restrictions

2.1 The Leasehold Owner hereby covenants and agrees with respect to the use of the Lands and Building from the date of this Agreement set forth on the first page of the Terms of Instrument – Part 2 as follows:

(a) once the Dwelling Units have been constructed and the Local Government has issued an occupancy permit(s) for the Dwelling Units, the Dwelling Units shall be used only in accordance with this Agreement;

(b) any development on the Lands shall include the Dwelling Units to be used in a manner consistent with this Agreement;

(c) at least thirty percent (30%) of the Dwelling Units must be

i. rented to Tenants for rents that are ten percent (10%) below CMHC Langley Median Rent; and

ii. occupied by households with incomes at or below housing income limits for the corresponding size of housing unit, as set out in the current "Housing Income Limits" table published by BC Housing, or equivalent publication; and

iii. occupied by households that comply with the Eligibility Criteria and are rented to Tenants in accordance with Township of Langley Development Cost Charge Waiver For Not-For-Profit Housing Bylaw No. 5901 as amended or replaced from time to time

(d) each Dwelling Unit shall only be occupied by Tenants whose gross annual income does not exceed the applicable Middle Income Limit and each rented at a rate determined by BC Housing;

(e) the Leasehold Owner shall endeavour to rent each Below Market Rent Unit to Tenants who generally have lower gross annual income as at the date of initial occupancy than the average gross annual income as at the date of initial occupancy of Tenants who occupy a Dwelling Unit for Market Rent;

(f) each Dwelling Unit shall only be used for rental purposes, pursuant to a Tenancy Agreement;

(g) every Tenancy Agreement shall identify all Tenants of a Dwelling Unit;

(h) no Dwelling Unit on the Lands may be rented to or tenanted by any Tenant for a term of less than thirty (30) days; and

(i) the Leasehold Owner shall operate the Dwelling Units in compliance with the terms, conditions, requirements and restrictions contained in this Agreement.

2.2 The Local Government may permit the Leasehold Owner to Subdivide the Lands to Subdivide any excess lands within the Lands (which are not required as part of the Building in which the Dwelling Units will be built), provided that the Leasehold Owner will be able to ensure that the Dwelling Units can be built within current bylaws on the remainder portion of the Lands (the "**Remainder Lands**"), in which case the Local Government will upon Subdivision in this manner, discharge this Agreement from title to the excess lands, with this Agreement remaining in full force and effect against the Remainder Lands. The Leasehold Owner may Subdivide the Building pursuant to the *Strata Property Act,* in which case, the Local Government will, upon Subdivision in this manner, discharge this Agreement from title to all strata lots other than those strata lots that comprise the Dwelling Units.

2.3 The Leasehold Owner shall not sell or transfer, or agree to sell or transfer, any interest in the Dwelling Units, other than a full interest in the Leasehold Owner's leasehold title, to a purchaser that agrees to assume the terms and conditions of this Agreement.

3. Notice to be Registered in the Land Title Office

3.1 The Leasehold Owner hereby acknowledges and agrees that:

(a) this Agreement constitutes both a covenant under section 219 of the *Land Title Act* and a housing agreement entered into under section 483 of the *Local Government Act*;

(b) notice of this Agreement shall be registered in the Land Title Office by the Local Government at the cost of the Leasehold Owner in accordance with section 483 of the *Local Government Act*; and

(c) pursuant to section 483(6) of the *Local Government Act*, this Agreement shall be binding on all persons who acquire an interest in the Lands from the Leasehold Owner after registration of this notice, and unless discharged in accordance with this Agreement, shall run with and bind the Lands in perpetuity.

4. Compliance with Agreement

4.1 The Leasehold Owner hereby irrevocably authorizes the Local Government to make such inquiries as it considers reasonably necessary in order to confirm that the Leasehold Owner is complying with this Agreement.

5. Enforcement and Waiver

5.1 Nothing contained or implied herein shall prejudice or affect the rights and powers of the Local Government in the exercise of its functions under any public or private statutes, bylaws, orders and regulations, all of which may be fully and effectively exercised in relation to the Lands. The waiver by a party of any failure on the part of the other party to perform in accordance with any of the terms or conditions of this Agreement shall not be construed as a waiver of any future or continuing failure, whether similar or dissimilar.

5.2 The Parties agree that the Local Government is not obligated to inspect the Lands or to otherwise ensure compliance with this Agreement, nor is the Local Government obligated to remedy any default of this Agreement. A failure by the Local Government to enforce this Agreement shall not constitute a waiver of any of the Local Government's rights herein.

5.3 Notwithstanding any provision to the contrary in this Agreement, if the Leasehold Owner is in default of its obligations set forth in this Agreement then the Local Government may, by written notice to the Leasehold Owner, as the case may be:

(a) require such default to be corrected within thirty (30) days after receipt of such notice; and

(b) if within the thirty (30) days after receipt of such notice the default has not been corrected or reasonable steps to correct the default have not been taken, the Local Government, without limiting any other right it might have, may, but is under no obligation to, enter onto the Lands and rectify such default to the extent considered necessary by the Local Government, or pursue any other remedy consistent with the provisions set forth in sections 5.4 and 5.5.

5.4 No remedy under this Agreement is deemed to be exclusive but will, where possible, be cumulative with all other remedies available at law or in equity.

5.5 The Leasehold Owner hereby covenants and agrees that, in addition to any remedies that are available under this Agreement or at law, the Local Government is entitled to all equitable remedies, including specific performance, injunction and declarative relief to enforce its rights under this Agreement. The Leasehold Owner each acknowledges that specific performance, injunctive relief (mandatory or otherwise) or other equitable relief may be the only adequate remedy for a default by the Leasehold Owner under this Agreement.

6. Discharge or Amendment

6.1 This Agreement shall be discharged or amended only by an instrument duly executed by the Parties. Notwithstanding the foregoing, a unilateral discharge is the right of the Local Government pursuant to section 8.1(c).

6.2 Pursuant to section 483(4) of the *Local Government Act*, this Agreement may be amended only by a bylaw adopted with the consent of the Parties.

7. Indemnity and Release

7.1 The Leasehold Owner hereby releases, indemnifies and saves harmless the Local Government from all loss, damage, costs (including without limitation legal costs), expenses, actions, suits, debts, accounts, claims and demands (collectively, the "**Claims and Losses**"), including without limitation any and all claims of third parties (and including personal injury, death or damage occurring in or on the Lands), which the Local Government may suffer, incur or be put to arising directly or indirectly out of or in connection with this Agreement, including:

(a) any breach by the Leasehold Owner of any covenant or agreement contained in or related to this Agreement;

(b) any negligent act or omission of the Leasehold Owner or its officers, directors, agents, contractors or other persons for whom at law the Leasehold Owner is responsible;

(c) the exercise of discretion by any employee or official of the Local Government for any matter relating to this Agreement;

(d) the construction, maintenance, repair, ownership, lease, license, operation, management or financing of the Lands, the Building or any portion thereof, including any Dwelling Unit; and/or

(e) the exercise by the Local Government of any of its rights under this Agreement or an enactment.

Notwithstanding the foregoing or anything to the contrary set forth in this Agreement, the indemnity being granted by the Leasehold Owner hereunder shall exclude such Claims and Losses arising from the negligent acts or omissions, bad faith or willful misconduct of the Local Government.

7.2 The indemnity and release set forth in section 7.1 shall survive the termination of this Agreement.

8. Agreement for Benefit of Local Government Only

8.1 The Parties agree that:

(a) this Agreement is entered into only for the benefit of the Local Government;

(b) this Agreement is not intended to protect the interests of the Leasehold Owner, any tenant, or any future owner, lessee, occupier or user of the

Lands, the Building or any portion thereof, including any Dwelling Unit; and

(c) the Local Government may at any time execute a release and discharge of this Agreement, without liability to anyone for doing so, and without obtaining the consent of the Leasehold Owner.

9. Miscellaneous

9.1 Time will be of the essence of this Agreement and will remain of the essence notwithstanding the extension of any of the dates under this Agreement.

9.2 This Agreement represents the whole agreement between the Parties, and there are no warranties, representations, conditions or collateral agreements made by the Parties except as set forth in this Agreement.

9.3 The captions and headings throughout this Agreement are for convenience and reference only and the words and phrases contained therein will in no way be held or deemed to define, limit, describe, explain, modify, amplify or add to the interpretation, construction or meaning of any provision of or the scope or intent of this Agreement or in any way affect this Agreement.

9.4 If any provision of this Agreement is found to be invalid or unenforceable, such provision or any part thereof will be severed from this Agreement and the remainder of this Agreement will remain in full force and effect.

9.5 Each of the Parties shall at all times and from time to time and upon reasonable request do, execute and deliver all further assurances, acts and documents for the purpose of evidencing and giving full force and effect to the covenants, agreements and provisions in this Agreement.

9.6 All notices, demands and requests which may or are required to be given pursuant to this Agreement will be in writing and will be sufficiently given if served personally upon the party for which it is intended, or mailed prepaid and double registered:

(a) in the case of the Leasehold Owner, addressed to:

Township of Langley Housing Trust Society
20338 – 65 Avenue
Langley, B.C., V2Y 3J1

Attention: President

(b) in the case of the Local Government, addressed to:

Township of Langley
202338 – 65 Avenue
Langley, B.C., V2Y 3J1

Attention: Township Clerk

or at such other addresses as each of the Parties may from time to time advise by notice in writing. The date of receipt of any such notice, demand or request will be deemed to be the date of delivery if such notice, demand or request is served personally or if mailed as aforesaid on the fifth business day next following the date of such mailing; provided, however, that if mailed, should there be between the time of mailing and the actual receipt of the notice a mail strike, slow down of postal service or other labour dispute which affects the delivery of such notice, then such notice will be deemed to be received when actually delivered.

9.7 Unless the context otherwise requires, the laws of British Columbia will apply to this Agreement and all statutes referred to herein are enactments of the Province of British Columbia. Without limiting the above, in the event of any conflict between any provision of this Agreement and the *Residential Tenancy Act*, this Agreement is without effect to the extent of the conflict, except that the Leasehold Owner shall be responsible for ensuring that every Tenancy Agreement fairly reflects the material terms of this Agreement.

9.8 Any reference to a statute includes and is a reference to such statute and to the regulations made pursuant thereto, with all amendments made from time to time to such statute and regulations and as they are in force from time to time, and to any statute and regulations that may be passed which have the effect of supplementing or superseding such statutes and regulations.

9.9 The Leasehold Owner will do everything necessary, at the expense of the Leasehold Owner, to ensure that a notice under section 483(5) of the *Local Government Act* will be filed on the title to the Lands and that this Agreement will be noted and registered against title to the Lands in priority to all financial charges and financial encumbrances which may have been registered or are pending registration against title to the Lands save and except those specifically approved in advance in writing by the Local Government or in favour of the Local Government.

9.10 The Leasehold Owner is only liable for breaches of this Agreement that occur while the Leasehold Owner is the registered owner of the leasehold interest in the Lands provided however that notwithstanding that the Leasehold Owner is no longer the registered owner of the leasehold interest in the Lands, the Leasehold Owner will remain liable for breaches of this Agreement that occurred while the Leasehold Owner was the registered owner of the leasehold interest in the Lands.

9.11 This Agreement shall enure to the benefit of and be binding upon the Parties hereto and their respective successors and permitted assignees.

By signing the General Instrument Part I, the Parties have agreed to be bound by their respective obligations contained in this Agreement.

PRIORITY AGREEMENT

With respect to a Housing Agreement (the "Housing Agreement") made pursuant to Section 483 of the Local Government Act between the Corporation of the Township of Langley and the Township of Langley Housing Trust Society (the "Owner") with respect to the lands and premises legally known and described as:

Parcel Identifier: 000-801-607
Lot A Section 22 Township 8 New Westminster District Plan 68321

(the "Lands")

British Columbia Housing Management Commission (the "Chargeholder") is the holder of a Mortgage and Assignment of Rents encumbering the Lands and is the holder of a Section 219 Covenant encumbering the Lands which Mortgage and Assignment of Rents were registered in the New Westminster Land Title Office under numbers CB2027313 and CB2027314, respectively, and which Mortgage was amended by Charge CB2627756 (collectively, the "Bank Charges") and which Covenant was registered in the New Westminster Land Title Officer under number CB2027193 (the "Covenant Charge").

The Chargeholder, being the holder of the Bank Charges and the Covenant Charge in consideration of the payment of Ten Dollars ($10.00) and other good and valuable consideration (the receipt and sufficiency of which is hereby acknowledged and agree to by the Chargeholder), hereby consents to the granting of the covenants in the Housing Agreement by the Owner and hereby covenants that the Housing Agreement will bind the Bank Charges and the Covenant Charge in the Lands and will rank in priority upon the Lands over the Bank Charges and the Covenant Charge as if the Housing Agreement had been signed, sealed and delivered and noted on title to the Lands prior to the Bank Charges and the Covenant Charge and prior to the advance of any monies pursuant to the Bank Charges. The grant of priority is irrevocable, unqualified and without reservation or limitation.

PRIORITY AGREEMENT

With respect to a Housing Agreement (the "Housing Agreement") made pursuant to Section 483 of the Local Government Act between the Corporation of the Township of Langley and the Township of Langley Housing Trust Society (the "Owner") with respect to the lands and premises legally known and described as:

Parcel Identifier: 000-801-607
Lot A Section 22 Township 8 New Westminster District Plan 68321

(the "Lands")

Provincial Rental Housing Corporation (the "Chargeholder") is the holder of a Covenant and Option to Purchase encumbering the Lands which Covenant and Option to Purchase were registered in the New Westminster Land Title Office under numbers CB2027193 and CB 2027194, respectively (collectively, the "Charges").

The Chargeholder, being the holder of the Charges in consideration of the payment of Ten Dollars ($10.00) and other good and valuable consideration (the receipt and sufficiency of which is hereby acknowledged and agree to by the Chargeholder), hereby consents to the granting of the covenants in the Housing Agreement by the Owner and hereby covenants that the Housing Agreement will bind the Charges in the Lands and will rank in priority upon the Lands over the Charges as if the Housing Agreement had been signed, sealed and delivered and noted on title to the Lands prior to the Charges. The grant of priority is irrevocable, unqualified and without reservation or limitation.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500
AMENDMENT (BAHUGUN / DHILLON) BYLAW NO. 6001

EXPLANATORY NOTE

Bylaw No. 6001 rezones 0.8 ha (2.0 ac) of land located at 7860 – 197 Street from Suburban Residential Zone SR-2 to Comprehensive Development Zone CD-190 to accommodate approximately 46 townhouse units.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (BAHUGUN / DHILLON) BYLAW NO. 6001

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 (Bahugun / Dhillon) Bylaw No. 6001".

2. The "Township of Langley Zoning Bylaw 1987 No. 2500" as amended is further amended by:

   a. Adding to the Table of Contents and Section 104.1 – Zones the words "Comprehensive Development Zone CD-190" after the words "Comprehensive Development Zone CD-189"

   b. Adding to Section 110.1 after the words "CD-189" the words "CD-190 – 2024 m^2"

   c. Adding after Section 1089 "Comprehensive Development Zone CD-189" the following as Section 1090 "Comprehensive Development Zone CD-190"

1090 **COMPREHENSIVE DEVELOPMENT ZONE CD-190**

Uses Permitted

1090.1 In the CD-190 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

1090.2 The density permitted shall be no greater than 74 units per hectare (30 units per acre).

Lot Coverage

1090.3 The maximum permitted lot coverage of *buildings* and *structures* shall not exceed 50% of the lot area.

Siting of Buildings and Structures

1090.4 Siting of *buildings* and *structures* shall be in accordance with the provisions of a Development Permit.

Height of Buildings and Structures

1090.5 The *height* of *buildings* and *structures* shall not exceed three (3) storeys.

Parking and Loading

1090.6 Parking and loading shall be provided in accordance with Section 107 and be in accordance with the provisions of the Development Permit.

