Township of Langley

Est. 1873

REGULAR MEETING OF TOWNSHIP COUNCIL

Monday, October 18, 2021 at 1:00pm
Fraser River Presentation Theatre
4th Floor, 20338 – 65 Avenue, Langley, BC

A G E N D A

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

A. ADOPTION AND RECEIPT OF AGENDA ITEMS

1. Regular Council Meeting – October 18, 2021

That Council adopt the agenda and receive the agenda items of the Regular Council meeting held October 18, 2021.

B. ADOPTION OF MINUTES

1. Special Council Meeting – October 4, 2021

That Council adopt the Minutes of the Special Council meeting held October 4, 2021.

2. Regular Council Meeting – October 4, 2021

That Council adopt the Minutes of the Regular Council meeting held October 4, 2021.

3. Public Hearing Meeting – October 4, 2021

That Council adopt the Minutes of the Public Hearing meeting held October 4, 2021.

C. DELEGATIONS

D. PRESENTATIONS

E. REPORTS TO COUNCIL

1. Community Amenity Contributions Policy
Report 21-115
File CD LSP00007

That Council approve the revised Community Amenity Contributions Policy No. 07-166, presented as Attachment A to this report.

2. Budget Transfer for Yorkson Creek Bridge
Report 21-118
File ENG 6125-20-YORK1

That Council approve the budget transfer of $320,000 from deferred work at the Fort Langley Cemetery within the 2021 Parks Capital Budget to Yorkson Creek Trail - Bridge Replacement to allow for completion of the project in light of increased construction costs.

3. Draft Metro 2050 Regional Growth Strategy Update
Report 21-120
File CD 6540-04

That Council authorize staff to forward the comments on draft Metro 2050 in the form substantially presented as Attachment B to this report to Metro Vancouver Regional District.

4. DCC Frontending Agreement Mitchell Williams Pond DWA Inc.
Report 21-119
File CD 08-25-0098

That Council authorize staff to execute the Drainage Development Cost Charges (DCC) Frontending Agreement with Mitchell Williams Pond DWA Inc. in the substantial form of a document presented as Attachment A, for the provision of drainage infrastructure for the area of Williams in the Willoughby Community Plan.

F. BYLAWS FOR FIRST AND SECOND READING

1. Rezoning Application No. 100556 and Development Permit Application No. 101053 (1230380 BC Ltd. / Flat Architecture Inc. / 20100 Block 84 Avenue) Bylaw No. 5619
Report 21-117
File CD 08-26-0205

That Council give first and second reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1230380 BC Ltd. / Flat Architecture Inc.) Bylaw 2021 No. 5619, rezoning 1.00 ha (2.47 ac) of land located in the 20100 Block of 84 Avenue, to Comprehensive

F. BYLAWS FOR FIRST AND SECOND READING

Development Zone CD-147, to facilitate development of 40 townhouse units subject to the following development prerequisites being satisfied to the acceptance of the Township of Langley General Manager of Engineering and Community Development, unless otherwise noted prior to final reading:

1. A Servicing Agreement being entered into with the Township to secure required road and utility upgrades and extensions in accordance with the Township's Subdivision and Development Servicing Bylaw;
2. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw;
3. Provision of road dedications, widenings, and necessary traffic improvements in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Carvolth Neighbourhood Plan including the north half of 83 Avenue, the east half of 201 Street and the south half of 84 Avenue;
4. Provision of a final tree management plan incorporating tree retention, replacement, protection details, and security in compliance with Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection);
5. Approval of Rezoning Bylaw No. 5619 by the Ministry of Transportation and Infrastructure;
6. Registration of restrictive covenants:
    a. Prohibiting parking on internal strata roadways (other than in clearly identified parking spaces);
    b. Prohibiting garages from being developed for purposes other than the parking of vehicles, and prohibiting the development of secondary suites within individual units;
    c. Identifying the units (minimum 5% for townhouses) required to comply with the adaptable housing requirements;
    d. Protecting Streamside Protection and Enhancement Areas, including dedication and construction of a 9.5 metre (31 feet) wide streamside habitat corridor on the south side of 84 Avenue and along the eastern property line of the site, final acceptance of the streamside restoration and enhancement plans and details, streamside fencing and signage, and security;
7. Compliance with the Community Amenity Contributions Policy; and
8. Payment of applicable Carvolth Neighbourhood Planning Administration fees, Carvolth Greenway Amenity Zoning Policy fees, supplemental Rezoning fees, Site Servicing Review fee, ISDC review fee, Development Works Agreement (DWA) and Latecomer charges, and compliance with the Township's 5% Neighbourhood Park Land Acquisition Policy.

That Council at time of final reading of Rezoning Bylaw No. 5619 authorize issuance of Development Permit No. 101053 subject to the following conditions:

F. BYLAWS FOR FIRST AND SECOND READING

a. Building plans being in substantial compliance with Schedule "A";
b. On-site landscaping plans being in substantial compliance with Schedule "B", and in compliance with Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection) and the Township's Street Trees and Boulevard Plantings Policy; and
c. All signage being in substantial compliance with Schedule "A".

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

a. Issuance of an Energy Conservation and GHG Emissions Reduction Development Permit;
b. On-site landscaping to be secured by letter of credit at building permit stage;
c. Written confirmation from the owner and landscape architect or arborist that tree protection fencing identified in the tree management plan is in place;
d. Submission of a site specific on-site stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw;
e. An erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw to the acceptance of the Township; and
f. Payment of supplemental development permit application fees, Development Cost Charges, and building permit administration fees.

That Council authorize staff to proceed with the written submission opportunity notice prior to Council's consideration of third reading of Rezoning Bylaw No. 5619 in conjunction with the hearing for proposed Development Permit No. 101053.

Explanation – Bylaw No. 5619

Bylaw 2021 No. 5619 rezones land in the 20100 Block of 84 Avenue from Suburban Residential Zone SR-2 to Comprehensive Development Zone CD-147 to facilitate the development of a 40 unit townhouse project.

2. Zoning Bylaw Amendments - Parking Regulations
Township-Wide Excluding Fort Langley
Bylaw No. 5698
Report 21-113
File ENG 5260-26-019

That Council give first and second reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment Bylaw 2021 No. 5698 to amend the Township of Langley's Zoning Bylaw with respect to parking requirements in the Township, excluding Fort Langley, and authorize the Public Hearing; and further

F. BYLAWS FOR FIRST AND SECOND READING

That Council endorse staff reviewing and developing a cash-in-lieu fee structure for on-site parking as an option for developments in the Aldergrove Commercial Core Area based on most current construction and land costs, and economic conditions.

Explanation – Bylaw No. 5698

Bylaw 2021 No. 5698 amends Section 107 to change parking requirements for offices/financial institutions, adds parking requirements for bicycles, and amends parking requirements for persons with disabilities, excluding the Fort Langley Area as indicated on the Map in Section 107.10 of the bylaw.

3. Zoning Bylaw Amendments – Parking Regulations Fort Langley
Bylaw No. 5749
Report 21-122
File ENG 5260-26-019

That Council give first and second reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment Bylaw 2021 No. 5749 to amend the Township of Langley's Zoning Bylaw with respect to parking requirements in the community of Fort Langley and authorize the Public Hearing; and further

That Council endorse staff reviewing the cash-in-lieu amount currently in place in relation with on-site parking as an option for development in the commercial core of Fort Langley and bringing forward proposed amendments that more accurately reflect current costs and economic conditions.

Explanation – Bylaw No. 5749

Bylaw 2021 No. 5749 amends Section 107 to change parking requirements for offices/financial institutions, adds parking requirements for bicycles, and amends parking requirements for persons with disabilities in the Fort Langley Area as indicated on the Map in Section 107.10 of the bylaw.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

1. Drainage Development Works Agreement Bylaw
(Mitchell Williams Pond DWA Inc.)
Bylaw No. 5624
Report 21-116
File CD 08-25-0098

That Council give first, second, and third reading to Drainage Development Works Agreement Mitchell Williams Pond DWA Inc. Bylaw 2021 No. 5624, for the provision of off-site drainage infrastructure for the area of Williams in the Willoughby Community Plan.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

Explanation – Bylaw No. 5624

Bylaw 2021 No. 5624 authorizes the execution of a Development Works Agreement between the Township of Langley and Mitchell Williams Pond DWA Inc. for the provision of Drainage Works in the Williams Neighbourhood Plan area of the Township of Langley and the imposition of a charge on the owners of parcels of land within the specified area benefiting from the said works.

H. BYLAWS FOR CONSIDERATION AT THIRD READING

1. Clerk's Note: Development Application Procedures Bylaw 2018 No. 5428 Amendment Bylaw 2020 No. 5615, approved by Council on April 20, 2020, allows for Written Submission Opportunities only when in person Public Input Opportunities or Public Hearings are not required pursuant to provincial regulations.

Rezoning Application No. 100603 and
Development Permit Application No. 101160
(Deol / 6869 - 210 Street)
Bylaw No. 5743
Report 21-109
File CD 08-13-0084

That Council give third reading to "Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Deol) Bylaw 2021 No. 5743".

Explanation – Bylaw No. 5743

Bylaw 2021 No. 5743 rezones the property located at 6869 – 210 Street from Suburban Residential Zone SR-2 to Comprehensive Development Zone CD-131 to accommodate 19 Townhouse units.

Development Permit No. 101160

Running concurrently with this Bylaw is Development Permit No. 101160 (Deol / 6869 - 210 Street) in accordance with Attachment A subject to the following conditions:

a. Building plans being in compliance with Attachment A - Schedule "A"; and
b. Landscape plans being in substantial compliance with Attachment A – Schedule "B" and in compliance with the Township's Street Tree and Boulevard Planting Policy and Age Friendly Amenity Area requirements.

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

H. BYLAWS FOR CONSIDERATION AT THIRD READING

a. Payment of supplemental Development Permit application fees, applicable Development Cost Charges, and Building Permit administration fees;
b. Landscaping and boulevard treatment being secured by letter of credit at the Building Permit stage;
c. Tree retention, replacement and protection in compliance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) being secured by letter of credit, including payment of associated administration fees;
d. Written confirmation from owner and landscape architect or arborist that the tree protection fencing identified in the tree management plan is in place; and
e. Submission of a site specific on-site servicing and stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw, and an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw, to the acceptance of the Township of Langley General Manager of Engineering and Community Development.

2. Official Community Plan Amendment and Rezoning Application No. 100192 and Development Permit Application No. 101212 (Compass Cohousing / 20353 – 66 Avenue)
Bylaw No. 5736
Bylaw No. 5737
Report 21-107
File CD 08-14-0222

That Council give third reading to "Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Southwest Gordon Estate Neighbourhood Plan) Bylaw 1999 No. 3911 Amendment (Compass Cohousing) Bylaw 2021 No. 5736"; and

"Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Compass Cohousing) Bylaw 2021 No. 5737".

Explanation – Bylaw No. 5736

Bylaw 2021 No. 5736 amends the Willoughby Community Plan to specify applicable design guidelines and the Southwest Gordon Estate Neighbourhood Plan to amend the Mixed-Use "B" designation to allow a residential only development at a density of 30.3 UPA in order to accommodate a 40 unit cohousing facility on the site located at 20353 – 66 Avenue.

H. BYLAWS FOR CONSIDERATION AT THIRD READING

Explanation – Bylaw No. 5737

Bylaw 2021 No. 5737 rezones a 0.53 ha portion of the lot located at 20353 – 66 Avenue from Rural Zone RU-3 to Comprehensive Development Zone CD-165 to accommodate 40 condominium units.

Development Permit No. 101212

Running concurrently with this Bylaw is Development Permit No. 101212 (Compass Cohousing / 20353 – 66 Avenue) in accordance with Attachment A subject to the following conditions:

a. Building plans being in substantial compliance with Schedule “A”;
b. Landscape plans being in substantial compliance with Schedule "B" and Schedule “C” and in compliance with the Township's Street Tree and Boulevard Planting Policy and Age Friendly Amenity Area requirements;
c. All rooftop mechanical equipment to be screened from view; and
d. All refuse areas to be located in an enclosure and screened.

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

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

I. BYLAWS FOR FINAL ADOPTION

1. Rezoning Application No. 100558 and Development Permit Application No. 101060 (Narayan / Prasad / 19855 – 68 Avenue)
Bylaw No. 5543
Bylaw No. 5544
Report 19-193
File CD 08-15-0152

That Council give final reading to “Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Narayan / Prasad) Bylaw 2019 No. 5543”; and

I. BYLAWS FOR FINAL ADOPTION

"Township of Langley Phased Development Agreement (Narayan / Prasad) Bylaw 2019 No. 5544".

Explanation – Bylaw No. 5543

Bylaw 2019 No. 5543 rezones a portion of the property located at 19855 – 68 Avenue to Residential Zone R-1A and Residential Compact Lot Zone R-CL(B) to permit the subdivision of five fee simple single family lots.

Explanation – Bylaw No. 5544

Bylaw 2019 No. 5544 authorizes the Township of Langley to enter into a phased development agreement with Narayan and Prasad.

Development Permit No. 101060

That Council authorize issuance of Development Permit No. 101060 (Narayan / Prasad / 19855 – 68 Avenue) in accordance with Attachment A subject to the following conditions:

a. An exterior design control agreement shall be entered into for all residential lots, ensuring that the building design and site development standards are high quality, consistent with other lots and development, and conform with the single family development permit guidelines contained in the Willoughby Community Plan;
b. Section 401.5 – Siting of Buildings and Structures of Township of Langley Zoning Bylaw No. 2500 is hereby varied to reduce the minimum rear lot line setback requirement from 6.0 metres to 4.4 metres for the principal building (existing house) on proposed Lot 2.

Clerk's Note: Please note that all development prerequisites listed in the Community Development Division report to Council of December 16, 2019 attached to the Bylaw have been satisfactorily addressed. The Public Hearing for the Bylaw was held on January 13, 2020 with third reading given on January 27, 2020. In accordance with Council policy, staff advise that the Public Hearing for the Bylaw was held more than a year prior to the proposed final reading date. Although resolution of the development prerequisite items was on-going and the on-site rezoning sign remained in place, the Bylaw was delayed due to servicing requirements.

2. Rezoning Application No. 100470
(Grenor Homes Ltd. / 8707 – 217A Street)
Bylaw No. 5256
Report 17-04
File CD 11-30-0028

That Council give final reading to "Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Grenor Homes Ltd.) 2017 Bylaw No. 5256".

I. BYLAWS FOR FINAL ADOPTION

Explanation – Bylaw No. 5256

Bylaw 2017 No. 5256 rezones property located at 8707 – 217A Street to Suburban Residential Zone SR-3A to accommodate a two (2) lot residential subdivision.

Clerk's Note: Please note that all development prerequisites listed in the Community Development Division report to Council of January 16, 2017 attached to the Bylaw have been satisfactorily addressed. The Public Hearing for the Bylaw was held on January 30, 2017 with third reading given on February 6, 2017. In accordance with Council policy, staff advise that the Public Hearing for the Bylaw was held more than a year prior to the proposed final reading date. Although resolution of the development prerequisite items was on-going and the on-site rezoning sign remained in place, the Bylaw was delayed for the following reasons: The ownership of the property changed.

J. CORRESPONDENCE

K. MINUTES OF COMMITTEES

1. Heritage Advisory Committee – October 6, 2021
File 0540-20

That Council receive the Minutes of the Council Advisory Committee meeting as listed above.

L. ASSOCIATIONS AND OTHER GOVERNMENT AGENICES

1. Joint School District No. 35 / Municipal Liaison Committee – September 29, 2021
File 0540-20

That Council receive the Minutes of the Joint School District No. 35 / Municipal Liaison Committee held September 29, 2021.

2. CP Community Advisory Panel – October 7, 2021
File 0540-20

That Council receive the Minutes of the CP Community Advisory Panel held October 7, 2021.

M. MAYOR AND COUNCIL REPORT

N. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

O. ITEMS FROM PRIOR MEETINGS

The following matter was referred at the October 4, 2021 Regular Council meeting:

1. Salmon River Uplands – Rural Plan Amendments
Report 21-121
File CD 6480-28-001

That Council receive the Salmon River Uplands – Rural Plan Amendments report for information and direct staff to utilize the Preliminary Draft Planning Framework, presented as Attachment A to this report, in developing a Final Detailed Planning Framework, in collaboration with the affected stakeholders, to set out the policies and identify pre-requisites that must be addressed by development proponents in the Salmon River Uplands area, as identified in the Rural Plan.