Subdivision Requirements

1090.7 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

1090.8 Landscaping areas, landscaping screens and fencing shall be provided in accordance with the provisions of a Development Permit.

Age Friendly Amenity

1090.9 *Age-Friendly Amenity areas* shall be provided in accordance with Section 111.5 and in accordance with the Development Permit.

Development Permit Requirements

1090.10 An application for a Development Permit shall be submitted to Council for its consideration prior to issuance of a Building Permit.

3. The "Township of Langley Zoning Bylaw 1987 No. 2500" as amended is further amended by rezoning the lands described as:

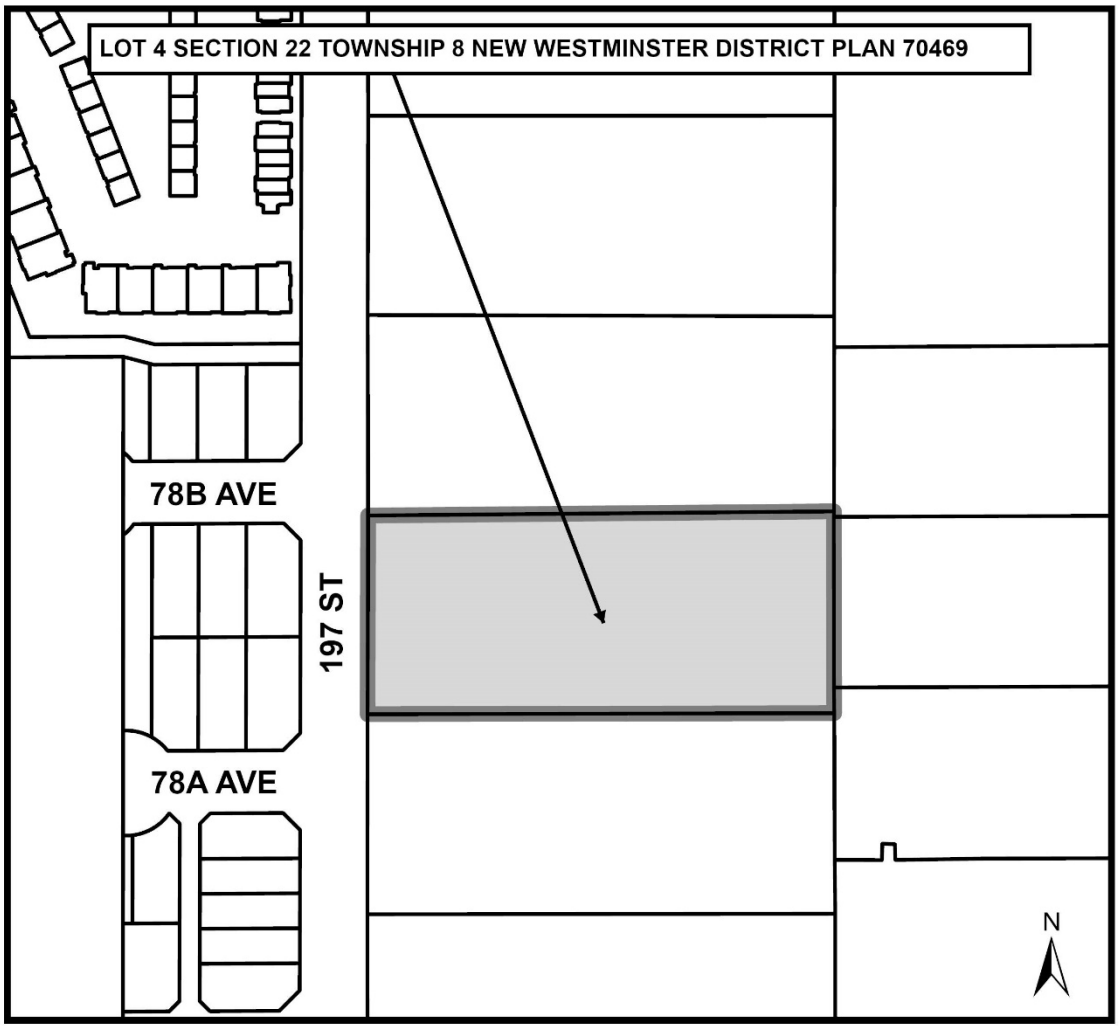
Lot 4 Section 22 Township 8 New Westminster District Plan 70469

as shown delineated on Schedule "A" attached to and forming part of this Bylaw to Comprehensive Development Zone CD-190.

NOTICE WAS ADVERTISED the	14, 21	day of	March	, 2024
READ A FIRST TIME the	25	day of	March	, 2024.
READ A SECOND TIME the	25	day of	March	, 2024.
READ A THIRD TIME the	25	day of	March	, 2024.
ADOPTED the		day of		, 2026.

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 6001



Township of Langley
Est. 1873

AGRICULTURAL BYLAW REVEW TASK FORCE

Terms of Reference

1.0 BACKGROUND

The Agricultural Advisory Committee (AAC) is established pursuant to Council Advisory Committee Establishment Bylaw No. 4700, as amended, and Council Policy 01-008 (Appointments to Committees, Boards, and Task Forces). The AAC's 2026 Work Plan calls for the establishment of the Agricultural Bylaw Review Task Force ("Task Force").

The AAC is composed of community volunteers that work to ensure that the agricultural industry has representation and advocates for the contributions that farming provides to the Township of Langley. The AAC and its annual work plans are guided, in part, by the Agriculture Viability Strategy (AVS) adopted by Council in 2013. The AVS includes four main strategies to strengthen farming:

1. Provide a welcoming business environment for farming;
2. Provide the required services and infrastructure;
3. Provide a secure agriculture land base; and
4. Support farmer use of best farm management practices.

The AAC provides continuity of representation and advocacy as it forms a task force to complete the specifics of these Terms of Reference.

2.0 PURPOSE

The AAC's 2026 Work Plan calls for the establishment of the Agricultural Bylaw Review Task Force to:

- Review the existing regulatory context, specifically bylaws and policies that currently provide guidance and regulate farming.
- Research and compare Zoning Bylaws and "farm bylaws" with those in other "regulated" municipalities under the "right-to-farm" legislation, Ministry of Agriculture and Food Guide for Bylaw Development in Farming Areas and the Minister Bylaw Standards.
- Identify areas that need clarification and/or updating.
- Recommend policy and regulatory changes to support the agricultural industry.

3.0 EXPECTED TERM OF SERVICE

The Task Force will serve a 232-day term starting April 13, 2026 and terminating (November 30, 2026), allowing it to continue meeting through the municipal election period in 2026.

4.0 MEMBERSHIP

The Task Force shall consist of a minimum of four Council-appointed AAC members and others with expertise or experience in the subject areas, such as representatives from the Ministry of Agriculture and Food, Agricultural Land Commission and BC Agriculture Council.

The Task Force will be non-voting and, as such, selecting a chair and establishing quorum will not be necessary.

5.0 MEETING FREQUENCY / SCHEDULING

The Task Force will meet approximately six times over the length of its term, but additional meetings may be held if required. While the AAC may recess after the June 2026 meeting due to the municipal elections in October, the Task Force may continue to meet and carry out its work in the second half of 2026.

6.0 STAFF SUPPORT

Township staff will facilitate the participation and contributions of the Task Force by:

- Providing relevant background information
- Scheduling meetings and preparing agendas
- Communicating with agencies, such as the Ministry of Agriculture and Food, Agricultural Land Commission and BC Agriculture Council, regarding representatives to serve on the Task Force
- Attending all meetings to facilitate discussion, provide advice, and obtain input
- Preparing meeting notes

7.0 DELIVERABLES

The Task Force is responsible for providing timely updates, oral or written, to the AAC as the research progresses. The AAC shall receive these updates for information. To accomplish this, the Task Force shall select one person from the group to be its spokesperson for communication purposes. The spokesperson will provide updates at each meeting of the AAC.

The Task Force shall provide a final presentation to the AAC summarizing its findings and recommendations.

A final report and/or Report to Council that summarizes the Task Force's findings shall be prepared following the conclusion of the Task Force.

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	JUNE 15, 2026
FROM:	ENGINEERING DIVISION	**FILE NO:**	5330-23-160
SUBJECT:	PARKING RESTORATION ON THE SOUTH SIDE OF 72 AVENUE		

The purpose of this memorandum is to update Mayor and Council on the restoration of temporary on-street parking on the south side of 72 Avenue.

At the April 13, 2026 Regular Council Meeting, Council directed staff to restore on-street parking on the south side of 72 Avenue from 208A Street to the proximity of the Arbour Ribbon Trail.

Previously, temporary on-street parking was permitted on the south side of 72 Avenue between 208A Street and the vicinity of the Stevenson Trail. This parking lane was marked as temporary until such time as it could be converted to an eastbound travel lane. The previous extent of the temporary on-street parking is shown in Attachment A.

The temporary parking on the south side of 72 Avenue was removed as part of the 208 Street widening project to implement two continuous eastbound lanes through the intersections of 208 Street and 210 Street to improve traffic flow.

To accommodate the parking, the eastbound cross-section on 72 Avenue will be revised to include a single eastbound travel lane, a painted buffer, a bike lane, and a curb-adjacent parking lane, as shown in Attachment B. To maintain continuity for cycling facilities, the transition will occur east of the 208A Street intersection.

The work includes traffic control, eradication of existing pavement markings, installation of new pavement markings, and installation of new signage. The work is expected to begin in July 2026, subject to weather and contractor availability.

ATTACHMENT A 72 Avenue Previous Temporary Parking Limit

ATTACHMENT B 72 Avenue Parking Reinstatement Drawing

ATTACHMENT A



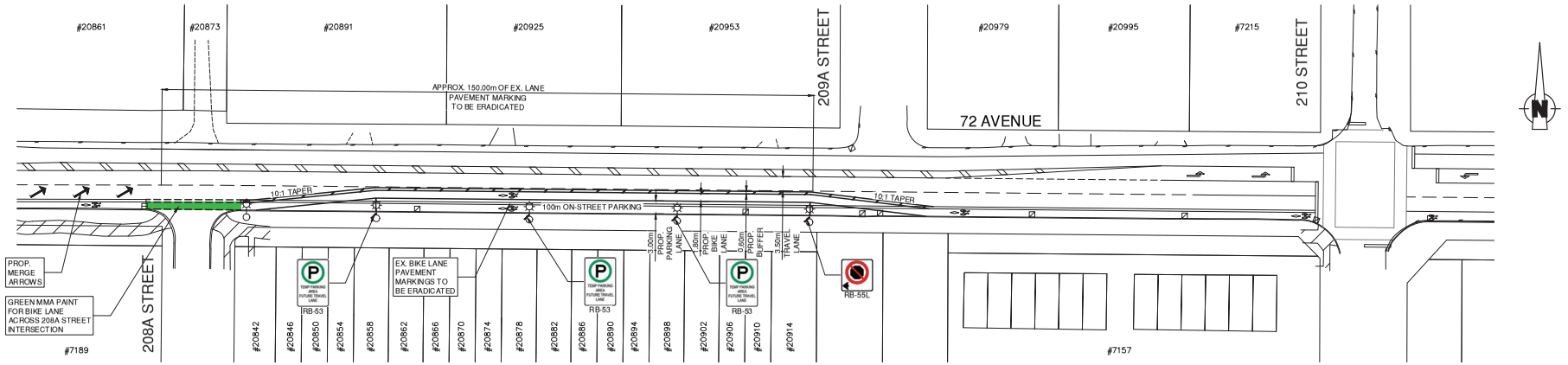
Township of Langley BC
Est. 1873

72 Avenue Original Temporary Parking

Map printed on: Thursday, May 21, 2026
Township of Langley

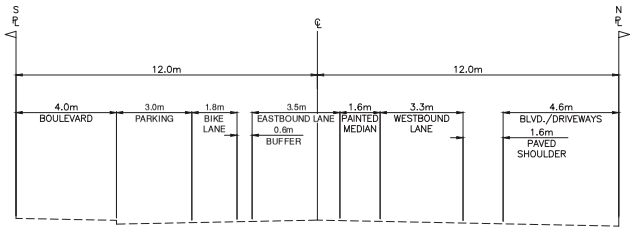
0 70 140 280 Meters
1:3,494

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



NOTE:

1. LANE ENDS SIGN (WA-33R) TO BE INSTALLED BEFORE PROP. MERGE ARROWS ON 72 AVENUE WEST OF 208A STREET INTERSECTION



72 AVENUE - TYPICAL SECTION
208A STREET - 209A STREET
SCALE = 1:100

NOTES

CONTRACTOR TO CONTACT TELUS, BC HYDRO, FORTISBC AND BC ONE CALL PRIOR TO CONSTRUCTION TO CONFIRM LOCATIONS OF UTILITIES AND APPURTENANCES REQUIRING ADJUSTMENT.

BENCHMARK

LEGAL

SEAL

_____, PROFESSIONAL ENGINEER, IN GOOD STANDING IN AND FOR THE PROVINCE OF BRITISH COLUMBIA, HEREBY CERTIFY THAT THE WORKS IN HEREIN SET OUT ON THE ATTACHED DRAWINGS HAVE BEEN DESIGNED TO GOOD ENGINEERING PRACTICE AND IN COMPLIANCE WITH THE TOWNSHIP OF LANGLEY SUBDIVISION AND DEVELOPMENT CONTROL BYLAW, EXCEPT AS NOTED BELOW.

EXCEPTIONS: _____

PERMIT TO PRACTICE NUMBER: 1001332

No	Date	REVISIONS
1	11/05/26	CONCEPTUAL DESIGN

DESIGN BY:	GS
DRAWN BY:	KLO
APPROVED BY:	DS
DATE:	APR. 2026
SCALE:	1:500 H

The Corporation of the Township of Langley

Township of Langley

STREET PARKING REINSTATEMENT
72 AVENUE - 208A STREET TO 209A STREET

DESIGN FILE No	PLAN No
AS BUILT No.	SHEET NO.

REV. 1

May 11 2026 - 9:11am C:\Drafting\ENGINEERING SERVICES DRAFTING PROJECTS\PROJECTS= ENGINEERING SERVICES\Street Parking Reinstatement 72 Ave - 208A-209A\72 Ave 208A-209A.dwg/208A-209A kdocena

Township of Langley
Est. 1873

MEMORANDUM

TO:	MAYOR AND COUNCIL	**DATE:**	JUNE 15, 2026
FROM:	ENGINEERING DIVISION	**FILE NO:**	5400-16-005-17
SUBJECT:	RAILWAY CROSSING SAFETY ASSESSMENT UPDATE		

The purpose of this memorandum is to provide Mayor and Council with an update on the railway crossing safety assessment being undertaken in response to the Council resolution passed at the February 9, 2026 Regular Meeting.

Council directed staff to report on potential safety improvements at the Glover Road and Church Street railway crossings, and other higher-risk urban pedestrian rail crossings as appropriate. The report is to evaluate measures such as fencing, pedestrian crossing gates, additional pedestrian deterrents, and short-term improvements to signage, sightlines, and lighting. Staff are also to provide estimated costs, potential funding sources, and an implementation timeline prioritizing immediate, high-impact safety measures.

Following Council's direction, staff have completed a preliminary review of the Township's railway grade crossings to identify urban rail crossings that may warrant further safety review based on pedestrian activity and the surrounding land use context. Through this review, the Glover Road and Church Street crossings were identified as urban rail crossings in the Township with relatively high pedestrian activity and were selected for further railway crossing safety assessment.

Given the specialized rail expertise required for this work, staff reached out to qualified engineering consultants with experience in railway crossing safety and transportation engineering and requested proposals for the assessment.

The assessment will include a review of existing conditions at the Glover Road and Church Street railway crossings, engagement with the railway company, and the identification of potential safety improvements for all road users. The assessment is anticipated to be completed in Q4 2026. Following completion of the assessment, a report will be brought forward to Council outlining the findings, recommended safety improvements, estimated costs, and proposed next steps.

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	JUNE 15, 2026
FROM:	CORPORATE PROJECTS DIVISION	**FILE NO:**	0810-30
SUBJECT:	PLAYGROUND PARTNERSHIPS WITH PARENT ADVISORY COUNCILS		

This memorandum is in response to a Motion carried at the February 24, 2026 Council Meeting that:

> *"Council direct staff to report back to Council with a review of the merits, or lack thereof, of establishing a new annual grant program for Parent Advisory Councils, with matching funds available through the Township of Langley for school playground renovation, expansion, and/or replacement projects that also provide an overall additional community benefit."*

Staff do believe there are merits to the potential addition of such a grant program. Staff have reviewed prior programs and existing grant opportunities and recommend the consideration of adding a new category to the Community Grant Program Policy to establish a grant stream through which Parent Advisory Councils (PACs) may apply for matching funds to repair, replace, improve, or construct new playgrounds.

This new grant stream could provide numerous community benefits including:

1. Leveraging PAC fundraising and community donations to advance playground improvements sooner than they might otherwise occur;
2. Supporting child-friendly and family-oriented recreation infrastructure in neighbourhoods across the Township;
3. Improving accessibility, inclusion, safety, and play value at joint park/school sites that are used by the broader community outside school hours; and
4. Establishing a consistent, transparent review framework for Council consideration.

Applications could be required to:

1. Be located on one of:
   a. Township property;
   b. School District and Township joint-use park sites; or
   c. Other School District or publicly owned properties where there is no nearby Township Park property.
2. Demonstrate a public benefit by:
   a. Providing a new playground in an area that one does not exist;
   b. Extend public use beyond school session hours;
   c. Repair or replacing damaged or obsolete equipment;
   d. Supporting inclusive play opportunities; or
   e. Improving accessibility.

3. Meet minimum application requirements, including:
   a. Written support from the property owner, if the property is not owned by the Township;
   b. Consider provisions for future maintenance; and
   c. Provide any required permits and approvals.

Following a review of prior projects and the approximate costs of playground equipment pieces found at local schools, staff suggest applications could be considered under two funding streams:

1. Minor applications requesting matching funds of up to $10,000.
2. Major applications requesting matching funds of up to $100,000.

Applications could be reviewed by staff and evaluated based on their overall merit and demonstrated community benefit. Recommendations (and all applications) would then be brought forward to Council for consideration and funding approval as part of the annual Community Grant Program report.

If Council would like staff to proceed with such a program at this time:

- Staff would seek any additional input from Council following consideration of the program and criteria suggested, and

- Require direction to bring forward for Council's consideration amendments to the Community Grant Program Policy 06-022; and

- The Township's annual grant program budget would need to be increased in the year the program is introduced to support potential successful applications.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY WATERWORKS REGULATION BYLAW NO. 6074

CONSOLIDATED FOR CONVENIENCE ONLY

EXPLANATORY NOTE

Bylaw No. 6074 repeals and replaces Langley Waterworks Regulation Bylaw 2008 No. 4697, and all amendments thereto.

Amending Bylaw No. 6102 – adopted March 10, 2025
Bylaw No. 6102 amends the Langley Waterworks Regulation Bylaw No. 6074 to facilitate the adoption of Utility Rate Bylaw No. 6107.

Amending Bylaw No. 6180 – adopted January 26, 2026
Bylaw No. 6180 amends the Langley Waterworks Regulation Bylaw No. 6074 to remove grace periods for new development as a result of all connections now being metered.

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

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY WATERWORKS REGULATION BYLAW NO. 6074

A Bylaw to regulate the waterworks system, water supply, and rates.

The Municipal Council of the Township of Langley, in open meeting assembled, enacts as follows:

1. This Bylaw may be cited for all purposes as “Langley Waterworks Regulation Bylaw No. 6074”.

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PART 1 – INTERPRETATION

1.1 In this Bylaw:

1) words importing the singular number include the plural and vice versa and words importing the neuter gender include the masculine, feminine and non-binary genders;
2) headings given to sections are for convenience of reference only and do not form part of this Bylaw;
3) unless expressly stated otherwise, a reference to a 'section' is a reference to a section in this Bylaw and a reference to a 'Part' is a reference to a Part in this Bylaw; and
4) unless expressly stated otherwise, a reference to an enactment is a reference to an enactment of British Columbia and its regulations, as amended, revised, consolidated or replaced from time to time, and a reference to a bylaw or policy is a reference to a Township bylaw or policy, as amended, revised, consolidated or replaced from time to time.

1.2 In this Bylaw, and unless the context otherwise requires, words and terms will have the meaning indicated:

"*Agriculture Use***"** shall have the meaning as defined in the *Langley Zoning Bylaw*. The measurement unit for "*Agriculture Use*" is hectares of the total site.

"*Alternative Water Source***"** means any water supplied from a source other than the *Municipal Water System.*

"*Approval***"** or **"***Approved***"** means approval in writing from the *Engineer* for the *Municipality* or their authorized representative or designate.

"*Aesthetic Water Feature*" means a fountain, pond, or other water feature that primarily serves an aesthetic purpose but does not include fountains, ponds, or other water features that contain fish.

"*Authorized Backflow Prevention Device Tester***"** means a person who is currently registered as a Cross Connection Control Tester with the Certification Committee of the American Waterworks Association, B.C. Section, whose testing device has a current validation certification, and who holds (or whose company of employment holds) a current Township of Langley Business License or such other person as may be approved as an *Authorized Backflow Prevention Device Tester* by the *Engineer* or their designate in their sole discretion.

"*Authorized Backflow Prevention Device***"** means a mechanical device that prevents backflow of water and/or undesirable substances into the potable water system, and which is designed to be in-line tested and repaired, and to meet the head loss and flow requirements of the recognized approving authority. The device consists of the backflow prevention unit, two resilient seated shutoff valves, and test cock.

"*Building Code***"** means the British Columbia Building Code, as amended from time to time and any successor legislation thereto and all regulations thereunder.

"*Coach House***"** shall have the meaning as defined in the *Langley Zoning Bylaw*.

"*Collector***"** means the Municipal Collector for the *Municipality* and shall include any authorized representative or designate.

"*Commercial Irrigation***"** means the use of Municipally supplied water to irrigate crops grown for

commercial purposes.

"*Commercial Unit***"** means one or more rooms occupied or intended to be occupied for commercial use, whether or not such unit is located within a commercial zone under the *Langley Zoning Bylaw*.

"*Community Charter***"** means the Community Charter, S.B.C. 2003 c. 26, as amended from time to time and any successor legislation thereto and all regulations thereunder.

"*Council***"** means the Council of the *Municipality*.

"*Cross Connection***"** means any actual or potential connection or structural arrangement between a potable water system and any other source or system, through which it is possible to introduce into any part of the potable system any used water, fluid, gas, or any substance other than the intended potable water.

"*CSA***"** means the "Canadian Standards Association".

"*Curb Stop***"** means a Municipally owned valve located on a *Water Service* at an *Owner*'s property line.

"*Disconnection***"** or **"***Disconnected***"** means the removal of a *Water Service* including detachment from the *Municipal Water System*.

"*Distinct Premises***"** means each occurrence of a *Commercial Unit*, *Dwelling Unit*, *Industrial Unit*, or *Institutional Unit*.

"*Dwelling Unit***"** means one or more habitable rooms occupied or intended to be occupied as residential accommodation and usually containing or providing cooking, eating, living, sleeping and sanitary facilities.

"*Engineer***"** means the Director, Engineering and Public Works of the *Municipality* or their authorized representative or designate.

"*Fire Service***"** means a *Water Service* or *Private Service* that is intended solely for the purpose of providing a supply of water for fire protection.

"*Fire Service Water Meter***"** means an instrument that measures the volumetric flow rate of water and/or totalizes the accumulated flow of water on a *Fire Service*.

"*Flow Control Valve***"** means a valve that regulates the flow of water.

"*Groundwater Protection Regulation***"** means the Groundwater Protection Regulation, B.C. Reg. 39/2016, as amended from time to time and any successor legislation thereto and all regulations thereunder.

"*GVWD***"** means the Greater Vancouver Water District.

"*Highway***"** shall have the meaning as defined in the *Community Charter*.

"*Inaccessible Meter***"** means a *Water Meter* where access for reading or maintenance, in the opinion of the Engineer in their sole discretion, has become impeded or unsafe.

"*Inappropriate Working Area*" means an area determined by the *Engineer*, in their sole discretion, to be unsafe or inappropriate for the proper use, functioning, or inspection of Municipally owned equipment, including, without limitation, where the location of the equipment creates a situation that could cause harm to persons, *Real Property* or equipment.

"*Industrial Unit***"** means one or more rooms occupied or intended to be occupied for industrial use, whether or not such unit is located within an industrial zone under the *Langley Zoning Bylaw*.

"*Institutional Unit***"** means one or more rooms occupied or intended to be occupied for institutional use, whether or not such unit is located within an institutional zone under the *Langley Zoning Bylaw*.

"*Inspector***"** means the Inspector of the *Municipality* or their authorized representative or designate.

"*Intensive Agriculture Use***"** includes greenhouses, retail nurseries, manufacturing and processing plants for agriculture related products, and facilities used for intensive livestock operations. Produce stands, temporary uses (less than 6 months) and retail less than 100 m^2 shall not be considered an *Intensive Agriculture Use*. The measurement unit for "*Intensive Agriculture Use*" is hectares of developed area.

"*Langley Bylaw Notice Enforcement Bylaw***"** means the "Bylaw Notice Enforcement Bylaw 2008 No. 4703" adopted by *Council*, as amended from time to time and any successor legislation thereto.

"Langley Drinking Water Conservation Bylaw" means the "Drinking Water Conservation Bylaw 2018 No. 5321" adopted by *Council*, as amended from time to time and any successor legislation thereto.

"*Langley Fees And Charges Bylaw***"** means the "Fees and Charges Bylaw 2007 No. 4616" adopted by *Council*, as amended from time to time and any successor legislation thereto.

"*Langley Mobile Home Bylaw"* means the "Mobile Home Park Regulation and Control Bylaw 1975 No. 1505" adopted by *Council*, as amended from time to time and any successor legislation thereto.

"*Langley Sewerworks Regulation Bylaw***"** means the "Langley Sewerworks Regulation Bylaw 2018 No. 5367", adopted by *Council*, as amended from time to time and any successor legislation thereto.

"*Langley Subdivision and Development Servicing Bylaw***"** means the "Subdivision and Development Servicing Bylaw 2019 No. 5382", adopted by *Council*, as amended from time to time and any successor legislation thereto.

"*Langley Zoning Bylaw***"** means the "Township of Langley Zoning Bylaw 1987 No. 2500", adopted by *Council*, as amended from time to time and any successor legislation thereto.

"*Metered Service***"** means a *Water Service* with an attached *Water Meter* or other measuring device for determining the quantity of water used by such *Water Service*.

"Metering Chamber" means the enclosure containing a water meter and/or associated fittings intended to hold a water meter.

"*Mobile Home Park"* shall have the meaning as defined in the *Langley Mobile Home Bylaw*.

"*Municipality***"** means the Corporation of the Township of Langley.

"*Municipal Facilities***"** means facilities, structures and equipment owned or operated by the *Municipality* including, but not limited to, water treatment plants, water reservoirs, water pumping stations, pressure reducing stations, pressure boosting stations, water fill stations, and water well site locations.

"*Municipal Water System***"** means a system operated by the *Municipality* for the provision to the public of water for human consumption through pipes or other constructed conveyances, and includes any production, treatment, storage, and distribution facilities under the control of the operator of such system and used in connection with such system.

"*Normal Use***"** means the use of water for normal residential, institutional, commercial, or industrial purposes, including residential lawn sprinkling as set out under Section 6.2.

"*Once-Through Cooling***"** means water used by cooling, air conditioning, or refrigeration systems in buildings, building systems and equipment, which rely on the temperature of the water for cooling purposes and deliver water to a drain or other discharge facility without having recycled that water.

"*Owner***"** shall have the meaning as defined in the *Community Charter*.

"*Premises***"** means one or more habitable buildings situated on *Real Property*.

"*Private Service***"** means privately owned pipe and fittings intended to distribute water within a privately owned *Real Property*.

"*Real Property"* means land, with or without improvements so affixed to the land as to make them in fact and in law a part of it.

"*Sanitary Sewer System***"** shall have the meaning as defined in the *Langley Sewerworks Regulation Bylaw.*

"*Secondary Suite***"** means a *Dwelling Unit* within a *Premises* that is separate from the principal *Dwelling Unit* in the Premises, and in accordance with the *Langley Zoning Bylaw*.

"*Shut Off***"** means the process where the delivery of water from the *Municipal Water System* is terminated. *Shut Off* is normally executed by closing the *Curb Stop* to cut off the supply of municipal water to the *Real Property*.

"*Special Reading***"** means a *Water Meter* reading which occurs other than on the scheduled reading date, usually at the request of an *Owner*.

"*Strata Property Act***"** means the *Strata Property Act*, S.B.C. 1998, c. 43, as amended from time to time and any successor legislation thereto and all regulations thereunder.

"*Taxation (Rural Area) Act***"** means the *Taxation (Rural Area) Act*, R.S.B.C. 1996, c. 448, as amended from time to time and any successor legislation thereto and all regulations thereunder.

"*Turn On"* or **"***Turned On***"** means the process where the delivery of water from the *Municipal Water System* is activated. A *Turn On* is normally executed by opening the *Curb Stop* to permit the supply of municipal water to the *Real Property*.

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"*UL***"** or **"***ULC***"** mean Underwriters' Laboratories and Underwriters' Laboratories of Canada, respectively.

"*USC-FCCHR***"** means the University of Southern California Foundation for Cross Connection Control and Hydraulic Research, which is an agency that tests and approves *Backflow Prevention Device*s to prescribed standards.

"Utility Rate Bylaw" means the Utility Rate Bylaw No. 6107 adopted by Council, as amended from time to time and any successor legislation thereto.

"*Water Meter***"** means an instrument that measures the volumetric flow rate of water and/or totalizes the accumulated flow of water.

"*Water Service***"** means the Municipally owned pipe and fittings on a *Highway*, Municipally owned *Real Property* or servicing right of way, intended to carry water from the *Municipal Water System* to the furthest downstream Municipally installed fitting (excluding *Water Meter*s owned by the *Municipality* and located on privately owned *Real Property*) to which a *Private Service* is to be connected, with Municipal ownership extending to the downstream face of the Municipal fitting.

"*Water Sustainability Act***"** means the *Water Sustainability Act*, S.B.C. 2014, c. 15, as amended from time to time and any successor legislation thereto and all regulations thereunder.