The following Rezoning Application was deferred at the October 4, 2021 Regular Council meeting:

2. Rezoning Application No. 100589
(Neufeld / 5759 – 240 Street)
Bylaw No. 5717
Report 21-111
File CD 11-09-0033

Moved by Councillor Long,
Seconded by Councillor Whitmarsh,
That Council give first and second reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Neufeld) Bylaw 2021 No. 5717 rezoning 18.0 ha (44.5 ac) of land located at 5759 – 240 Street to Suburban Residential Zone SR-1 to facilitate a development consisting of 39 rural single family lots, subject to the following development prerequisites being satisfied to the acceptance of the Township of Langley's General Manager of Engineering and Community Development, unless otherwise noted, prior to final reading:

1. 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. Development of a storm water management plan, including the securing and transfer to the Township of a community stormwater detention facility to serve the natural catchment area;
3. Submission of geotechnical and hydrogeological reports to confirm adequacy of the lands to support the proposed land use;
4. Submission of an erosion and sediment control plan and provision of security in accordance with the Township's Erosion and Sediment Control Bylaw;

O. ITEMS FROM PRIOR MEETINGS

5. Provision of road dedications, widenings, and necessary traffic improvements in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw;
6. Provision of a final tree management plan incorporating tree retention, replacement, protection details, and security in compliance with Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection);
7. Provision of an Agricultural Land Reserve buffer;
8. Registration of restrictive covenants:
    a. Identifying the units (minimum 5% single family lots) required to comply with the adaptable housing requirements;
    b. For the retention and maintenance of a 15 m wide Agricultural Land Reserve buffer located along the eastern property line of the subject 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. Prohibiting access to 56 Avenue;
9. Registration of an exterior design control agreement (informed by a neighbourhood character study) ensuring that building design and site development standards are of high quality and compatible with other lots and development;
10. Compliance with the Community Amenity Contributions Policy;
11. Payment of applicable supplemental Rezoning fees, Development Engineering and Green Infrastructure service fees, Development Works Agreement (DWA) and Latecomer charges, and compliance with the Township's 5% Neighbourhood Park Land Acquisition Policy; and further

That Council authorize staff to proceed with the written submission opportunity notice prior to Council's consideration of third reading of Rezoning Bylaw No. 5717.

Explanation – Bylaw No. 5717

Bylaw 2021 No. 5717 rezones the property located at 5759 – 240 Street from Rural Zone RU-1 to Suburban Residential Zone SR-1 to accommodate fee simple subdivision of 39 single family lots.

DEFERRAL
Moved by Councillor Woodward,
Seconded by Councillor Davis,
That Rezoning Application No. 100589 (Neufeld / 5759 – 240 Street) Bylaw No. 5717 be deferred to the next Regular Meeting of Council.
CARRIED

Mayor Froese and Councillors Kunst and Long opposed

P. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM SPECIAL CLOSED MEETINGS

Q. OTHER BUSINESS

Councillor Richter presented the following Notice of Motion within the deadlines according to Council's policy:

1. Public Art – Fort Langley Utility Box Art Wraps

Whereas staff gave a detailed presentation about public art on BC Hydro boxes in Fort Langley at a recent open meeting of the Township's Recreation, Culture, and Parks Advisory Committee; and

Whereas this presentation included the process to be followed;

Therefore be it resolved that Council request staff to make this same presentation to an upcoming open Regular Council Meeting before any final decisions are made.

R. MOTION TO RESOLVE INTO SPECIAL CLOSED MEETING

That Council now resolve into a Special 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 D.1 - Section 90(2) (b) Intergovernmental Relations;
Item E.1 - Section 90(1) (e) Property; (k) Negotiations;
Item F.1 - Section 90(1) (i) Solicitor-Client Privilege;
Item F.2 - Section 90(1) (a) Personnel;
Item F.3 - Section 90(1) (a) Personnel;
Item F.4 - Section 90(1) (a) Personnel; and
Item F.5 - Section 90(1) (m) Another Enactment.

S. TERMINATE

Township of Langley
Est. 1873

SPECIAL MEETING OF COUNCIL

Monday, October 4, 2021 at 11:30am
Fraser River Presentation Theatre
4th Floor, 20338 – 65 Avenue, Langley, BC

M I N U T E S

PRESENT: Mayor J. Froese

Councillors P. Arnason, S. Ferguson, M. Kunst, B. Long, B. Whitmarsh, and E. Woodward

M. Bakken, R. Seifi, and J. Winslade

W. Bauer, S. Little, and K. Stepto

A. ADOPTION AND RECEIPT OF AGENDA ITEMS

1. Special Council Meeting – October 4, 2021

Moved by Councillor Long,
Seconded by Councillor Arnason,
That Council adopt the agenda and receive the agenda items of the Special Council Meeting held October 4, 2021, as amended.
CARRIED

Clerk's Note: Item C, "Other Business" was removed from the agenda.

B. BYLAWS FOR FINAL ADOPTION

1. Council Procedure Bylaw 2016 No. 5199 Amending Bylaw 2021 No. 5744

File 3900-02

Moved by Councillor Kunst,
Seconded by Councillor Whitmarsh,
That Council give final reading to "Council Procedure Bylaw 2016 No. 5199 Amendment Bylaw 2021 No. 5744".

AMENDMENT
Moved by Councillor Long,
Seconded by Councillor Arnason,
That Council Procedure Bylaw 2016 No. 5199 Amendment Bylaw 2021 No. 5744, Section 5.26 – B, be amended as follows:

B. BYLAWS FOR FINAL ADOPTION

"As soon as practical prior to a meeting, or in extenuating circumstances".
CARRIED

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

D. TERMINATE

Moved by Councillor Long,
Seconded by Councillor Kunst,
That the meeting terminate at 11:35am.
CARRIED

CERTIFIED CORRECT:

_____
Mayor

_____
Township Clerk

Township of Langley
Est. 1873

REGULAR MEETING OF TOWNSHIP COUNCIL

Monday, October 4, 2021 at 1:00pm
Fraser River Presentation Theatre
4th Floor, 20338 – 65 Avenue, Langley, BC

M I N U T E S

PRESENT: Mayor J. Froese

Councillors P. Arnason, D. Davis, S. Ferguson, M. Kunst, B. Long, K. Richter, B. Whitmarsh, and E. Woodward

M. Bakken, S. Gamble, S. Ruff, R. Seifi, and J. Winslade

W. Bauer, S. Little, S. Richardson, and K. Stepto

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

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

A. ADOPTION AND RECEIPT OF AGENDA ITEMS

1. Regular Council Meeting – October 4, 2021

Moved by Councillor Ferguson,
Seconded by Councillor Arnason,
That Council adopt the agenda and receive the agenda items of the Regular Council meeting held October 4, 2021.
CARRIED

B. ADOPTION OF MINUTES

1. Regular Council Meeting – September 20, 2021

Moved by Councillor Kunst,
Seconded by Councillor Arnason,
That Council adopt the Minutes of the Regular Council meeting held September 20, 2021.
CARRIED

B. ADOPTION OF MINUTES

2. Special Council Meeting – September 22, 2021

Moved by Councillor Kunst,
Seconded by Councillor Arnason,
That Council adopt the Minutes of the Special Council meeting held September 22, 2021.
CARRIED

C. DELEGATIONS

1. James Hansen
File 0550-07

James Hansen appeared before Council to discuss Tender FT 21-219 to widen 216 Street from Telegraph Trail to 88 Avenue which does not include the continuation of the protected cycle lanes. He noted that the 216 Street Interchange has protected cycle lanes on each side, but that the planned widening of 216 Street does not include protected cycle lanes, only a Mixed Use Path (MUP). His suggested alternatives include:

- A boulevard with trees, 2m sidewalks, protected cycle lanes, 2 lanes of traffic, and a dedicated turning lane;
- Narrow the sidewalk to 1.8m and car lanes to 3.1 and fit the infrastructure within the 22.2m minimum width that is available; or
- Widen the MUP to 3.3m and split into a dedicated cycle side and pedestrian side using painted markings and signage at Telegraph Trail advising cyclists to move on the MUP.