PART 2 – MUNICIPAL WATER SYSTEM

2.1 Working On The Municipal Water System

1) No person other than an employee of the *Municipality* or other person*s* as authorized by the *Engineer* is permitted to:

    a) Enter upon *Real Property* owned by the *Municipality* and used to house *Municipal Facilities*, structures and equipment as required for the operation and maintenance of the *Municipal Water System*;

    b) Maliciously, willfully or negligently break, damage, destroy, uncover, deface, mar, tamper, climb upon, or interfere with any part of the *Municipal Water System*, or *Municipal Facilities*, or any permanent or temporary device installed in any part of the *Municipal Water System*;

    c) Obstruct at any time or in any manner access to any part of the *Municipal Water System*, or *Municipal Facilities*, and must promptly remove any such obstruction upon the written or verbal order of the *Engineer*;

    d) Connect to or operate any pipe, valve, *Water Meter*, hydrant or other part of the *Municipal Water System*, and must promptly remove any such connection upon the written or verbal order of the *Engineer*;

    e) Construct and connect any *Private Service* to the *Municipal Water System*, and must promptly remove any such connection upon the written or verbal order of the *Engineer*;

    f) Install or operate or maintain *Private Service* piping on or under or within a municipal *Highway*, and must promptly remove any such *Private Service* upon the written or verbal order of the *Engineer*;

g) Undertake *Turn Ons* or *Shut Offs*, works on, additions to, deletions from, or alterations to, any portion of the *Municipal Water System*, including any *Water Service* to privately owned *Real Property*, within a municipal *Highway*, municipal right of way, or other municipal jurisdiction; or

h) Undertake works of any type, sort, or manner, on or involving the *Municipal Water System*, or *Municipal Facilities*.

2) Where authorization or *Approval* to take prescribed actions is identified as being given only to a specified individual or individuals, all other persons are prohibited from taking the prescribed action, and any other person who takes such action commits an offense.

3) A person must not obstruct or interfere with the authorized work on the *Municipal Water System* of an employee of the *Municipality*, or contractors employed by the *Municipality*; or other persons as authorized by the *Engineer*.

4) Where an *Owner* fails to comply with the requirements of this section, the *Municipality* may undertake and complete requirements of this section, at the *Owner*'s expense.

2.2 Pressure, Supply, and Quality

1) The *Municipality* does not guarantee, or have any obligation to provide, pressure or continuous supply of water, or accept responsibility at any time for the maintenance of pressure in its water mains or for increases or decreases in pressure. The *Municipality* reserves the right at any and all times, without notice to any person, to change operating water pressure and to perform work on the *Municipal Water System* for the purposes of making repairs, extensions, alterations or improvements, or to increase or reduce pressure, or for any other reason.

2) The *Municipality* does not guarantee that water will be free of sediment, deposit or other foreign material.

3) Should conditions arise that imperil the *Municipal Water System* the *Engineer* may implement all remedial measures as may be necessary to protect the *Municipal Water System*, which may include limiting or stopping the supply of water in any area or areas and, restricting the use of water for any specific purpose, without notice to any person, all in the sole discretion of the *Engineer*.

4) The *Municipality*, its officers, employees or agents will not be liable in any manner for any loss, injury or damage to persons or property by reason of excessive water pressure or the cessation in whole or in part of water pressure or water supply, or changes in operating pressures, or by reason of the water containing sediments, deposits, or other foreign matter from the *Municipal Water System* or otherwise.

5) An *Owner* is responsible for any loss, damage, expense, charge, cost, or other liability arising directly or indirectly by reason of:

a) The routine presence of water under pressure in the *Municipal Water System*, the *Water Service*, or a *Private Service*;

b) The routine use of water delivered through the *Municipal Water System*, the *Water Service*, or a *Private Service*;

c) An Owner’s improper or negligent use of the *Municipal Water System*, the *Water Service*, or a *Private Service*; and

d) The negligent acts or omissions or willful acts of the Owner, or any person using or on the Owner’s Real Property whether or not expressly permitted by the Owner.

6) In the event of the failure of the *Municipal Water System* resulting in a full stoppage of water for more than thirty (30) consecutive days, an equitable reduction shall be made on all flat rates for *Premises* affected by the failure.

7) *Owners* may not install, or permit to be installed, any pressure boosting device without the written *Approval* of the *Engineer*, which *Approval* is in the *Engineer's* sole discretion.

8) *Owners* depending on a continuous and uninterrupted supply of water or having processes or equipment that require particularly clear or pure water are responsible to provide the required means to ensure a continuous and adequate supply of water suitable to their requirements. All direct and/or indirect costs associated with such work are the sole responsibility of the *Owner.*

2.3 Interference with the Water System

1) *Owner*s may not install, or permit to be installed, branch supply lines, outlets or fixtures on the upstream side of a Municipality owned *Water Meter*, *Metering Chamber*, a *Backflow Prevention Device*, or a building's primary water shut off valve without the written *Approval* of the *Engineer*, which *Approval* is in the *Engineer's* sole discretion.

2.4 Ownership of Service

1) Every *Water Service* and appurtenant fittings thereof, and every *Water Meter* supplied by the *Municipality* to an *Owner*, will at all times remain the property of the *Municipality*.

2.5 Ownership of Private Services

1) Every *Private Service*, whether on privately owned *Real Property* or on a *Highway*, will remain the property of the *Owner* and the *Owner* is at all times responsible for its installation, repair and maintenance and removal. If, in the installation, repair, maintenance, or removal of any *Private Service*, it is necessary for any person to occupy or excavate in the *Highway* or to remove or reinstall any sidewalk or other *Highway* improvement, or any other land owned or controlled by the *Municipality* that person must do so in a manner satisfactory to the *Engineer* and must obtain any and all permits required and pay the appropriate fees or charges.

PART 3 – CONNECTION AND DISCONNECTION OF SERVICE

3.1 To Establish Service

1) To have a new *Water Service* installed, or to have an existing *Water Service* made available for use, the *Owner* must complete an application, as designated by the *Engineer*, and submit it to the *Engineer*. Where an application for a *Water Service* is made as a result of an authorized subdivision, such *Water Service* must be designated as a subdivision connection. *Water Service* connection fees are payable by an *Owner* and are charged as prescribed in the *Langley Fees and Charges Bylaw*.

2) The *Approval* of a new *Water Service* shall be subject to the availability of a sufficient supply of water in terms of both volume and pressure and the *Engineer* may refuse a *Water Service* in any case where existing water supply facilities are not adequate to supply the volume or pressure required by the applicant, or for any other reason. In providing *Approval* for a new *Water Service* the *Engineer* may limit the size of any *Water Service* in their sole discretion.

3) Where a *Water Service* is to be established for an *Owner* currently using a private well supply, the *Owner* must decommission their existing well within thirty (30) days of connection to the *Municipal Water System*, to the satisfaction of the *Engineer* and in accordance with all applicable legislation, including the *Water Sustainability Act* and the *Groundwater Protection Regulation*.

4) An *Owner* may apply to retain their existing private well system for *Agriculture Use*, using the application designated by the *Engineer*. Private well systems must not be interconnected to the *Municipal Water System*. The *Owner* must protect the *Municipal Water System* from actual or potential *Cross Connection*s, including by installing a reduced pressure backflow preventer type of *Authorized Backflow Prevention Device* on the *Water Service* at the property line in an above ground freeze proof enclosure with adequate drainage in accordance with the *CSA* and the requirements of the *Engineer*.

5) Where a *Water Service* is to be established for an *Owner* currently using, or with plans to use an *Alternative Water Source*, the *Alternative Water Source* must not be interconnected to the *Municipal Water System*. The *Owner* must install a reduced pressure backflow assembly type of *Authorized Backflow Prevention Device* on the *Water Service* at a location *Approved* by the *Engineer* in their sole discretion.

6) The *Authorized Backflow Prevention Device* must be installed and maintained in accordance with Section 5.7 and Section 5.8 of this Bylaw. All direct and/or indirect costs associated with the purchase, installation, and maintenance of *Authorized Backflow Prevention Device*(s) and the enclosure are the sole responsibility of the *Owner*.

7) The *Municipality* is not responsible in any manner for the water obtained from a private well supply or any other *Alternative Water Source*.

8) An *Owner* is responsible to ensure there is no interconnection with the *Municipal Water System*. For greater certainty:

    a) all direct and/or indirect costs associated with removal of such interconnections and resulting repair of the *Municipal Water System* are the responsibility of the *Owner*; and

    b) all direct and/or indirect costs associated with any decontamination works resulting from an interconnection with the *Municipal Water System* and the *Owner*'s private well system or other *Alternative Water Source* are the responsibility of the *Owner*.

9) Where a *Water Service* is installed, an *Owner* must install a *Metering Chamber and Water Meter* setter, complete with *Water Meter*, and any other requirements of the *Engineer* in their sole discretion. All direct and/or indirect costs of the installation, maintenance, repair and/or removal of the *Water Meter* setter and *Metering Chamber* are the sole responsibility of the *Owner*.

10) Where the *Owner* has made provision to install the *Water Meter* setter, *Water Meter*, and *Metering Chamber* at their sole expense, and where this installation meets the requirements of this Bylaw, and where the installation design is *Approved* by the *Engineer*, the *Engineer* may permit the *Owner* to perform the installation. Final acceptance of the installation is subject to inspection and *Approval* of the installation by the *Engineer*.

11) Each parcel of *Real Property* will be restricted to one *Water Service* except where, in the opinion of the *Engineer*, in their sole discretion, more than one *Water Service* is required, including to provide adequate fire flow or where it is not practical to supply onsite water requirements from a single *Water Service*.

12) *Real Property* receiving water from the *Municipal Water System* must only utilize the *Water Service* that is connected directly from the Municipal water main to the *Real Property*. A *Water Service* which passes through any other *Real Property* may not be installed or utilized unless a registered right of way has been provided for that specific purpose. No hose, pipe or other device shall be utilized to transfer Municipal water from one parcel of *Real Property* or *Premises* to another without the *Approval* of the *Engineer*.

13) Where *Real Property* does not have *Municipal Water System* frontage, the *Municipality* will not be obligated in any way to provide the *Water Service* unless the *Owner* is prepared to pay all direct and/or indirect costs of extending the Municipal water main in accordance with Section 8.1 and Section 9.5 of this Bylaw.

14) Where the *Municipal Water System* is not adequate to supply the *Water Service* to standards specified in any applicable federal, provincial or municipal legislation, the *Engineer*, in their sole discretion, may require the *Municipal Water System* to be upgraded and the *Owner* is responsible for all direct and/or indirect costs associated with the *Municipal Water System* upgrade in accordance with Section 8.1 and Section 9.5 of this Bylaw.

15) *Water Service* to an *Owner* will be provided only on the provision that the *Engineer* is satisfied, in their sole discretion, there will be no unfavourable impacts to the existing *Municipal Water System* or to the *Real Property* being served by the *Water Service* or any other *Real Property*.

16) *Water Service* to an *Owner* will be provided only on the satisfaction of the *Engineer* that the *Owner* has installed on the *Private Service* an *Authorized Backflow Prevention Device* in accordance with Section 5.7 and Section 5.8 of this Bylaw.

17) *Water Service* to an *Owner* will be provided only on the satisfaction of the *Engineer* that the *Owner* has installed on the *Private Service* a pressure reducing valve.

18) The Municipality will not *Turn On* the water at the *Curb Stop* for occupancy use until the private plumbing system has been inspected, tested and disinfected to the satisfaction of the *Inspector*, and *Approved* by the *Inspector*.

19) An *Owner* may request water from the *Municipal Water System* for use during construction, or for other usage, prior to the water being *Turned On* after the private plumbing system has been inspected, tested and disinfected to the satisfaction of the *Inspector*, and *Approved* by the *Inspector*. Such provision of water from the *Municipal Water System* shall be subject to the *Approval* of the *Engineer* in their sole discretion and only in compliance with the terms as set out in Section 7.2 and Section 3.3 of this Bylaw.

20) In the event that an *Owner* connects to the *Municipal Water System* or installs a *Water Service* in a manner other than as provided for in this Bylaw, the *Engineer* may re-excavate the *Water Service* to confirm installation has been completed in accordance with applicable standards, at the *Owner's* sole expense and, if the *Engineer* deems necessary, in their sole discretion, require the *Owner* to reinstall the work in compliance with this Bylaw, at the *Owner*'s sole expense.

3.2 Use of Existing Service

1) An existing *Water Service* will only be reconnected by the *Municipality* if all relevant rates, fees, charges, and fines have been paid in full by the *Owner* requesting reconnection.

2) An existing *Water Service* will only be reconnected if inspection by the *Engineer* confirms, in their sole discretion, that the size and condition of the existing *Water Service*, valves, *Curb Stop* and other appurtenances make it appropriate and capable of reconnection.

3) An application to use an existing *Water Service* must be made in the manner as set out in Section 3.1 except that the fee will be as set out under the *Langley Fees And Charges Bylaw*.

4) Reconnection of an existing *Water Service* will only be provided where the *Owner* has installed on the *Private Service* an *Authorized Backflow Prevention Device* in accordance with Section 5.7 and Section 5.8 of this Bylaw and an *Approved* Pressure Reducing Valve, and such installation was in a manner and method *Approved* by the *Engineer*.

5) Where an existing *Water Service* is reconnected, a *Metering Chamber* and *Water Meter* setter complete with *Water Meter* or spool piece, will be installed by the *Municipality* as part of the existing *Water Service* at the *Owner's* expense.

3.3 Reuse of a Water Service

1) Where an *Owner* applies for a building permit with a construction value greater than $250,000, and the work involves alterations to plumbing which require a plumbing permit;

   Or where *Real Property* is connected to the *Municipal Water System* and is the subject of a development application, the *Owner* shall, at the *Owner's* sole expense;

   a) apply to the *Engineer* to decommission the existing *Water Service* and install a new *Water Service* to the satisfaction of the *Engineer*; or

   b) apply to the *Engineer* for reuse of the existing *Water Service*, by completing the form designated by the *Engineer*; or

   c) apply to the *Engineer* for connection to an existing pre-serviced *Water Service*, by completing the form designated by the *Engineer*.

2) The *Engineer* may provide an *Owner* with *Approval* to reuse the *Water Service* in accordance with Section 3.3.1 if the *Water Service* meets all of the following requirements to the satisfaction of the *Engineer* in their sole discretion:

   a) the pipe material and diameter are in compliance with the current standards and specifications of the *Municipality*;

   b) it is constructed in compliance with the current standards and specifications of the *Municipality*;

   c) it is free of structural and operational defects;

   d) it has no record or history of water leakage in respect to *Real Property* served by that *Water Service*; and

   e) any other condition that the *Engineer* reasonably requires.

3) As part of an application under Section 3.3.1 the *Engineer* may require, in their sole discretion, the *Owner* to complete and submit a leak detection inspection and accompanying report performed on the Municipal portion of the *Water Service* by a qualified professional, at the *Owner*'s sole expense, the results of which must indicate that the *Water Service* has no detectable leakage.

4) Where *Approval* to reuse the *Water Service* is not received in accordance with Section 3.3.1, the *Owner* shall decommission the existing *Water Service* in accordance with Section 8.3 and apply to install a new *Water Service* in accordance with Section 3.1.

5) Where an application is made for reuse of a *Water Service* under Section 3.3.1, and the *Real Property* is served by a *Water Service* that is shared with one or more other *Real Properties*, the *Owner* shall modify the *Private Service*, at the *Owner*'s sole expense, such that each *Real Property* has an independent *Private Service* connected to the *Water Service*.

3.4 Water Service for Construction Purposes

1) Where the *Engineer* determines it is impractical to utilize a hydrant to provide water from the *Municipal Water System* to a construction project, the *Owner* may apply for the installation of a *Water Service* for construction purposes at the *Owner's* expense. All aspects of Section 3.1 apply to any *Water Service* for construction purposes, and the *Owner* must pay the associated fees as prescribed in the *Langley Fees And Charges Bylaw*.