D. PRESENTATIONS

1. Rezoning Application No. 100589 (Neufeld / 5759 - 240 Street)

S. Richardson provided a presentation regarding Rezoning Application No. 100589 (Neufeld / 5759 – 240 Street). He provided the following information:

Tall Timbers encompasses the area of 61 Avenue to 56 Avenue, and 236 Street to 240 Street. Rural Character/Plan Designations include the 1979 Official Community Plan, the 1993 Rural Plan, and the 2016 Official Community Plan. The Agriculture Land Commission/Land Use Contract came into effect on April 24, 1974 with subsequent amendments. Current applications in the area include the Neufeld application (2) and the Infinity application. A Recreation Greenway Plan is proposed. Trees will be protected under the Subdivision and Development Servicing Bylaw. The Neufeld application tree management plan indicates 6,281 significant trees exist on the subject site with 2,198 proposed for retention. Wildlife protection includes streamside protection and terrestrial/wildlife habitats

D. PRESENTATIONS

protection. The Neufeld application has agreed to provide the current target CAC contribution amounts specific to the proposal.

COUNCILLOR DECLARES CONFLICT OF INTEREST
Councillor Ferguson declared a Conflict of Interest under Section 100 of the Community Charter as he lives in the area, and left the meeting at 2:37pm.

E. REPORTS TO COUNCIL

1. Sanitary Sewer Local Area Service
28 Avenue and 204 Street to 24 Avenue and
208 Street
Report 21-110
File ENG 5320-20-SWR21-02

Moved by Councillor Davis,
Seconded by Councillor Kunst,
That Council consider the request of property owners and authorize staff to prepare and distribute the official petition to the benefitting properties within the affected area, as shown in Attachment A, to determine the level of support to proceed with a Local Area Service (LAS) initiative for provision of municipal sanitary sewer in accordance with applicable regulations, policies, and procedures;

That subject to confirmation of sufficiency of the petition process, staff be authorized to set the interest rate for the subject Sanitary Sewer LAS at 2.86%, which is equivalent to the Municipal Finance Authority's 20-year Capital Financing Rate plus 0.25%; and further

That Council authorize funding for the subject LAS to be included in the 2022-2026 Financial Plan from borrowing in the form of a 20-year debt issue, through the Municipal Finance Authority.
CARRIED

Councillors Arnason and Richter opposed

Councillor Ferguson re-entered the meeting at 2:41pm.

2. Fire Safety Plan Framework
Report 21-108
File PS 7130-01

Moved by Councillor Arnason,
Seconded by Councillor Kunst,

That Council receive the Fire Safety Plan Framework report;

E. REPORTS TO COUNCIL

That Council direct staff to implement the following steps to reduce the likelihood of significant structural and property damage to adjacent buildings as well as the environment arising from construction-related fire incidents within vulnerable timber-framed apartments, multi-family townhouses, and mixed-use complexes within the Township:

- Where required update/amend the Township's "Construction Fire Safety Plan" process to align with the National Fire Protection Association's 2022 NFPA – 241 standard.
- Expand the current Fire Department "Company Inspection Program" to include inspections by suppression staff during the construction phase of all multi residential structures.
- Enhance enforcement procedures/processes;

That Council refer to the budget discussion an additional Fire Prevention Officer as part of the 2022 Financial Plan for the Fire Department; and

That Council direct staff to develop and provide a proactive "Hot Work" educational awareness program for local industry/stakeholders.

AMENDMENT
Moved by Coucillor Long,
Seconded by Councillor Kunst,
That the second-to-last paragraph be amended to read:

That Council PRE-APPROVE an additional Fire Prevention Officer as part of the 2022 Financial Plan for the Fire Department
CARRIED

Mayor Froese and Councillors Richter and Whitmarsh opposed

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

F. BYLAWS FOR FIRST AND SECOND READING

1. Rezoning Application No. 100603 and Development Permit Application No. 101160 (Deol / 6869 - 210 Street) Bylaw No. 5743 Report 21-109

File CD 08-13-0084

Moved by Councillor Ferguson,
Seconded by Councillor Whitmarsh,

F. BYLAWS FOR FIRST AND SECOND READING

That Council give first and second reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Deol) Bylaw 2021 No. 5743, rezoning a 0.46 ha (1.14 ac) property located at 6869 – 210 Street to Comprehensive Development Zone CD-131 to facilitate the development of 19 townhouse units, subject to the following development prerequisites being satisfied to the acceptance of the Township of Langley General Manager of Engineering and Community Development, unless otherwise noted, 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 and Northeast Gordon Estate Engineering Services Plan;
2. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw;
3. Provision of road dedications, widenings, and necessary traffic improvements for 210 Street and 208A Street, in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Northeast Gordon Estate Neighbourhood Plan, and the Street Trees and Boulevard Plantings Policy;
4. Construction of the Urban/ALR Interface within the 210 Street road dedication, including final acceptance of the greenway landscape design plans, sidewalk/trail alignment, signage, landscape details and security in accordance with the provisions of the Northeast Gordon Estate Neighbourhood Plan;
5. Provision of a final tree management plan incorporating tree retention, replacement, protection details, and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection);
6. Compliance with Age Friendly Amenity Area requirements;
7. Registration of restrictive covenants acceptable to the Township:
    a. Identifying the units (minimum 5% for townhouses) required to incorporate the Adaptable Housing Requirements;
    b. Prohibiting parking on internal strata roadways (other than in clearly identified parking spaces);
    c. Prohibiting garages from being developed for purposes other than parking of vehicles and prohibiting the development of secondary suites within individual townhouse units;
    d. Notifying property owners of the proximity of the ALR and of the potential for sound, odour, and airborne impact from natural farm activities;
    e. Securing the 7.5m wide ALR buffer along the east property line;
8. Provision of a 7.5m wide ALR buffer along the east property line;
9. Provision of improvements and upgrades to the existing community detention pond facility north of the subject site;
10. Compliance with the Community Amenity Contributions Policy, Willoughby Arterial Roads Completion and Amenity Policy, and the requirements of the 208 Street Area Greenway Amenity Policy;

F. BYLAWS FOR FIRST AND SECOND READING

11. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Development Engineering and Green Infrastructure Service fees, Development Works Agreement (DWA) and Latecomer charges, and compliance with the Township's 5% Neighbourhood Park Land Acquisition Policy;

That Council at time of final reading of Rezoning Bylaw No. 5743, authorize issuance of Development Permit No. 101160 subject to the following conditions:

a. Building plans being in compliance with Attachment A - Schedule "A"; and
b. Landscape plans being in substantial compliance with Attachment A – Schedule "B" and in compliance with the Township's Street Tree and Boulevard Planting Policy and Age Friendly Amenity Area requirements.

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

a. Payment of supplemental Development Permit application fees, applicable Development Cost Charges, and Building Permit administration fees;
b. Landscaping and boulevard treatment being secured by letter of credit at the Building Permit stage;
c. Tree retention, replacement and protection in compliance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) being secured by letter of credit, including payment of associated administration fees;
d. Written confirmation from owner and landscape architect or arborist that the tree protection fencing identified in the tree management plan is in place; and
e. Submission of a site specific on-site servicing and stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw, and an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw, to the acceptance of the Township of Langley General Manager of Engineering and Community Development;

That Council authorize staff to proceed with the written submission opportunity notice prior to Council's consideration of third reading of Rezoning Bylaw No. 5743 in conjunction with proposed Development Permit No. 101160.
CARRIED

Councillors Arnason and Richter opposed

F. BYLAWS FOR FIRST AND SECOND READING

2. Land Use Contract Discharge and Rezoning Application No. 100588 (McTaft Properties Ltd. / 6897 Glover Road and 21690 Smith Crescent)
Bylaw No. 5745
Bylaw No. 5746
Report 21-112
File CD 11-18-0001

Moved by Councillor Long,
Seconded by Councillor Whitmarsh,
That Council give first and second reading to Land Use Contract No. 31 Discharge (McTaft Properties Ltd.) Bylaw 2021 No. 5745, discharging Land Use Contract No. 31 from the properties located at 6897 Glover Road and 21690 Smith Crescent;

That Council give first and second reading to the Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (McTaft Properties Ltd.) Bylaw 2021 No. 5746 to rezone the properties to Comprehensive Development Zone CD-167, subject to the following development prerequisites being satisfied to the acceptance of the Township of Langley's General Manger of Engineering and Community Development, prior to final reading:

1. Approval of the rezoning and land use contract discharge Bylaws by the provincial Ministry of Transportation and Infrastructure (MoTI);
2. Provision of a Traffic Impact Assessment (TIA) and securing of any required works and improvements to accommodate proposed uses, site access and public safety to ensure compliance with Transportation Canada Notice and Order (January 20, 2003), MoTI and Township requirements, as applicable, including, but not limited, to review of Smith Crescent, Glover Road (Highway 10), Crush Crescent intersections and all associated horizontal and vertical alignment challenges in the referenced road network;
3. Provision of a 3 m wide recreational trail within a statutory right of way along the Glover Road frontage in accordance with the Official Community Plan (OCP);
4. Registration of the following restrictive covenants securing a 15 m wide ALR buffer along the north, west and east property lines;
5. Payment of all applicable fees and charges, including supplemental rezoning fees; and
6. Consolidation of the subject lands; or provision of an access easement securing access to Smith Crescent for 6897 Glover Road over the property to the north (21690 Smith Crescent); and further

That Council authorize staff to schedule the required Public Hearing for Land Use Contract Discharge Bylaw No. 5745 and Rezoning Bylaw No. 5746.

F. BYLAWS FOR FIRST AND SECOND READING

AMENDMENT
Moved by Councillor Richter,
Seconded by Councillor Arnason,
That the following uses be removed from the application:

- 7 – Parking of commercial vehicles;
- 9 – The light manufacture, assembly, repair, finishing and packaging of products including the construction of trailers, campers, recreational or commercial vehicles of modules;
- 10 – Transportation and trucking terminals and compounds including public transportation depots; and
- 11 – Warehousing, wholesaling and storage facilities excluding bulk energy storage facilities and the bulk storage of industrial chemicals, by-products and allied products.

REFERRAL
Moved by Councillor Richter,
Seconded by Councillor Ferguson,
That the motion and amendment be referred to staff for a legal opinion.
CARRIED

Councillors Long and Woodward opposed

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

H. BYLAWS FOR CONSIDERATION AT THIRD READING

I. BYLAWS FOR FINAL ADOPTION

1. 2022 Permissive Tax Exemptions
Bylaw No. 5733
Report 21-101
File FIN 1970-04

Moved by Councillor Ferguson,
Seconded by Councillor Kunst,
That Council give final reading to the “Permissive Tax Exemption Amending Bylaw 2021 No. 5733”.

AMENDMENT
Moved by Councillor Richter,
Seconded by Councillor Woodward,
That Riverside Calvary Baptist Church be removed from Permissive Tax Exemption Amending Bylaw 2021 No. 5733.
DEFEATED

I. BYLAWS FOR FINAL ADOPTION

Mayor Froese and Councillors Arnason, Davis, Ferguson, Kunst, Long, Whitmarsh, and Woodward opposed

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

Councillor Richter opposed

2. Rezoning Application No. 100584 and Development Permit Application No. 101006 (Mitchell Group / between 198A and 200 Streets and 86 and 88 Avenues)
Bylaw No. 5494
Report 19-112
File CD 08-27-0062

Moved by Councillor Davis,
Seconded by Councillor Whitmarsh,
That Council give final reading to "Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Mitchell Group) Bylaw 2019 No. 5494".
CARRIED

Development Permit No. 101006

Moved by Councillor Ferguson,
Seconded by Councillor Davis,
That Council authorize issuance of Development Permit No. 101006 (Mitchell Group / between 198A and 200 Streets and 86 and 88 Avenues) in accordance with Attachment A subject to the following conditions:

a. Building plans being in substantial compliance with Schedules "A" through "N";
b. On-site landscaping plans being in substantial compliance with Schedules "O" through "V", and in compliance with Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection) and the Township's Street Trees and Boulevard Plantings Policy, to the acceptance of the Township;
c. All signage being in compliance with the Township's Sign Bylaw and Schedules "I" through "L" with the exception of the following variances:
    i. Section 8.1.2 of the Township's Sign Bylaw 2012 No. 4927 being varied to permit a maximum fascia and projecting sign area of 26.28 square metres (283 square feet) for signs B3, B6, B7 and B8 combined on the office building as shown in Schedule "L";
    ii. Section 8.1.5 of the Township's Sign Bylaw 2012 No. 4927 being varied to permit a maximum of 6 non-accessory tenant sign panels on proposed lot 1 (hotel lot) to a maximum total size of 10.6 square metres (114 square feet) as indicated for signs C1 and C4 in Schedule "L";

I. BYLAWS FOR FINAL ADOPTION

d. Rooftop mechanical equipment to be screened from view by compatible architectural treatments in compliance with Schedules “M” through “N”;
e. All refuse areas to be located underground, with the exception of staging areas, and screened to the acceptance of the Township.
f. Section 107.3 of the Township’s Zoning Bylaw No. 2500 being varied to reduce the required number of parking spaces for proposed lot 1 (hotel lot) from 415 to 177 parking spaces and for proposed lot 3 (office 2 lot) from 689 to 642 parking spaces.

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

a. Issuance of an Energy Conservation and GHG Emissions Reduction Development Permit No. 101109;
b. Landscaping and boulevard treatment to be secured by letter of credit at building permit stage;
c. Written confirmation from the owner and landscape architect or arborist that tree protection fencing identified in the tree management plan is in place;
d. Provision of an exterior lighting impact plan prepared by an electrical engineer in compliance with the provisions of the Township’s Exterior Lighting Impact Policy to the acceptance of the Township;
e. Preparation of a CPTED (Crime Prevention Through Environmental Design) report to the acceptance of the Township and incorporation of its recommendations into the final development design;
f. Submission of a site specific on-site servicing and stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw, and an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw, to the acceptance of the Township; and
g. Payment of supplemental development permit application fees, Development Cost Charges, and building permit administration fees.

CARRIED

J. CORRESPONDENCE

1. School Site Acquisition

File 0400-80

Moved by Councillor Woodward,
Seconded by Councillor Davis,
That Council receive the letter from Brian Iseli, Secretary-Treasurer, School District #35, requesting consideration of the Eligible School Sites proposal, and accept the Langley Board of Education resolution of September 21, 2021, of proposed eligible school site requirements for the Langley School District.

CARRIED

K. MINUTES OF COMMITTEES

1. Seniors Advisory Committee – September 15, 2021
Council Process Committee – September 20, 2021
Tree Protection Advisory Committee – September 21, 2021
Agricultural Advisory and Economic Enhancement Committee – September 22, 2021
File 0540-20

Moved by Councillor Arnason,
Seconded by Councillor Davis,
That Council adopt the Minutes from the Council Process Committee meeting held September 20, 2021 and receive the Minutes of the Council Advisory Committee meetings as listed above.
CARRIED

L. MAYOR AND COUNCIL REPORT

Mayor Froese and Councillors attended several events during the course of their duties.

M. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

N. ITEMS FROM PRIOR MEETINGS

1. Rezoning Application No. 100589
(Neufeld / 5759 – 240 Street)
Bylaw No. 5717
Report 21-111
File CD 11-09-0033

Moved by Councillor Long,
Seconded by Councillor Whitmarsh,
That Council give first and second reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Neufeld) Bylaw 2021 No. 5717 rezoning 18.0 ha (44.5 ac) of land located at 5759 – 240 Street to Suburban Residential Zone SR-1 to facilitate a development consisting of 39 rural single family lots, subject to the following development prerequisites being satisfied to the acceptance of the Township of Langley's General Manager of Engineering and Community Development, unless otherwise noted, prior to final reading:

1. 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;

N. ITEMS FROM PRIOR MEETINGS

2. Development of a storm water management plan, including the securing and transfer to the Township of a community stormwater detention facility to serve the natural catchment area;
3. Submission of geotechnical and hydrogeological reports to confirm adequacy of the lands to support the proposed land use;
4. Submission of an erosion and sediment control plan and provision of security in accordance with the Township's Erosion and Sediment Control Bylaw;
5. Provision of road dedications, widenings, and necessary traffic improvements in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw;
6. Provision of a final tree management plan incorporating tree retention, replacement, protection details, and security in compliance with Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection);
7. Provision of an Agricultural Land Reserve buffer;
8. Registration of restrictive covenants:
    a. Identifying the units (minimum 5% single family lots) required to comply with the adaptable housing requirements;
    b. For the retention and maintenance of a 15 m wide Agricultural Land Reserve buffer located along the eastern property line of the subject 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. Prohibiting access to 56 Avenue;
9. Registration of an exterior design control agreement (informed by a neighbourhood character study) ensuring that building design and site development standards are of high quality and compatible with other lots and development;
10. Compliance with the Community Amenity Contributions Policy;
11. Payment of applicable supplemental Rezoning fees, Development Engineering and Green Infrastructure service fees, Development Works Agreement (DWA) and Latecomer charges, and compliance with the Township's 5% Neighbourhood Park Land Acquisition Policy; and further

That Council authorize staff to proceed with the written submission opportunity notice prior to Council's consideration of third reading of Rezoning Bylaw No. 5717.