2) No contractor, or any other person, shall use any water from the *Municipal Water System* for construction purposes of any kind or description, or from any *Private Service*, without the prior *Approval* of the *Engineer*, and not until all provisions made for the proper protection of the *Water Service* have been complied with, including that the *Engineer* must first be satisfied that adequate provision has been made to control a *Cross Connection* to the *Municipal Water System* in compliance with this Bylaw.

3) For construction projects, any water supplied by the *Municipality* in accordance with this section of the Bylaw is limited for use in the construction of the project including but not limited to machine maintenance, surface and material preparation. All such water usage shall at all times conform to the requirements of this Bylaw and comply with the provisions set out in the *Langley Drinking Water Conservation Bylaw.*

4) A *Water Service* for construction purposes will be decommissioned by the *Municipality* on the completion of the construction project unless the *Water Service* for construction purposes is intended to be the permanent *Water Service* for the subject *Real Property*. All direct and/or indirect costs associated with the work to decommission the *Water Service* are the sole responsibility of the *Owner.*

3.5 Existing Fire Service or Future Fire Service

1) A *Fire Service* must have an *Authorized Backflow Prevention Device* installed in accordance with Section 5.7 and Section 5.8 of this Bylaw.

2) If unmetered water is being used from a *Fire Service* for purposes other than firefighting, the *Engineer* may *Shut Off* the *Fire Service* and/or the *Water Service* until a *Fire Service Water Meter* has been installed.

3) All *Fire Service Water Meter*s and *Backflow Prevention Device*s used on *Fire Service*s must have *UL or ULC Approval* and must be of such make and pattern as may be determined by the *Engineer* in their sole discretion from time to time.

4) An *Owner* is responsible for all direct and/or indirect costs associated with the purchase and installation of the *Fire Service Water Meter*s, gate valves, *Backflow Prevention Device*s and installation and maintenance of the same.

5) Upon completion of installation, ownership of and responsibility for the *Fire Service Water Meter* transfers to the *Owner*, and the *Fire Service Water Meter* must be maintained in accordance with Section 4.4.

6) Upon installation of the *Fire Service Water Meter*, the *Fire Service* will be deemed to be a *Metered Service*, and will be required to follow and conform to all rules, regulations, rates, fees and charges contained in this Bylaw that apply to a *Metered Service*.

3.6 Location of Service

1) The *Engineer* shall determine the location for installation of a *Water Service.* The *Engineer's* decision on location of a *Water Service* may be based on good engineering practices, the practicability of connection to the *Municipal Water System*, and any other reasonable considerations of the *Engineer* in their sole discretion.

2) An *Owner* may request that a *Water Service* be installed at a location other than that proposed by the *Engineer*. On such a request, the *Engineer* may provide their *Approval* for such location. The *Owner* is responsible for all direct and/or indirect costs associated with installing the *Water Service* at the *Approved* location.

3) For *Real Properties*, other than a single family *Dwelling Unit*, the *Water Service* and *Water Meter* must not be located within an entrance walk or a vehicular crossing to a *Real Property*, unless otherwise permitted by the *Engineer* in their sole discretion.

4) A *Water Service* for a building or lots subdivided under the *Strata Property Act,* shall be a single *Water Service* with a *Backflow Prevention Device* installed at the external boundary of the strata plan unless otherwise *Approved* by the *Engineer*.

PART 4 – BILLING METERS

4.0 Residential Water Metering Program

1. To have a *Water Meter* installed on an existing residential *Water Service,* the *Owner* must complete an application, as designated by the *Engineer,* and submit it to the *Engineer.*
    a. Where application is made for the installation of *a Water Meter* to service a Multi-Family or Residential Strata property, the application must be submitted by the Strata Council, property manager or property management company acting on behalf of the Strata Council.

2. *Water Meter* installations approved under the Residential Water Metering Program and installed in accordance with Section 4.2 of this Bylaw, will be completed by the *Municipality* at no cost to the *Owner.*

3. The collection of fees associated with the Residential Water Metering Program will be in accordance with Part 9 of this Bylaw.

4. Once a *Water Meter* has been installed the *Owner* must keep the *Real Property* under a metered account and the *Real Property* will not be permitted to return to flat rate charges*.*

4.1 Services Required to be Metered

1) *Water Meter*s, other than *Fire Service Water Meters*, are supplied by the *Municipality*, and remain the property of the *Municipality*, and must be installed by the *Owner*, at the *Owner*'s sole expense, on the following *Water Service*s:

    a. Any *Water Service* used for commercial, institutional, industrial, or any other non-residential purposes;

    b. Any *Water Service* to *Real Property* with a *Farm Classification* as designated by B.C. Assessment;

c. Any *Water Service* where, in the opinion of the *Engineer*, the volume of water being used is at least 50% greater than the average volume of water typically used by similar *Premises* in the *Municipality*, as calculated by the *Engineer* in their sole discretion; and

d. Any *Water Service* to a *Mobile Home Park.*

e. Any *Water Service on Real Property* where an application is made to the *Municipality* to redevelop, change the use or change the density of the *Real Property*.

f. Any Water Service for new construction with an accepted final inspection after 31 December 2025.

g. Any new *Water Service*, or the replacement or reuse of an existing *Water Service*, including the upsizing of an existing *Water Service*, by an *Owner* after 31 December 2025.

2) Where phased construction on *Real Property* is zoned for residential use under the *Langley Zoning Bylaw*, and where additional phases are completed after 31 December 2025, the *Owner* must, at their sole expense, install a *Water Meter* setter, complete with *Water Meter*, and *Metering Chamber*, on the existing *Water Service* such that the entire *Real Property* is metered.

3) For the purpose of determining actual water consumption, the *Engineer* may temporarily install a *Water Meter* on any *Water Service* that is not required to be metered under this Bylaw. *Real Property* being temporarily metered for the purpose of determining actual water consumption will not be subject to the *Metered Service* billing structures.

4) For *Real Property* that is zoned single family residential under the *Langley Zoning Bylaw* and where the new *Water Service* is intended for residential usage, and where a new *Water Service* is installed by someone other than the *Municipality*, the *Owner* must, at their sole expense, install a *Water Meter* setter, complete with *Water Meter*, and *Metering Chamber*, all to the satisfaction of the *Engineer,* including at a location satisfactory to the *Engineer*.

5) For *Real Property* that is zoned other than single family residential under the *Langley Zoning Bylaw* and where the new *Water Service* is intended for residential usage, the *Owner* must, at their sole expense, install a *Water Meter* setter, complete with spool piece or *Water Meter*, and *Metering Chamber*, all to the satisfaction of the *Engineer,* including at a location satisfactory to the *Engineer*.

6) If, in the opinion of the *Engineer*, a type or classification of *Water Service* that is not currently a *Metered Service* should be metered, the *Engineer* may prepare a report recommending the *Water Service* be metered for the consideration of *Council* and *Council* may order by resolution that the *Water Service* be metered.

4.2 Location of Meters

1) All *Water Meter*s in a *Metering Chamber* must be located as close to property line of the *Real Property* as practicable, in an underground *Metering Chamber* and protected from freezing. Where site conditions dictate, an alternate location may be requested by an *Owner* and *Approved* by the *Engineer* in their sole discretion.

2) A *Water Meter* in a *Premises* must comply with the requirements of the *Langley Subdivision and Development Servicing Bylaw*.

3) Any *Owner* who wishes to have a *Water Meter* in a *Metering Chamber* relocated may request in writing to the *Engineer* that the *Water Meter* and *Metering Chamber* be relocated.

4) If the relocation request is *Approved* by the *Engineer*, in their sole discretion, the relocation will be completed at the *Owner's* sole expense, and the *Owner* shall deposit with the *Municipality,* prior to the relocation work being initiated by the *Owner*, the estimated cost of the relocation work, as determined by the *Engineer* in their sole discretion, which will be subject to a reconciliation based on the actual cost of the work and either a partial refund from the *Municipality* or an additional payment from the *Owner*, depending upon the actual cost once the work has been completed.

5) An Approval of the *Water Meter* and *Metering Chamber* relocation by the *Engineer* shall be subject to:

    a. the availability of a sufficient supply of water in terms of both volume and pressure;

    b. any change in *Water Meter* and *Metering Chamber* location remaining in compliance with the requirements of the *Langley Subdivision and Development Servicing Bylaw*; and

    c. any other reasonable consideration of the *Engineer*.

6) The *Owner* of any *Real Property* on which a *Water Meter* is installed, or is to be installed, must allow reasonable access to the *Municipality* and its employees or agents under Section 5.2 of this Bylaw.

7) The *Engineer*, in their sole discretion and at the Owner's sole expense, may supply and install, or supply and require the *Owner* to install, a remote *Water Meter* register and radio. The *Engineer*, in their sole discretion, may deem a *Water Meter* to be an *Inaccessible Meter* unless and until the register and radio is installed to the *Engineer's* satisfaction.

8) The *Engineer* may, in their sole discretion, deem a Water Meter an Inaccessible Meter where a site inspection by the *Engineer* shows that a *Water Meter* or its accessory is situated in an unsafe or *Inappropriate Working Area*, or where a *Water Meter's* location creates a situation that could cause harm to persons, *Real Property* or equipment including the *Water Meter* reader.

9) Where an *Owner* has in any manner impeded access, or allowed access to be impeded, to a *Water Meter*, the *Engineer* may deem, in their sole discretion, the *Water Meter* to be an *Inaccessible Meter* and fee levied as per the *Langley Fees and Charges Bylaw*.

10) Where an *Owner* fails to respond to a notice requesting to schedule an appointment to provide access to the *Water Meter*, or fails to schedule an appointment within two weeks of receiving their notice or such other reasonable time period as may be determined by the *Engineer* in their sole discretion, or fails to provide full and unrestricted access to the *Water Meter* on the scheduled date or at the scheduled time, the *Engineer* may deem, in their sole discretion, the *Water Meter* to be an *Inaccessible Meter* and a fee levied under the *Langley Fees and Charges Bylaw*.

4.3 Sizing of Meters

1) The *Engineer* shall determine the size of the *Water Meter* to be supplied to a *Real Property* having consideration for the consumption and flow rates required by the *Owner*, based on the information supplied by the *Owner* in their application, the applicable municipal standards and specifications, and any other reasonable consideration of the *Engineer*.

2) An *Owner* may submit an application to the *Engineer* in respect of an existing *Water Service*, for a change in the size of the *Water Meter* servicing the *Real Property*, and the *Engineer* may provide *Approval* for the requested change in size, subject to the considerations and requirements in this section of the Bylaw.

3) The *Engineer* may conduct flow monitoring tests on the *Private Service* or private water system of a *Real Property* and conduct an analysis of water use at the subject *Real Property* and gather such other information relevant to the water use or *Water Meter* as the *Engineer* determines appropriate to determine the appropriate size and type of *Water Meter* to be or that should be installed at the *Real Property*.

4) In the event that the result of any of the *Engineer's* tests or analysis of water use at a *Real Property* indicate that the capacity of the *Water Meter* is not properly sized for the *Real Property*, the *Owner* shall, at the *Owner's* sole expense, change the *Water Meter* and all adjacent piping or other equipment to comply with the standards and specifications as directed by the *Engineer*.

4.4 Care and Maintenance of Meters and Meter Chambers

1) The *Municipality* will maintain and repair all municipally owned *Water Meter*s, including municipally owned *Fire Service Water Meters*. Where a municipally owned *Water Meter*, other than *Fire Service Meters*, is rendered unserviceable through normal wear and tear, it will be repaired or replaced by the *Municipality*, subject to the availability of Municipal resources for such repair or replacement works.

2) Where a *Water Meter*, including a Municipally owned *Water Meter*, requires replacement for any reason, and the replacement of the *Water Meter* requires retrofitting work to the *Private Service*, the *Owner* is solely responsible for all direct and/or indirect costs associated with the retrofitting work to the *Private Service*.

3) If the *Engineer* determines, in their sole discretion, that the condition of a *Private Service* adjacent to the *Water Meter* prevents the *Water Meter* from being properly, safely, or reasonably tested, calibrated, or repaired in place, or removed for the purpose of testing, calibrating, repairing or replacing, the *Owner* shall retrofit the *Private Service* to enable the testing, calibrating, repairing or replacing of the *Water Meter*. The *Owner* is responsible for all direct and/or indirect costs associated with the retrofitting work to the *Private Service*.

4) The *Owner* of a *Real Property* with a *Metering Chamber* shall be responsible for maintaining, repairing and replacing the *Metering Chamber* and for keeping the *Metering Chamber* in safe condition. Maintenance of the *Metering Chamber* will include, but is not limited to, removing, causing to be removed, and disposal of all solid and liquid debris, waste and other material which is non-essential to the proper functioning of the *Water Meter* from the *Metering Chamber*.

5) No person shall install, or permit to be installed, a temporary spacer piece in place of a *Water Meter*, unless directed to do so by the *Municipality*.

6) The *Engineer* may require, in their sole discretion, a *Water Meter* to be relocated to an alternate location as *Approved* by the *Engineer*, at the *Owner*'s sole expense.

PART 5 – RESPONSIBILITIES OF THE OWNER

5.1 Failure to Comply

1) The *Engineer* or *Inspector* may give notice to the *Owner* to effect, within such period as specified in the notice, the necessary repairs or replacements to the *Private Service*, including to stop waste or improper use of water, to correct a fault, or to otherwise comply with the requirements of this Bylaw. If the *Owner* fails to comply with such notice within the time specified, the *Engineer* may:

    a) have the *Water Service Shut Off* until the requirements of the notice have been complied with;

    b) in the case of a *Water Service* that is not currently metered, have a *Water Meter* installed on the *Water Service*;

    c) in the case of an onsite hydrant, have a *Water Meter* installed on the hydrant lead;

    d) have the necessary repair or replacement work done by the *Municipality*, with any cost incurred, plus an administration charge, recovered from the *Owner* as a charge under this Bylaw;

    e) serve a fine or series of fines, in accordance with Section 10.7 of this Bylaw, until the requirements of the notice have been complied with; or

    f) take such other action as the *Engineer* deems appropriate in their sole discretion.

2) Any cost incurred by the *Municipality* under this Bylaw may be recovered from the *Owner* as a charge under this Bylaw.

3) An *Owner* must report in writing to the *Municipality*, immediately, any water connection or water usage related equipment that does not comply with the requirements of this Bylaw.

5.2 Admission of Municipal Employees

1) Employees of the *Municipality* are authorized to enter on an *Owner's Real Property* and/or *Premises* at all reasonable times in order to:

    a) install, inspect, remove, replace or repair any water pipe, *Water Meter* and/or water system appliance or fixture;

    b) inspect for waste and/or improper usage of water;

    c) inspect for proper installation, usage and/or maintenance of a *Backflow Prevention Device*;

    d) inspect for proper installation, usage and/or maintenance of a *Flow Control Valve*;

    e) inspect any part of any building, to expose water piping and to do any water tests on water piping or fixtures belonging to the *Owner* that are required to determine if this Bylaw is being complied with.

    f) inspect, install, remove replace or repair any part of a *Water Service* or a *Private Service*.

2) For the purposes of any inspection the *Engineer* may:

    a) Require the *Owner* produce documents or other items relevant to the inspection;

    b) Inspect or remove documents or other items relevant to the inspection for the purpose of making copies or extracts;

c) Require information from any person concerning a matter related to the inspection;

d) Alone, or in conjunction with a person possessing special or expert knowledge, make examinations or take tests, samples or photographs necessary for the purposes of the inspection.

3) No person shall unreasonably fail or refuse to comply with a request by the *Engineer* to produce for inspection any document or other item or information relevant to the inspection.

4) An additional visit fee under the *Langley Fees And Charges Bylaw* shall be charged to an *Owner* where the *Municipality* is required to make an additional visit at *Premises* for any reasons under Section 9 of this Bylaw.

5.3 Interconnected Services

1) Where a *Premises* is supplied by two or more *Water Service*s, and these *Water Service*s are interconnected within the *Premises*, and the required on site *Backflow Prevention Device*s do not prevent the transmission of water through the *Real Property* and/or the possibility of backflow from the *Private Service* to the *Municipal Water System*, the *Owner* must install and maintain a *Backflow Prevention Device* on each *Water Service* in such locations as necessary to prevent backflow from any *Private Service* into the *Municipal Water System*.

5.4 Maintenance of Plumbing and Repair of Leaks

1) Every *Owner* must provide for the maintenance and repair of the plumbing pipes, fittings, *Metering Chamber*s, *Water Meter* supports, valves, fixtures, and all other *Private Service* piping and appurtenances located on their *Real Property*, in proper working order and free from leakage or waste. Every *Owner* is responsible to complete all maintenance and repair in a timely fashion to prevent wastage of water.

2) Every *Owner* is responsible for thawing of *Private Service* piping and appurtenances located on their *Real Property*.

3) Where the *Municipality* suspects or confirms that there is a leak on private property, the *Engineer* will notify the *Owner*. Within such period as specified in the *Engineer's* notice, the *Owner* must investigate and make or cause to be made all necessary repairs or alterations to the satisfaction of the *Engineer*.

5.5 Meter Protection from Frost, Freezing, Hot Water and Other Damage

1) Where *Water Meter*s are located on private property, the *Owner* must protect the *Water Meter* from damage caused by frost, freezing, and hot water, and must also protect the *Water Meter* and any remote registers from damage from any other cause. The *Owner* must notify the *Municipality* immediately whenever a *Water Meter* is not operating or if any part of a *Water Meter*, or *Water Meter* appurtenance, becomes damaged.

2) Where *Water Meter*s are located within a *Metering Chamber* on private *Real Property*, the *Owner* must protect the *Metering Chamber*, water meter setter and *Water Meter*, from all damage, including by vehicular traffic, livestock and any other cause. The *Owner* shall not place shrubs, trees or any other landscaping within 1.50 meters of the outer perimeter of a *Metering Chamber*. The *Owner* shall keep all landscaping on *Real Property* cut back and clear of a *Metering Chamber*.

3) An *Owner* is responsible for all direct and/or indirect costs associated with repairing damage to *Water Meter*s or remote registers or *Metering Chamber*s or *Water Meter* setters or other *Water Meter* appurtenances located on *Real Property*.

5.6 Abatement of Noises and Pressure Surges

1) No apparatus, fitting, fixture or process is permitted to be connected to a *Private Service*, or allowed to remain connected, or is permitted to be operated in a manner which will:

    a) cause or propagate a pressure surge;

    b) cause noise; or

    c) cause any other disturbance which may, in the opinion of the *Engineer*, in their sole discretion, result in a nuisance to surrounding *Owner*s, damage an *Owner*'s water system, or damage the *Municipal Water System*.

2) Where an apparatus, fitting, fixture or process located on a *Private Service* and in the opinion of the *Engineer*, in their sole discretion:

    a) causes or propagates a pressure surge;

    b) causes noise; or

    c) causes any other disturbance,

    the *Owner* must take corrective action to rectify the situation as ordered by the *Engineer* in their sole discretion, which corrective action may include:

    a) mitigating the pressure surge, or the effects of the pressure surge, by usage of an engineered surge protection plan;

    b) mitigating the noise or other disturbance, including by making reasonable repair work; or

    c) any other such action as required by the *Engineer* in their sole discretion to rectify the situation.

3) Such corrective action or mitigation must be completed to the satisfaction of the *Engineer* and on the timeline required by the *Engineer*, in their sole discretion

4) The *Engineer,* in their sole discretion, may direct or order an *Owner* to take any temporary action until the corrective action or mitigation is completed by the *Owner* or may take any of their own temporary actions including, without limitation, a Shut Off to the *Private Service* until the corrective action or mitigation is completed by the Owner to the satisfaction of the *Engineer*.

5) The *Owner* is responsible for all direct and/or indirect costs associated with the corrective action or mitigation work.

5.7 Prevention of Contamination

1) No person is permitted to directly or indirectly connect, cause to be connected, or allow to remain connected, any piping, apparatus, fitting, fixture, container, appliance or process in a manner which under any circumstances may allow backflow of any material or substance into the *Municipal Water System*.

2) *Water Service* to an *Owner* will be provided only on the provision that the *Municipal Water System* must be protected from contamination from *Private Service*s by installation or usage of a *Backflow Prevention Device* installed on the *Private Service*. *Backflow Prevention Device* must be installed on each *Private Service* in a manner which ensures the complete protection of the *Municipal Water System*. The type, number, location, and installation of *Backflow Prevention Device*s will be to the satisfaction of the *Engineer*, in their sole discretion.

3) *Backflow Prevention Device* must be installed in a manner which ensures the complete protection of the *Municipal Water System* and:

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a) On each *Private Service* at or near the property line;

b) On each point of water usage on the *Premises*; or

c) Within a mechanical room or designated mechanical area on each primary water pipe and for each type of water usage.

4) An *Owner* is responsible for all direct and/or indirect costs associated with the purchase and installation of a *Backflow Prevention Device*.

5) Where, in the opinion of the *Engineer*, a severe hazard exists, water will only be provided to an *Owner* on the provision that the *Owner* install on their *Water Service* an *Authorized Backflow Prevention Device*. This device will be in addition to any *Authorized Backflow Prevention Device* required to be installed on the *Owner*'s water piping at the source of potential contamination.

5.8 Installation and Maintenance of Backflow Prevention Devices

1) All *Authorized Backflow Prevention Device*s must be installed in accordance with the standards prescribed in the current edition of the *Building Code*.

2) The *Owner* of any *Real Property* on which an *Authorized Backflow Prevention Device* is installed, or is to be installed, must allow access to the *Municipality* and its agents for inspecting the *Authorized Backflow Prevention Device*, the *Authorized Backflow Prevention Device* installation, and the appurtenances for the *Authorized Backflow Prevention Device*.

3) The *Owner* of any *Real Property* on which an *Authorized Backflow Prevention Device* is installed must:

a) maintain the *Authorized Backflow Prevention Device* in proper working order at all times;

b) have the *Authorized Backflow Prevention Device* tested upon installation and thereafter annually, or more often if required by the *Engineer* in their sole discretion, by an *Authorized Backflow Prevention Device Tester* or by personnel *Approved* by the *Engineer* to demonstrate that the device is in good working condition; and

c) submit a report to the *Engineer* in a form designated by the *Engineer*, from an *Authorized Backflow Prevention Device Tester* upon installation of the device and thereafter annually within thirty (30) days of the installation anniversary date, or on such annual date as assigned by the *Engineer*.

4) Should a test show that an *Authorized Backflow Prevention Device* is not in good working condition, the *Engineer* may give notice to the *Owner* to make the necessary repairs or replace the device within a specified period, and if the *Owner* fails to comply with the notice the *Engineer* may *Shut Off* the *Water Service* until compliance is achieved.

5) The *Engineer* may, in their sole discretion and in addition to the remediation options set out under Section 5.1 of this Bylaw, have a reduced pressure backflow assembly installed on the *Water Service.* The device will be installed by the *Municipality* and the *Owner* is responsible for all direct and/or indirect costs associated with the installation in accordance with Section 8.1 and Section 9.5 of this Bylaw.

PART 6 – ALLOWABLE USAGE OF WATER

6.1 Water Conveyed Beyond Property

1) No water is permitted to be sold, transported, hauled or conveyed beyond the *Real Property* served by the *Municipal Water Service* other than for licensed commercial resale.

6.2 Use of Water Requiring Authorization

1) Proposed water use for other than *Normal Use* or fire protection use as required by any applicable Provincial enactment or Municipal Bylaw requires the written authorization of the *Engineer*. If, in the opinion of the *Engineer*, in their sole discretion, a type or classification of water usage should not be included in the *Normal Use* category, the *Engineer* may prepare a report for the consideration of *Council* and *Council* has the authority to order, by resolution, that the usage to be deemed as other than *Normal Use*.

2) The following uses of water are considered to be other than *Normal Use*, and require the written authorization of the *Engineer*:

    a) *Commercial Irrigation;*

    b) Public or private hydrant and standpipe use for other than fire suppression;

    c) Powering any type of machinery;

    d) Commercial *Agriculture Use;*

    e) *Once-Through Cooling;*

    f) Construction projects;

    g) Non-recirculating liquid ring pumps;

    h) Non-recirculating wet-hood scrubbers; and

    i) Venturi type flow-through vacuum generators or aspirators in which running water is used solely for the venture effect.

3) Use of municipally supplied water for uses other than *Normal Use* requires written application to the *Engineer*. The *Engineer* may provide *Approval* on such an application in their sole discretion and on any terms and conditions imposed by the *Engineer*.

4) The *Approval* of municipally supplied water for uses other than *Normal Use* will be subject to the installation of a *Water Meter* in accordance with Section 4.2 of this Bylaw.

6.3 Prohibition Against Wasting Water

1) An *Owner* or other person must not waste water, or suffer, permit or allow waste of water, including but not limited to:

    a) willfully allowing water to run for no reasonable purpose;

    b) allowing the free discharge or flow of water from a *Premises* on or into the *Sanitary Sewer System* or a watercourse, storm drain, street, or adjacent *Premises;*

    c) permitting pipes, taps, toilets, appliances, devices, machines, equipment, systems, or other fixtures to leak or run as a result of disrepair;

    d) the use of an irrigation system which applies water to an impervious surface;

    e) using water delivered to a residential *Premises* for a purpose inconsistent with *Normal Use*; and

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f) using water delivered to a non-residential *Premises* for a purpose inconsistent with *Normal Use* for that *Real Property* type.

6.4 Prohibition Against Using Water in Non-Recirculating Applications

1) An *Owner* or other person must not use, or permit, suffer or allow the use of water in the following non-recirculating uses, equipment, or systems:

   a) thermal conditioning of building surfaces or roofs, or ancillary use of water to supplement building mechanical systems or equipment, except that this does not apply to emergency fire protection of buildings;

   b) running water as a form of freeze protection, through piping, hoses, fixtures, or building equipment or systems, except that this does not apply *Municipal* water quality sampling stations; and

   c) use of water for melting or thawing, except that this does not apply to food preparation applications.

6.5 Aesthetic Water Features

1) No *Aesthetic Water Feature* using Municipally supplied water on any *Real Property* may operate, unless the water in that operation is recycled on the subject *Real Property* and does not discharge into the *Sanitary Sewer System*, watercourse, storm drain, street or adjacent *Premises*.

6.6 Commercial Irrigation

1) Municipally supplied water may be used for indoor *Commercial Irrigation* providing such usage complies with the terms set out in Schedule “A” to this Bylaw.

6.7 Sprinkling Restrictions

1) Restrictions on sprinkling will be imposed in accordance with the conditions of the *Langley Drinking Water Conservation Bylaw*. Sprinkling includes the distribution and scattering of water on lawns, gardens, or any other outdoor and natural areas, excluding water used for *Commercial Irrigation*.

PART 7 – HYDRANT AND STANDPIPE

7.1 Hydrant Site Line Maintenance

1) If an *Owner* has obstructed or encroached within the required clearances on or around a hydrant, and upon notification by the *Engineer* the *Owner* fails to provide the required clearances on or around a hydrant within such period as specified in the notice, the *Engineer*, in their sole discretion, may remove, or direct the removal, of any and all obstructions or encroachments at the *Owner’s* sole expense.

7.2 Conditions of Usage

1) No person, except an employee or agent of the *Municipality* in the course of their employment or agency, is permitted to open, operate, or connect to any Municipally owned hydrant, standpipe or valve or use water there from, except as provided for under this Bylaw.

2) A person may make a written application to the *Engineer* to connect to or use water from Municipally owned hydrant, standpipe or valve in the form designated by the *Engineer*. The *Engineer* may provide such *Approval* in their sole discretion and on any terms and conditions imposed by the *Engineer*.

3) Provision of *Municipally* supplied water through a hydrant must be in accordance with the following:

a) the water is used onsite during construction or demolition works, and where the usage is limited to the specified site or area or

b) the water is used onsite for other works or *Approved* usage, and where the usage is limited to the specified site or area; and

c) the water must be from *Municipal* hydrants designated and *Approved* by the *Engineer* for this purpose.

4) Provision of *Municipally* supplied water through a *Municipally* owned standpipe must be in accordance with the following:

a) the water is hauled in bulk by private citizens for personal or commercial use,

b) the water is hauled in bulk by commercial *Owners* for personal or commercial use, or

c) the water is hauled in bulk by commercial water haulers for personal or commercial use, and

d) the water must be from *Municipal* standpipes designated by the *Engineer* for this purpose.

5) Every *Owner* who receives permission to use water from a hydrant must deposit with the *Municipality* a copy of their applicable insurance policy, an application fee, and a user fee as prescribed in the *Langley Fees And Charges Bylaw*.

6) Every *Owner* who receives permission to haul Municipally supplied water in bulk for commercial use must have a current Municipal business licence or a current inter-municipal business licence from an inter-municipal business licence program in which the *Municipality* is a participant.

7.3 HYDRANT RELOCATION

1) Any *Owner* may apply to the *Engineer*, in a form designated by the *Engineer*, to have a Municipally owned hydrant relocated may request in writing to the *Engineer* that the hydrant be relocated. The *Engineer* may *Approve* such a relocation in their sole discretion, and the *Owner* making the request shall pay to the *Municipality* the estimated cost of the relocation, as determined by the *Engineer*, in advance of the work being undertaken, subject to a reconciliation based on the actual cost of the work and either a partial refund from the *Municipality* or an additional payment from the *Owner*, depending upon the actual cost once the work has been completed.

2) The *Approval* of the hydrant relocation shall be subject to;

a) the availability of a sufficient supply of water in terms of both volume and pressure;

b) the change in hydrant location remaining in compliance with the requirements of the *Langley Subdivision and Development Servicing Bylaw*; and

c) any other reasonable consideration of the *Engineer.*

7.4 HYDRANT ON PRIVATE PROPERTY

1) Hydrants, fire suppression standpipes, and other fire suppression assemblies on private *Real Property* and external to any building, are to have an *Authorized Backflow Prevention Device* installed on the hydrant, standpipe, or assembly lead. An *Owner* may not install, or permit to be installed, branch supply lines, outlets or fixtures on the downstream side of the *Backflow Prevention Device* other than the hydrant, fire suppression standpipe, or other fire suppression assembly.

2) The *Engineer* may, upon written application by an *Owner*, including the written permission of the *Owner* of the private hydrant, permit the use of a private hydrant as a temporary source of water for purposes other than fighting fires. The private hydrant being used must have backflow protection and a *Water Meter* installed. Rates, fees and charges, deposit, and insurance shall be the same as the rates, fees and charges, deposit, and insurance for water from a municipal hydrant.

3) Every *Owner* who receives *Approval* to use water from a private hydrant must deposit with the *Municipality* a copy of their applicable insurance policy, an application fee, and a user fee as prescribed in the *Langley Fees And Charges Bylaw.*

4) The *Owner* of a private hydrant shall arrange for and ensure servicing of the private hydrant.