N. ITEMS FROM PRIOR MEETINGS

DEFERRAL
Moved by Councillor Woodward,
Seconded by Councillor Davis,
That Rezoning Application No. 100589 (Neufeld / 5759 – 240 Street) Bylaw No. 5717 be deferred to the next Regular Meeting of Council.
CARRIED

Mayor Froese and Councillors Kunst and Long opposed

2. Salmon River Uplands - Rural Plan Amendments

Moved by Councillor Arnason,
Seconded by Councillor Long,
Whereas the Township of Langley adopted its extant Rural Plan in 1993, which plan has amongst its stated goals, the retention and enhancement of the existing countryside character of those areas designated as agricultural or rural in the Official Community Plan;

Whereas the Salmon River Uplands are specifically addressed in the Rural Plan at paragraph 5.7.1, regarding the need for a more detailed plan to be prepared to set out policies for future growth, subdivision, and agriculture in the area; and

Whereas specific policy goals and any planning framework for the area are currently undeveloped, and therefore do not provide adequate consideration for a variety of ensuing policy initiatives, nor an appropriate and established framework for the evaluation of proposed projects, with particular concerns already identified to include water resources, climate change mitigation method requirements, tree canopy coverage, smart growth principles, rational service provision, and other current best management planning considerations;

Therefore be it resolved that Council direct staff to provide a focused review of the current plan with respect to residential subdivision development in the Salmon River Uplands, and report back to Council on recommended amendments and enhancements to the Rural Area Plan in order to address these under-developed goals so as to provide an interim framework in which to evaluate residential development proposals within the area.

REFERRAL
Moved by Councillor Long,
Seconded by Councillor Whitmarsh,
That Salmon River Uplands - Rural Plan Amendments motion be referred to staff to work with mover to better reflect the intent of the motion.
CARRIED

Councillors Arnason and Richter opposed

N. ITEMS FROM PRIOR MEETINGS

MOTION
Moved by Councillor Richter,
Seconded by Councillor Arnason,
That the revised Salmon River Uplands – Rural Plan Amendments motion be considered prior to the Neufeld application on the next agenda.
CARRIED

Councillor Long opposed

O. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM SPECIAL CLOSED MEETINGS

P. OTHER BUSINESS

1. Township of Langley Ownership of 207A Street

Moved by Councillor Woodward,
Seconded by Councillor Ferguson,
Whereas 207A Street between 82 and 84 Avenue is widely used by the public, including access for Yorkson Creek Middle School added well after its initial construction;

Therefore be it resolved that staff be directed to initiate and complete the necessary legal process to assume public ownership of 207A Street between 82 to 84 Avenue by the Township of Langley.

REFERRAL
Moved by Councillor Long,
Seconded by Councillor Richter,
That this motion be referred to staff for a report.
CARRIED

Councillor Woodward opposed

2. Financial Assistance for COVID-19 Related Budget Shortfalls

Moved by Councillor Long,
Seconded by Councillor Kunst,
Whereas revenues from user fees at municipal recreation facilities have been severely reduced due to Public Health Order COVID-19 restrictions resulting in considerable budget shortfalls and financial challenges for local governments in BC;

P. OTHER BUSINESS

Whereas the COVID-19 Delta variant and other unforeseen circumstances has prevented the Province to move into 'step 4' of the BC Restart Plan which would have restored attendance at these facilities; and

Whereas these recreational facilities and services provided by local governments are vital to the health and welfare of our citizens;

Therefore be it resolved that Council send a letter to Premier Horgan requesting further financial assistance from the Province of British Columbia to Local Governments to aid in keeping recreation facilities open as the COVID-19 pandemic continues; and

That the letter be copied to the Township of Langley's Members of the Legislative Assembly, all Local Governments in British Columbia, the Union of British Columbia Municipalities, and the Lower Mainland Local Government Association.
CARRIED

3. Proposed SkyTrain Extension 2028

Moved by Councillor Ferguson,
Seconded by Councillor Davis,
Whereas based on the most recent projections, the proposed SkyTrain extension to Langley will not be completed until 2028; and

Whereas rapid transit to Langley is a critical component of sustainable development in a growing region;

Therefore be it resolved that the Township of Langley request a presentation by TransLink to explore opportunities for advancing the current estimated timelines to meet the needs of the community.
CARRIED

Councillor Long opposed

4. Universal Charging System

Moved by Councillor Ferguson,
Seconded by Councillor Arnason,
Whereas the European Council has put forward the concept of a Universal Charging System for electronic devices (Cell phones, computers, etc.); and

Whereas this Universal Charging System could save money, frustration, and eliminate waste generated from electronic devices;

Therefore be it resolved that the Township of Langley request the Canadian Government to consider implementation of a Universal Charging System for electronic devices; and

P. OTHER BUSINESS

That copies of this motion and request be submitted to the LMLGA, UBCM, and the FCM, as well as our local Members of Parliament.
CARRIED

5. James Hansen Delegation

Moved by Councillor Long,
Seconded by Councillor Arnason,
That the delegation from James Hansen be referred to staff.
CARRIED

Q. MOTION TO RESOLVE INTO SPECIAL CLOSED MEETING

Moved by Councillor Kunst,
Seconded by Councillor Davis,
That Council now resolve into a Special 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) (a) Personnel; (g) Legal;
Item E.1 - Section 90(1) (k) Negotiations;
Item E.2 - Section 90(1) (e) Property; (k) Negotiations;
Item F.1 - Section 90(1) (g) Legal;
Item F.2 - Section 90(1) (g) Legal;
Item F.3 - Section 90(2) (b) Intergovernmental Relations;
Item F.4 - Section 90(2) (b) Intergovernmental Relations;
Item F.5 - Section 90(1) (k) Negotiations;
Item F.6 - Section 90(1) (m) Another Enactment; and
Item F.7 - Section 90(1) (g) Legal.
CARRIED

R. TERMINATE

Moved by Councillor Davis,
Seconded by Councillor Arnason,
That the meeting terminate at 4:45pm.
CARRIED

CERTIFIED CORRECT:

_____
Mayor

_____
Township Clerk

Township of Langley
Est. 1873

REGULAR MEETING OF TOWNSHIP COUNCIL

FOR THE PURPOSE OF PUBLIC HEARING AND DEVELOPMENT PERMITS

Monday, October 4, 2021 at 7:20pm
Fraser River Presentation Theatre
4th Floor, 20338 – 65 Avenue, Langley, BC

M I N U T E S

PRESENT: Mayor J. Froese

Councillors P. Arnason, D. Davis, S. Ferguson, M. Kunst, B. Long, K. Richter, B. Whitmarsh, and E. Woodward

M. Bakken, R. Seifi, and J. Winslade

W. Bauer, S. Little, S. Richardson, and K. Stepto

A. ADOPTION AND RECEIPT OF AGENDA ITEMS

1. Regular Meeting for Public Hearing and Development Permits – October 4, 2021

Moved by Councillor Davis,
Seconded by Councillor Kunst,
That Council adopt the agenda and receive the agenda items of the Regular Meeting for Public Hearing and Development Permits held October 4, 2021.
CARRIED

B. DEVELOPMENT PERMITS

C. PUBLIC HEARING

1. Official Community Plan Amendment and Rezoning Application No. 100192 and Development Permit Application No. 101212 (Compass Cohousing / 20353 – 66 Avenue) Bylaw No. 5736 Bylaw No. 5737 Report 21-107

File CD 08-14-0222

C. PUBLIC HEARING

"Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Southwest Gordon Estate Neighbourhood Plan) Bylaw 1999 No. 3911 Amendment (Compass Cohousing) Bylaw 2021 No. 5736"; and

"Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Compass Cohousing) Bylaw 2021 No. 5737"

Explanation – Bylaw No. 5736

S. Richardson explained that Bylaw 2021 No. 5736 amends the Willoughby Community Plan to specify applicable design guidelines and the Southwest Gordon Estate Neighbourhood Plan to amend the Mixed-Use "B" designation to allow a residential only development at a density of 30.3 UPA in order to accommodate a 40 unit cohousing facility on the site located at 20353 – 66 Avenue. 1,517 Public Notices were mailed out.