7.5 STANDPIPE USAGE

1) Every *Owner* who receives *Approval* to use water from a standpipe must estimate the quantity of water to be obtained over a period of one year and must deposit with the *Municipality* sufficient funds to prepay for the estimated usage as prescribed in the *Langley Fees And Charges Bylaw*, with no interest payable on such advance payments.

2) Where, on an annual basis, the total volume of water consumed from Municipal standpipes significantly exceeds the total estimated consumption volume, the costs and fees associated with the over consumption of water may be apportioned amongst the owners of the *Approved* standpipe.

3) Where a Municipal standpipe and/or the associated fittings, fixtures and appurtenances is found by the *Engineer*, in their sole discretion, to need repair, replacement, or any other such maintenance, the corrective action required will be completed by the *Municipality*.

7.6 Hydrant Backflow Protection

1) Every *Owner* who receives *Approval* to use water from a hydrant must utilize an *Authorized Backflow Prevention Device*. The *Authorized Backflow Prevention Device* will be supplied and installed by the *Municipality*, and the *Owner* must pay the fee as prescribed in the *Langley Fees And Charges Bylaw*, unless otherwise waived by the *Engineer*.

2) Where the *Municipality* is unable, for any reason, to supply an *Authorized Backflow Prevention Device* an *Owner* must supply an *Authorized Backflow Prevention Device* suitable to the degree of health hazard within the *Premises* or commensurate with the use for which the water is intended. The *Authorized Backflow Prevention Device* must be installed by the *Municipality*, and the *Owner* must pay the fee as prescribed in the *Langley Fees And Charges Bylaw*. The *Authorized Backflow Prevention Device* must have been tested by an *Authorized Backflow Prevention Device Tester* least one year prior to the expected end date of usage of the hydrant or standpipe, and the *Owner* must submit to the *Municipality* a completed copy of the *Municipality*'s test report form prior to using the hydrant.

3) Where the *Municipality* is unable, for any reason, to supply a gate valve the *Owner* must supply a gate valve which must be installed by the *Municipality*. The *Owner* must utilize the gate valve to control the rate of flow of the water.

4) The *Owner* is responsible for the *Authorized Backflow Prevention Device* and/or the gate valve. On any theft, loss, damage or misplacement of the *Authorized Backflow Prevention Device* and/or the gate valve the *Owner* must replace the *Authorized Backflow Prevention Device* and/or gate valve with an equivalent *Authorized Backflow Prevention Device* as *Approved* and to the satisfaction of the *Engineer*. An *Owner* is responsible for all direct and/or indirect costs associated with the replacement of the *Authorized Backflow Prevention Device* and/or the gate valve.

5) Upon return of each Municipally supplied *Authorized Backflow Prevention Device* and/or gate valve the *Municipality* may test the devices to ensure they are in proper working order. Where an *Authorized Backflow Prevention Device* and/or gate valve is found to need repair, replacement, or any other such maintenance as deemed necessary by the *Engineer*, in their sole discretion, the corrective action required will be completed by the *Municipality*.

6) The *Owner* is responsible for all direct and/or indirect costs associated with the repair, replacement or maintenance of the *Authorized Backflow Prevention Device* and/or the gate valve on return to the *Municipality*.

PART 8 – OPERATION AND MAINTENANCE

8.1 Work Done at Cost

1) Where work under this Bylaw is done by the *Municipality* at cost, the cost will include the amount expended by the *Municipality* for all expenditures incurred in doing the work, plus administration charges as per the *Langley Fees And Charges Bylaw*.

2) Where work under this Bylaw has been requested by the *Owner*, the *Municipality* will supply an estimate of the cost and will require an advance payment by the *Owner* prior to commencement of any work. On reconciliation of the actual cost of the work, any additional cost must be paid by the *Owner* to the *Municipality* in accordance with Section 9.5 of this Bylaw and any surplus will be refunded.

3) Where work under this Bylaw has been undertaken due to a failure of the *Owner* to comply with any section of this Bylaw, the work will be completed by the *Municipality* and any cost incurred, plus an administration charge, will be recovered from the *Owner* in accordance with Section 9.5 of this Bylaw.

8.2 Application for Turn On or Shut Off

1) The *Water Service* to any *Premises* may be *Turned On* or *Shut Off* upon application by the *Owner* on the completed form designated by the *Engineer*. An *Owner* may, in an emergency request an immediate *Shut Off*.

2) The *Owner* is responsible to drain the *Private Service* or to otherwise protect the private assets from the water in the *Private Service*, and to monitor the *Private Service* for residual flow of water, following a *Shut Off*.

3) Except in the case of an emergency or maintenance being performed on the *Municipal Water System* by the *Engineer*, an *Owner*, or their agent, shall be present at the *Real Property* when the water is either *Turned On* or *Shut Off*.

8.3 Applications for Disconnection of Service

1) The *Water Service* to any *Premises* may be *Disconnected* upon application by the *Owner* on the completed form prescribed by the *Engineer*. The *Owner* must pay the fees as prescribed in the *Langley Fees And Charges Bylaw*. The *Owner* remains liable for all rates, fees and charges prior to the *Disconnection* of the *Water Service*.

2) No person shall demolish any building connected to the *Municipal Water System*, or move such a building, without first having requested the *Disconnection* of the *Water Service*, paid the fees as prescribed in the *Langley Fees And Charges Bylaw*, and allowed for the completion of the *Disconnection* to the satisfaction of the *Engineer*, in their sole discretion.

3) Where a *Water Service* remains *Shut Off* for a period of five years or more and where no fees have been paid pursuant to this Bylaw, the *Water Service* shall be deemed to be discontinued. On such a discontinuance, the *Engineer* may require, in their sole discretion, the *Water Service* to be *Disconnected*. The *Owner* is responsible for all direct and/or indirect costs associated with the *Disconnection* work.

8.4 Repairs to Service

1) Where it is necessary for the *Municipality* to repair or replace a *Water Service*, or to do works upon a *Water Service* in any manner, the *Municipality* has the authority to enter onto *Real Property*, and to perform such works on the *Real Property* as are required to complete the repair, replacement, or other works. The extent of the *Municipality*'s liability is limited to restoring the *Real Property* to the condition present before the works were undertaken, except where such restoration is substantially precluded by the works.

8.5 Removal, Relocation or Alteration of Facilities

1) Except as provided in Section 8.6, and subject to the *Engineer*'s *Approval*, any person desiring the replacement, removal, relocation, or any other change of Municipally owned water facilities must submit an application in writing to the *Engineer*. The *Owner* is responsible for all direct and/or indirect costs associated with the replacement, removal, relocation, work.

2) Where an existing *Water Service* must be replaced with a larger *Water Service* to accommodate fire sprinklers, the *Owner* is responsible for all direct and/or indirect costs associated with the replacement work.

3) Where an existing *Water Service* requires removal, the *Owner* must pay the applicable fees as set out in the *Langley Fees And Charges Bylaw*.

8.6 Replacement of Old Services

1) Where an *Owner* has replaced a *Private Service* and the *Water Service* has, in the opinion of the *Engineer* in their sole discretion, deteriorated to the point of leaking or significantly losing capacity, the *Municipality* may replace, at no cost to the *Owner*, an old *Water Service* with a new *Water Service* in accordance with current standards and specifications of the *Municipality.*

8.7 Overloaded Meters

1) Wherever excessive flow or consumption overloads the capacity of a *Water Meter* used to measure the volume of water delivered to any *Real Property*, the *Engineer* may so notify the *Owner*. In such circumstances, a replacement *Water Meter* will be supplied to the *Owner* by the *Municipality* and, upon receipt, installed by the *Owner* within thirty (30) days.

2) The *Owner* is responsible for all direct and/or indirect costs associated with the replacement of overloaded meters in accordance with Section 5.5 of this Bylaw. Any cost incurred by the *Municipality* will be recovered from the *Owner* in accordance with Section 8.1 and Section 9.5 of this Bylaw.

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8.8 Areaway/Basement or Structure under Highway

1) When a basement or other structure extends under a *Highway*, the property line will be deemed to be the outside surface of the basement or structure. Upon removal of a basement or other structure that extends under a *Highway*, the *Engineer*, in their sole discretion, may require that pipes, valves, *Curb Stop* or *Water Meter* be placed or relocated to conform to standard installation practices. The *Owner* is responsible for all direct and/or indirect costs associated with such relocation work.

PART 9 – BILLING AND COLLECTION

9.1 Collection of Water Rates, Fees and Charges

1) All work undertaken by the Municipality on behalf of an Owner, whether through a Service Connection application under Section 3, or where any other costs are incurred by the Municipality on behalf of an Owner under this Bylaw, will be done on a cost recovery basis and shall include the amount expended by the Municipality for all expenditures incurred in doing the work, plus administration charges as per the Fees And Charges Bylaw. All costs incurred by the Municipality under this Bylaw on behalf of an Owner shall be payable by the Owner within 30 days of the billing date. Accounts remaining unpaid after the 30 days shall be charged interest as prescribed in the *Langley Fees And Charges Bylaw*.

2) All Water System charges shown in the Utility Rate Bylaw shall be billed by the Municipality on a schedule established by the Municipality and are payable within 30 days of the billing date. Accounts remaining unpaid after 30 days shall be assessed a ten percent (10%) penalty.

3) All rates as set out in the Langley *Utility Rate Bylaw*, and all work done at cost as set out in this Bylaw, and all fees and charges as set out in the Fees And Charges Bylaw, shall form a charge, with penalties if applicable, against the Real Property of respective registered Owners using the *Municipal Water System*; and if unpaid at December 31 in each year, shall be transferred to property taxes as arrears and be recovered under the same terms and conditions as ordinary property taxes under the Community Charter.

4) Where a building permit or other permit has been obtained and a plan of subdivision or otherwise has not been registered before the date set by BC Assessment for establishing the assessment roll for the following year based on the land title office reference date, the developer, client, or otherwise will be required to pay in advance for water rates and charges, in an amount as specified by the Collector.

9.2 Work Done at Cost

1) Accounts for work done at cost under Section 8.1 of this Bylaw, must be paid to the *Municipality* within 30 days of billing, and if not paid within thirty (30) days of billing are subject to interest as prescribed under the *Taxation (Rural Area) Act*.

2) Accounts for work done at cost, and any penalties, form a charge on the *Real Property* of the respective *Owner* and if unpaid at December 31 in each year will be recovered in the same manner and by the same means as ordinary property taxes in arrears.

9.3 Metering of Water

1) In the case of new *Water Meter* installations, the rate commences as of the date the *Water Service* is *Turned On* but, in any event, not later than fourteen (14) days after installation of the *Water Meter* or the conclusion of any application development works servicing agreement, whichever is earlier.

2) Where an *Owner* requests a *Special Reading* to validate a regularly scheduled reading, the *Engineer* may *Approve* a *Special Reading* in their sole discretion. If an error in the regularly scheduled reading is found, no fee will be charged for the *Special Reading*. If an error in the regularly scheduled reading is not found, a fee will be charged as prescribed in the *Langley Fees And Charges Bylaw*.

9.4 Estimating Consumption

1) Where it becomes necessary to estimate water consumption, the *Engineer* will estimate the consumption and render a bill based on the average previous consumption adjusted for seasonal variations, changes in occupancy, or other factors which, in the opinion of the *Engineer* may affect the consumption of water.

9.5 Adjustment for Undetected Leaks

1) Where underground leak, or concealed leak, or a leak that could not be reasonably detected through normal daily operation, is discovered in the *Private Service, and* the leak is repaired by the *Owner* within such period as specified by the Engineer, an *Owner* may apply for an adjustment to their utility bill for *Real Property* by completing and submitting to the *Engineer* a Leak Adjustment Request Form together with proof that the leak has been repaired in such a manner as to effectively prevent future leaks of similar nature.

2) If the *Engineer* is satisfied, in their sole discretion, that the leak has been fully and appropriately repaired by the *Owner* in accordance with this Bylaw, and if, in the opinion of the *Engineer*, in their sole discretion, the *Owner* was not aware or could not reasonably have been expected to have been aware of the leak, the *Engineer* may provide *Approval* for a leak adjustment. If the request for a leak adjustment is *Approved*, the *Municipality* shall provide a credit to the *Owner's* account in an amount determined by the *Engineer*, in their sole discretion, to compensate for the leak.

3) Eligible water leak adjustments under this Bylaw will only be considered where the leak is:

    a) in a *Private Service* limited to the direct water piping between the connection to the *Water Service* at the property line and the connection to the internal plumbing within the building or mechanical room, or

    b) located within the *Real Property* in an underground location that, in the opinion of the *Engineer,* in their sole discretion, could not have been reasonably identified by the *Owner*.

4) *Real Property* located in the *Municipality* and receiving water from the *Municipal Water System*, is eligible for a one-time water leak adjustment provided it meets the criteria set out in this Bylaw.

5) Where there is a change in the ownership of *Real Property* to an arm's length third party after a leak adjustment is processed, the new *Owner* will qualify for a one-time only adjustment regardless of any past adjustment having been provided to a previous *Owner* of the same *Real Property*.

9.6 Adjustment to Fees or Charges Previously Billed

Adjustment to Fees or Charges Previously Billed

1) In the case of an adjustment to fees or charges resulting from metered billings that have previously been billed, a leak adjustment will be calculated based on the average water usage of the *Real Property* based on all metered billings issued for the *Real Property* during the twelve (12) months preceding the estimated commencement of the leak, or any other available information, at the *Municipality's* discretion.

2) In respect of a leak adjustment, the *Collector*:

    a) may adjust for the current year;

    b) may also adjust for up to two calendar years prior to the current year; and

    c) shall not pay interest on any overpayment.

3) Any adjustment shall be made only to the current *Owner* of the *Real Property* and shall not include any period in which they were not the *Owner.*

9.7 Billing For Fees or Charges Not Previously Billed

1) In the case of billing a rate, fee or charge that has not previously been billed, the *Collector* shall:

    a) issue a bill to the *Owner* for the rates, fees and charges not previously billed from the date that it was discovered that the rate, fee and charge ought to have been billed, as determined by the *Collector*; and

    b) not back bill for a period greater than the current year plus the previous calendar year, except as provided in Section 9.11.

9.8 Adjustment for Tampering

1) If, in the opinion of the *Engineer* or the *Collector*, in their sole discretion, the measured water consumption for a *Real Property* is inaccurate due to tampering, the *Collector* shall estimate water consumption based on:

    a) an average of the water consumption for the *Real Property* for the current year and up to two previous years, excluding any period where, in the Engineers sole discretion, tampering may have occurred or where the water consumption is not reasonably representative of average previous consumption for the *Real Property,* or

    b) if there is no water consumption history for the *Real Property* or the water consumption history is unreliable due to potential tampering, the median water consumption for one or more similar properties in the *Municipality* that the *Engineer* determines, in their sole discretion to be similar to the *Real Property*, determined for the current year and up to two years; and

2) issue a bill for:

    a) estimated water consumption for the entire period of the tampering, as determined by the *Collector* in their sole discretion, and

    b) all costs incurred by the *Municipality* in estimating water consumption and repairing the *Municipal Water System* to correct the tampering.

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9.9 Metered Water used to Fight Fires

1) Where water from a *Metered Service* is used to fight a fire, the *Engineer*, in their sole discretion, may adjust the charge in accordance with the provisions of Section 9.7 of this Bylaw.

9.10 Tampering With Meters

1) If, in the opinion of the *Engineer*, the water consumption is inaccurate due to tampering, the *Engineer* may adjust the charge in accordance with the provisions of Section 9.11 of this Bylaw.