Explanation – Bylaw No. 5737

S. Richardson explained that Bylaw 2021 No. 5737 rezones a 0.53 ha portion of the lot located at 20353 – 66 Avenue from Rural Zone RU-3 to Comprehensive Development Zone CD-165 to accommodate 40 condominium units. 1,517 Public Notices were mailed out.

Development Permit No. 101212

Running concurrently with this Bylaw is Development Permit No. 101212 (Compass Cohousing / 20353 – 66 Avenue) in accordance with Attachment A subject to the following conditions:

a. Building plans being in substantial compliance with Schedule "A";
b. Landscape plans being in substantial compliance with Schedule "B" and Schedule "C" and in compliance with the Township's Street Tree and Boulevard Planting Policy and Age Friendly Amenity Area requirements;
c. All rooftop mechanical equipment to be screened from view; and
d. All refuse areas to be located in an enclosure and screened.

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

a. Completion of an erosion and sediment control plan and provision of security in accordance with the Erosion and Sediment Control Bylaw;
b. Completion of an on-site servicing and stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw;
c. On-site landscaping to be secured by letter of credit at building permit stage;

C. PUBLIC HEARING

d. Written confirmation from the owner and landscape architect or arborist that tree protection fencing identified in the tree management plan is in place; and
e. Payment of supplemental development permit application fees, Development Cost Charges, and building permit administration fees.

Submissions from the public:

1. J. Fredrickson, a Langley resident, was in attendance and commented that he has been a part of the Compass community for 1.5 years and that it is a very beneficial way of living.
2. D. Collins, Inclusion Langley Society, was in attendance and commented that part of their mandate is to help find people connections in the community and that they are in full support of the Compass community for their inclusion efforts.
3. E. Rosenan , a Maple Ridge resident, was in attendance and commented that Compass Co-housing is a very welcoming community and that diversity is a key component of the community.
4. L. Jansen, a Langley resident, was in attendance and stated that he has been the caretaker of the property for several years and that he would like the Township to stay with original plan of turning this land into a park.

The following written submissions were received from the public:

1. W. Martin, a Langley resident, requesting the buildings be energy net zero, to not allow natural gas usage on the site, to provide EV charging for every parking space, and to require the construction site has a fire safety plan that is available on the TOL website and delivered to neighbouring properties.
2. S. Thomson, a Langley resident, expressing opposition to the application.

Explanation by the proponent:

T. Ankenmen, Ankeman/Marchard Architects, was in attendance and stated that there is still a portion of land on the site that can be converted into a park. He commented that Compass Cohousing offers a wide variety of not-for-profit flats and townhouses comprising of 40 units. The site will include a shared common house with amenities, a children's play area, lounge room, laundry craft room, office space, multi-purpose room, workshop, music room, and guest rooms. He asked for the CAC's and the Park Land Acquisition Fess to be waived as they are a not-for-profit organization.

D. TERMINATE

Moved by Councillor Davis,
Seconded by Councillor Whitemarsh,
That the meeting terminate at 7:49pm.
CARRIED

CERTIFIED CORRECT:

Mayor

Township Clerk

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	OCTOBER 18, 2021 – REGULAR MEETING	**REPORT:**	21-115
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	LSP00007
SUBJECT:	COMMUNITY AMENITY CONTRIBUTIONS POLICY		

RECOMMENDATION:

That Council approve the revised Community Amenity Contributions Policy No. 07-166, presented as Attachment A to this report.

EXECUTIVE SUMMARY:

In early 2021, Council directed staff to review the CAC Policy for setting target contributions for residential, commercial, and industrial developments proposing extra density and floorspace beyond those permitted in adopted plans.

At its meeting on July 26, 2021, Council received a presentation and a staff report regarding the review of additional density fees and charges for residential, commercial, and industrial developments. Council then directed staff to bring forward the proposed Policy amendments as presented, for Council's consideration of adoption.

The Community Amenity Contribution (CAC) Policy No. 07-166, currently in effect, was initially approved by Council in 2018; and has been amended to reflect changing community needs pursuant to section 5.7 of the Policy. With the assistance of Eric Vance & Associates, work was undertaken to review the existing regulatory framework for community amenities, service fees and charges; evaluate the added burden that extra density may place on amenities and services; and conduct best practice research on amenity contributions with the region.

Results of the review and recommendations were presented to Council on July 26, 2021, with Council directing staff to proceed with preparation of a revised Policy framework for Council's consideration. As directed by Council, a revised CAC Policy is being brought forward for consideration of approval (see Attachment A); that provides for a target amenity contribution amount of at least three times the target set for each residential type proposing extra density, beyond those permitted in adopted plans, subject to Council approval. There are additional revisions proposed for incorporation that are "housekeeping" in nature and aim to remove redundant provisions related to timelines associated with the initial phases of Policy implementation.

The revised CAC Policy does not recommend setting target amenity contribution rates for commercial and industrial developments. Setting CACs for non-residential developments is not expressly provided for in the provincial legislation; and would likely act as a disincentive to employment generating developments to balance residential growth. Applications for commercial and industrial developments proposing an increase to the densities provided within existing plans are infrequent; and would best be negotiated on a case-by-case and voluntary basis, and could be in the form of cash, in-kind, or a combination of both, subject to Council's approval of adequacy.

PURPOSE:

This report responds to Council's direction to staff for the preparation of a policy framework in relation with Community Amenity Contributions (CACs) for Council's consideration of approval.

BACKGROUND/HISTORY:

On July 23, 2018, Council approved the Community Amenity Contributions Policy No. 07-166 to offset the cost of providing community amenities associated with new residential development. Since then, the Policy has been amended twice to reflect changing community needs that were not anticipated in 2018, such as community amenities in the Aldergrove Core Area.

At its January 11, 2021 Regular Meeting, Council requested staff to review options for setting target contributions for residential and commercial developments proposing extra density and floorspace beyond those specified in adopted plans. In addition, on May 10, 2021, Council directed staff to consider industrial developments in the review. The latter was triggered by an application for an amendment to the Official Community Plan and for rezoning of eight properties to permit expansion of Gloucester Industrial Estates.

Eric Vance & Associates was retained to assist staff in undertaking the work, which included:

- a review of the existing Township bylaws and policies for development amenity, service fees and charges;
- a review of the added burden that extra density is placing on amenities and services
- a review of the bylaws and policies of lower mainland municipalities for receiving amenity contributions, as part of increased residential, commercial and industrial densities; and
- preparation of options for consideration by the Township.

On July 26, 2021, Council received a presentation by Mr. Vance on the findings of the work; received Report 21-96, which included the consultant's report titled Review of Additional Density Fees and Charges for Residential, Commercial and Industrial Developments; and directed staff to bring forward the necessary policies and regulations for Council's consideration.

DISCUSSION/ANALYSIS:

A revised CAC Policy is being brought forward to Council for consideration of approval, as previously directed by Council. The revised CAC Policy framework aims to provide a set of reasonable expectations as targets that would be ultimately subject to Council's acceptance or revisions depending on the size, scope and scale of each development application.

Consistent with the information shared with Council on July 26, 2021, the proposed revised Policy recommends adding a target amenity contribution amount <u>at least</u> three (3) times that of each residential unit type proposing extra density beyond those permitted in adopted plans (see section 5.2(f)). Recent applications that proposed additional residential densities have volunteered to contribute three (3) times the applicable CACs for the number of additional units, with some applications exceeding that to as high as four (4) times the target contribution amount. Accordingly, it is recommended that additional contributions be set at a minimum of three (3) times, to provide flexibility and guidance for voluntary contributions, based on the projected increased demand for community amenities generated by each unique development proposing extra density.

The revised CAC Policy also recommends deletion of several provisions that were designed to facilitate initial implementation. These provisions provided phased exemptions for in-stream applications during initial implementation. They are now obsolete and irrelevant. In other words, the recommended deletions are housekeeping in nature.

Setting target CAC rates for commercial and industrial developments is not recommended. Such practice is not expressly provided for in the Local Government Act and would increase legal risks of imposing a charge or fee for development. Applications for increased commercial and industrial densities are infrequent. Furthermore, they are inherently varied and diverse, not conducive to a standardized approach of obtaining amenity contributions. Rather, additional amenity contributions for non-residential developments are proposed to be established on a case-by-case and voluntary basis, based on each unique circumstance. Otherwise, they would act as a disincentive to provide more commercial and industrial uses to balance residential growth and employment growth. This

approach is also consistent with the provisions of the provincial legislation and practices of other jurisdictions surveyed.