9.11 Inaccurate or Non Registering Meters

1) If, through no fault of an *Owner*, a *Water Meter* fails to register or to properly indicate the water consumption of water, the *Engineer*, in their sole discretion, may adjust the water consumption charge in accordance with the provisions of Section 9.7 of this Bylaw.

9.12 Testing of Meters

1) The *Municipality* will test a *Water Meter* upon written request by the *Owner*, and upon deposit of a fee as provided for in the *Langley Fees And Charges Bylaw*. If the *Water Meter* is found to mis-register by more than 5%, the test fee will be returned. If the inaccuracy of the *Water Meter* does not exceed 5%, the test fee will be retained by the *Municipality* to offset the cost of the test.

2) The *Municipality* may require, at any time, a *Water Meter* to be either tested on site or removed by a Municipal employee for testing. If the *Water Meter* is found to mis-register by more than 5%, the *Engineer*, in their sole discretion, may adjust the previous rates, fees and charges specified in the *Utility Rate Bylaw* and in the *Langley Fees And Charges Bylaw* in accordance with the provisions of Section 9.7 of this Bylaw.

9.13 Service Fees For Subsequent Site Visits

1) A fee, as set out in the *Langley Fees And Charges Bylaw*, may be charged where a Municipal employee or agent is required to make an additional visit or visits at a *Real Property* or *Premises* for any of the following reasons:

    a) where an *Owner* or occupant refuses access to a *Real Property* or *Premises* for a Municipal employee or agent to install, repair, replace, inspect, test or read a *Water Meter* or any other equipment in relation to the *Water System*; or

    b) where a Municipal employee or agent attends at a *Real Property* or *Premises* for a scheduled appointment, and the *Owner* or occupant is not present at the scheduled time to provide access to the *Real Property* or *Premises.*

    c) a Municipal employee or agent attends a *Real Property* or *Premises* to perform any action or function set out under this Bylaw, and is unable to access the *Premises*, the *Municipal Water System* or a *Private Service* because of any restricted access to the *Real Property* or *Premises* or any dangerous situation at the *Real Property* or *Premises*, including any situation that could cause harm to persons, *Real Property* or equipment.

9.14 Change in use or Occupancy of Property Served

1) An *Owner* must notify the *Engineer* or the *Collector* in writing within thirty (30) days of any change in the use, occupancy, or any matter, which may affect the fees or charges payable under this Bylaw.
2) No person shall demolish a building containing a *Water Meter* until the final *Water Meter* reading is obtained, and the *Water Meter* and *Water Meter* appurtenances are recovered by the *Engineer*, and the water supply is *Shut Off*.

3) Should any change result in an increase or decrease in rates, fees or charges such change will take effect from the date of change in use or occupancy or, if the date is unknown, from receipt of the notice. Any changes or adjustments for a partial month will be considered to be a full month.

PART 10 – GENERAL

10.1 Failure to Comply

1) The *Engineer* may give notice to the *Owner* to effect necessary repairs or replacements to a *Private Service,* or to correct a fault, or to comply with the requirements of this Bylaw. If the *Owner* fails to comply with such notice within the time specified by the *Engineer*, the *Engineer* may, until evidence satisfactory to the *Engineer* has been produced that the terms of the notice have been complied with and at the *Owner*'s expense do one or more of the following:

    a) reduce the quantity of water supplied to, or *Shut Off* the *Water Service* of, or undertake a *Water Service Disconnection*;

    b) have the necessary work done, with the cost of such work being the responsibility of the Owner; and/or

    c) take such other action either as the *Engineer* deems necessary in their sole discretion.

2) Should any person take up residence in or continue to occupy *Real Property* after the water has been *Shut Off,* and should any unsanitary condition arise as a result thereof, the person so occupying the *Real Property* shall be deemed solely responsible for the creation of such unsanitary condition.

3) No person, other than an authorized employee or agent of the *Municipality*, shall *Turn On* any *Water Service* which has been *Shut Off* by the *Municipality*. Should any *Water Service* be *Turned On* by any person other than an employee or agent of the *Municipality* the *Water Service* shall be deemed to have been in continuous operation from the date when the *Water Service* was *Shut Off* and the *Owner* shall be liable accordingly.

4) Where an order or notice is issued by the *Engineer*, the *Owner* or person to whom the order is issued, shall be deemed to have received the order or notice:

    a) upon delivery if delivered by hand to the *Owner* or any authorized agent for the *Owner*;

    b) on the date it is posted at the subject *Real Property*;

    c) three calendar days after being mailed by regular mail to the *Owner* at the *Real Property* or at the last known address for the *Owner*;

10.2 Unauthorized Water Meter Bypass Valve Usage

1) Where a seal on a bypass valve is broken, the *Owner*, or person who broke the seal, or notices the seal is broken, must notify the *Engineer* immediately.

2) Any Owner who benefits from an open bypass valve on a *Water Meter* or metering installation, except in the case of emergency and whether or not the *Owner* knew of, or directly or indirectly caused the open bypass valve shall pay the Unauthorized Usage Rate set in the *Utility Rate Bylaw* applied to the water use estimated in accordance with the provisions of Section 9.7 of this Bylaw.

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10.3 Unauthorized Hydrant and Standpipe Usage

1) Any *Owner* who benefits from an open hydrant or standpipe, except in the case of emergency, and whether or not the *Owner* knew of, or directly or indirectly caused the open hydrant, shall pay the Unauthorized Usage Rate set in the *Utility Rate Bylaw* applied to the water use estimated in accordance with the provisions of Section 9.7 of this Bylaw.

10.4 Unauthorized Service Usage

1) Any *Owner* who benefits from unauthorized water usage from a *Water Service*, except in the case of emergency, and whether or not the *Owner* knew of, or directly or indirectly caused the unauthorized water usage shall pay the Unauthorized Usage Rate set in the *Utility Rate Bylaw* applied to the water use estimated in accordance with the provisions of Section 9.7 of this Bylaw.

10.5 Tampering with a Water Meter

1) Any *Owner* who benefits from willfully impairing or permitting a *Water Meter* to be altered or impaired, except in the case of emergency, is guilty of an offence and shall pay the Unauthorized Usage Rate set in the *Utility Rate Bylaw* applied to the water use estimated. Additionally, the *Owner* shall reimburse the *Municipality* for all costs incurred repairing or replacing *Water Meter*.

10.6 Responsibility to Other Agencies

1) Nothing in this Bylaw relieves any person from complying with any notification or reporting provisions of other government agencies, including under all applicable federal, provincial, or municipal legislation, including any other Bylaw of the *Municipality*.

10.7 Fines and Penalties

1) Any person who violates a provision of this Bylaw commits an offence under this Bylaw and, in addition to being subject to any remedies or penalties available to the *Municipality* under provincial law (including a bylaw offence notice issued pursuant to the *Langley Bylaw Notice Enforcement Bylaw*) is also subject to prosecution and, upon summary conviction, a fine of not more than $25,000 for each and every offence. Where a violation is a continuing one, each day that a violation of this Bylaw occurs, or is allowed to continue, constitutes a separate offence.

10.8 Liability

1) No Person will have any claim, and no action lies and no proceeding may be brought against the *Municipality*, its elected officials, officers or employees for damages, either direct or indirect, arising from any of the above noted actions under Sections 10.2 through 10.5 of this Bylaw, or for any loss or damage to *Real Property*, which may result from such actions.

PART 11 – SEVERABILITY

Each provision of this Bylaw is severable from each other provision. If a Court of competent jurisdiction determines any provision to be void or unenforceable in whole or in part, the invalid provision shall be deemed to be severable. The remaining provisions of this Bylaw are deemed to have been adopted without the severed section, subsection, paragraph, subparagraph, clause, or phrase.

PART 12 – REPEAL

Langley Waterworks Regulation Bylaw 2008 No. 4697, and all amendments, is hereby repealed.

READ A FIRST TIME the	18	day of	November	, 2024
READ A SECOND TIME the	18	day of	November	, 2024
READ A THIRD TIME the	18	day of	November	, 2024
ADOPTED the	02	day of	December	, 2024

"ERIC WOODWARD" Mayor "WENDY BAUER" Township Clerk

LANGLEY WATERWORKS REGULATION BYLAW 2008, NO 4697

#6102
10/03/25

SCHEDULE "A"

#6180
26/01/26

WATER SERVICING STANDARDS FOR AGRICULTURE AND INTENSIVE AGRICULTURE USAGE

TERMS AND CONDITIONS:

1. Water use for open-air crop *Commercial Irrigation* will not be permitted.

2. *Approval* for the granting the provision of water from the *Municipal Water System* will be subject to a hydraulic analysis using the *Municipality's* computerized water model. The *Municipality's* water system must be shown to be capable of meeting the minimum operating and supply requirements.

3. The applicant must submit a determination of the peak flow requirement. Maximum allowable water usage shall be 0.2 l/s per hectare (site area) for *Agriculture Use* and 1.0 l/s per hectare (developed area) for *Intensive Agriculture Use*. These limits do not apply to fire flow requirements.

4. Offsite improvements to the *Municipal Water System* may be required as determined in Section 2 of this Schedule. The *Owner* is responsible for all direct and/or indirect costs associated with the work.

5. Municipally supplied water will be by means of a single *Water Service* to the *Real Property*. Separate on site watermains will be required for domestic use, firefighting use, and for *Commercial Irrigation* use.

6. Watermains installed onsite for domestic use must separate from the *Water Service* at the property line and be complete with an *Authorized Backflow Prevention Device*. A *Water Meter* will also be required under the conditions of this Bylaw.

7. Watermains installed onsite for firefighting must separate from the domestic line at the property line and be complete with an *Authorized Backflow Prevention Device*.

8. Watermains installed onsite for *Commercial Irrigation* must separate from the *Water Service* at the property line and be complete with *Authorized Backflow Prevention Device*, a *Water Meter*, and a *Flow Control Valve* to the settings determined in Section 3 of this Schedule. The *Flow Control Valve* will be provided by the Township at the cost of the *Owner*.

9. In addition to the requirement in Section 3 of this Schedule, applications for "*Intensive Agriculture Use*s" must be accompanied by a water management plan acceptable to the *Engineer*. It must be developed by a qualified consulting engineer and must specify onsite storage requirements, must include an operational plan to minimize water consumption while maximizing conservation, and must detail the method of disposing of nutrient laden water (if necessary).

Township of Langley
Est. 1873

COUNCIL POLICY

Subject: Neighbourhood Traffic Calming

Policy No:	**05-110**
Previous Policy No:	**05-763**
Approved by Council:	**1999-02-15**
Revised by Council:	**2004-04-05**
Revised by Council	**2009-10-19**
Revised by Council	**2012-09-17**
Revised by Council	**2016-05-30**
Revised by Council	**2019-09-09**
Revised by Council	**2024-12-02**

1. Purpose

1.1. To define the criteria and conditions to evaluate the installation and removal of traffic calming measures in neighbourhoods.

2. Background

2.1. The Township regularly receives requests for the implementation and the removal of traffic calming measures in neighbourhood areas. This policy will set the criteria for the review, implementation and monitoring of traffic calming measures.

3. Related Policy

3.1. Township of Langley Subdivision and Development Servicing Bylaw 2019 No. 5382 and amendments thereto, in conjunction with the Master Transportation Plan Road Classifications Map and the Community Plans.
3.2. Highway and Traffic Bylaw 2010 No. 4758 and amendments thereto.
3.3. Motor Vehicle Act (1996 c.318) of the B.C. Motor Vehicle Traffic Legislation Manual and amendments thereto.

4. Policy

4.1. Suitable Locations:

4.1.1. Vertical deflections will not be considered on arterial roads. Horizontal deflections, as well as other low impact traffic calming measures, may be considered on arterial roads.
4.1.2. Only devices listed in Section 4.1.5 will be considered for use on collector roads.
4.1.3. Traffic calming requests may be considered on local roads or lanes at the discretion of the Director, Engineering and Council subject to the criteria outlined in this policy.
4.1.4. Study area will depend on the location and extent of the traffic calming measures proposed and must include a review of adjacent roads that may be impacted by a shift of traffic.
4.1.5 Allowable forms of traffic calming are outlined in the following table:

Traffic Calming Device	Road Classification				
	Major Collector	Major collector by School or Park	Minor Collector	Minor Collector by School or park	Local/Lane
Vertical Deflection					
Raised Crosswalk	✔	✔	✔	✔	✔
Raised Intersection		✔	✔	✔	✔
Rumble Strip	✔	✔	✔	✔	✔
Sidewalk Extension			✔	✔	✔
Textured Crosswalk	✔	✔	✔	✔	✔
Speed Hump		✔	✔	✔	✔
Horizontal Deflection					
Chicane					✔
Curb Extension	✔	✔	✔	✔	✔
Curb Radius Reduction			✔	✔	✔
On Street Parking	✔		✔		✔
Raised Median Island	✔	✔	✔	✔	✔
Traffic Circle	✔	✔	✔	✔	✔
Obstruction					
Directional Closure					✔
Diverter					✔
Full Closure					✔
Intersection Channelization		✔		✔	✔
Raised Median through Intersection	✔	✔	✔	✔	✔
Right-In/Right-out Island	✔	✔	✔	✔	✔
Signage[1]					
Right (Left) Turn Prohibited	✔	✔	✔	✔	✔
One Way	✔	✔	✔	✔	✔
Traffic Calmed Neighborhood	✔	✔	✔	✔	✔

[1]Signage must follow guidance of the Manual of Uniform Traffic Control Devices for Canada

Key

✔ May be considered

4.2. Review Process:

4.2.1. The eligibility of the road for traffic calming will be assessed by the Director, Engineering.

4.2.2. The eligible locations will be prioritized and implemented according to their level of priority.

4.2.3. For priority locations, the Township will develop a traffic calming plan, and conduct a community ballot to determine the level of support for the proposed plan, as approved by Council. Roads fronting schools or playground zones are not subject to the requirement of a community ballot.

4.2.4. Community support, defined as 60% or more of respondents in favor, is required to proceed with the traffic calming plan. However, the Council may choose to direct the installation of traffic calming measures at their discretion.

4.2.5. Based on the feedback received during the community ballot process, the Township will revise the traffic calming plan and inform Council of the preferred option.

4.2.6. Council will be informed of the installation of the traffic calming measures.

4.3. Typical Criteria:

4.3.1. Road Classification
4.3.2. Traffic volume.
4.3.3. Non-local traffic short cutting through a neighbourhood.
4.3.4. The 85 percentile speed.
4.3.5. Accident history.
4.3.6. Pedestrian activity.
4.3.7. Land Use.
4.3.8. Proximity to schools and parks
4.3.9. Traffic calming measures must not have a negative effect on overall traffic safety or emergency vehicle access.
4.3.10. Cycling routes and proximity to transit routes
4.3.11. Routes to schools
4.3.12. Presence of sidewalks
4.3.13. Nearby arterial road improvements
4.3.14. Traffic diversion potential

4.4. Installation will be subject to availability of funding.

4.5. Priorities for installations will be determined by a comparison of the criteria in section 4.3.

4.6. Area Wide Traffic Calming Projects:

4.6.1. The Township may initiate traffic calming on an area wide basis, using boundaries such as arterial roads, highways, watercourses, or other topographical constraints, as determined by Council or the Director, Engineer.

4.6.2. Staff will develop criteria to determine priority areas for traffic calming based on quantitative and qualitative data, such as vehicle speeds, traffic volumes, known problems, neighbourhood interest, pedestrian and cyclist activity.

4.6.3. Neighbourhoods that currently experience the greatest negative impacts from traffic will have the highest priority. Neighbourhoods that already have significant traffic calming measures in place will have a lower priority.