Council also requested that staff to investigate the use of floor area ratios (FAR) in other areas of the Township. In response, staff can confirm that the Township has historically used Units Per Acre (UPA) as a method to specify development density for low to medium density residential (i.e. single family dwellings and townhouses). With that most of the earlier community and neighbourhood plans, such as those for Aldergrove, Fort Langley, Murrayville, and Walnut Grove use UPA. As such, by necessity, other documents related to development, such as the Subdivision and Development Servicing Bylaw and the Development Cost Charges Bylaw, followed the same approach in defining engineering standards and imposition of fees and charges.

However, as portions of the Township evolved into more urbanized communities, with transit-supportive uses such as mixed-use buildings in mid-rise to high-rise development format, the corresponding neighbourhood plans (i.e. Aldergrove and Carvolth) transitioned to the FAR method of establishing density provisions and desired building form. The FAR approach can provide a level of flexibility, related to potential revisions to high-rise developments to meet changing market conditions, without altering the built form (i.e. the type and number of units in a building can change but the desired massing stays the same).

Accordingly, both the Aldergrove Core Area Plan and the Carvolth Neighbourhood Plan, designed as transit-supportive communities, use FAR to regulate density and building mass. In other words, UPA is typically used for single family and townhouse developments with lower densities, and FAR more typically used for areas with higher densities for mid-rise to high-rise apartment buildings. The approach in density calculation has been established on a neighbourhood or community basis with the Township's various neighbourhood and community plans being at different stages of development. Ultimately, both FAR and UPA are compatible with the CAC Policy, with the target contribution amount being based on residential unit type and not on the density range.

Staff have provided the development industry with a status update on the proposed CAC Policy structure.

Respectfully submitted,

Ramin Seifi
GENERAL MANAGER, ENGINEERING AND COMMUNITY DEVELOPMENT
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A Revised Community Amenity Contributions Policy No. 07-166 (Clean)

ATTACHMENT B Revised Community Amenity Contributions Policy No. 07-166 (Track Changes)

Township of Langley
Est. 1873

ATTACHMENT A

COUNCIL POLICY

Subject: Community Amenity Contributions

Policy No:	**07-166**
Approved by Council:	**2018-07-23**
Revised by Council:	**2019-04-15**
	2019-11-18
	2021- X - X

1. Purpose

1.1 To provide administrative guidelines for a Community Amenity Contribution (CAC) Program.

2. Background

2.1 Municipalities are required to balance their budgets, which means the demand for new capital infrastructure and improvements must be kept within current fiscal and economic limits. Development Cost Charges (DCC), which are a primary source of funding especially for roads, water, sewer, stormwater systems, and park land acquisition and improvement, do not sufficiently assist in providing all facilities required for new communities.

2.2 CACs are amenity contributions by the developer as part of a rezoning process.

2.3 CACs are intended to offset the cost of providing community amenities associated with new residential development, thereby having a benefit to the community. In the event that CACs are not made to help provide the amenities, it is not necessarily in the public interest for the local government to support a rezoning. It has become common practice for many municipalities in B.C. for developers to propose, or municipalities to seek, amenities from projects that are applying for changes in use or density, in order to help address the needs or impacts of new development. In this policy, the amenities are intended to be collected through a fixed rate contribution, based on a set of predetermined amenities.

3. Related Policies

3.1 The Official Community Plan (OCP) provides objectives and policies for the establishment of a community amenity contribution program. Objectives related to CACs aim to:

(a) Ensure that new development pays for the capital costs of providing new infrastructure and facilities to serve that development.

(b) Diversify revenue sources to fund new community infrastructure.

(c) Provide tools and incentives to encourage affordable housing options.

3.2 Specific policies include:

(a) Investigate potential for community amenity charges to cover the costs of facilities and amenities required for development that are not funded by DCCs.

(b) Create incentives to encourage developers to included affordable market rental housing and/or non-market housing in new developments, using community amenity contributions that include affordable housing as a community benefit (new units or cash).

4. Principles

4.1 As residential growth occurs, new development should make a fair contribution to new community amenities, affordable housing, and other community needs, in order to meet the needs of a growing community and to contribute to managing growth pressures.

4.2 The Township of Langley will set its targets for CACs such that the cost implications for new development will be reasonable. The level of CACs will be such that there is minimal impact on new development. More specifically, the expectations for CACs are not likely to affect the financial viability of new development projects. The costs will be such that developers and land owners will still see incentives to seek higher density for residential developments.

5. Policy

5.1 The provision of community amenities will be subject to community input, Council prioritization and available revenue. Where one developer is not expected to provide an entire amenity, the developer may pay the Township cash in lieu, referred to as CACs. The amenities are as follows:

(a) 15% will be Affordable Housing, and therefore 15% of CACs will go into the Affordable Housing Reserve Fund; and

(b) 74% of community amenities will be Township-wide enhancements, and therefore 74% of CACs will go into a Community Amenity Contribution Fund to assist in funding of the following amenities:

- Township-wide Greenway
- Satellite RCMP Detachment
- Conference and Entertainment Centre
- Recreation Centre in Willowbrook-Willoughby
- Recreation Centre in Brookswood-Fernridge

(c) 11% of community amenities will be enhancements to areas within the Aldergrove Core Area Plan, and therefore 11% of CACs will go into an Aldergrove Community Amenity Fund to assist in funding amenities.

5.2 The Township intends to obtain contributions to civic infrastructure and amenities from new development that involves rezoning. In doing so, the Township will apply the following principles:

(a) New development should make a fair contribution to new community amenities, affordable housing, and other community needs, to meet the needs of a growing community and to address some of the impacts of growth.

(b) The Township's community amenities are set out in section 5.1.

(c) The Township will set its targets for amenities (and for cash in lieu of amenities, referred to herein as CACs, where one developer is not expected to provide an entire amenity) such that the cost implications for new development will be reasonable. The extent of CACs will be such that there is little risk that there will be any impact on the pace of new development in the Township.

(d) The Township will set targets for cash in lieu Community Amenity Contributions it hopes to obtain from new development. Effective January 1, 2021 the targets as set out in Table 1 may be reviewed by Council from time to time, based on changing community needs, changing priorities, and changing market conditions.

(e) The Township will use phased development agreements or acknowledgement and release letters as the mechanisms to obtain cash in lieu CACs. In site by site negotiations, the Township will seek to obtain a target contribution that makes a meaningful contribution to community amenities while ensuring that land owners still have enough incentive to make land available in the redevelopment market.

(f) Where an application includes an amendment to the OCP to increase the residential density beyond that established in the OCP, the target CAC for each additional unit shall be a minimum of three (3) times the target set out in Table 1 below, per additional unit proposed.

(g) With Section 5.2 (f) as a minimum, where the form of growth is more unique; and for more substantial or complex applications proposing an amendment to the OCP, at the discretion of the Township of Langley or as directed by Council, the Township working in collaboration with the applicant, will determine a more appropriate target CAC to ensure an appropriate level of alignment with the proposed OCP amendment.

5.3 EXEMPTIONS

Development that meets the following conditions is exempt from the CAC program:

(a) Any not-for-profit development as defined in the Development Cost Charge Waiver For Affordable and Supportive Housing Bylaw 2019 No. 5462

(b) Where single family residential subdivisions propose fewer than 3 lots, the original lot is exempt, after which the CAC program applies to each new lot;

(c) Accessory dwelling units, such as a secondary suite or coach house;

(d) Duplex, triplex and fourplex dwelling units, where only one building is being constructed – only the first dwelling unit is exempt, after which the CAC program applies to each additional dwelling unit.

(e) The development of residential dwellings within the area identified in the Aldergrove Core Area Plan, including mixed-use development, that have received Third Reading from Council prior to July 31, 2024.

5.4 COLLECTION OF CACs

(a) Payment of the CAC shall be made to the Township, prior to Council consideration of adoption of the Zoning Bylaw amendment bylaw. At the discretion of the General Manager of Engineering and Community Development, the provision of CACs may be secured through either a Phased Development Agreement or Acknowledgement and Release Letter. If adoption is not given by Council to the Zoning Bylaw amendment bylaw, the CAC (without interest) shall be returned to the applicant by the Township.

(b) Alternatively, payment of the CAC may be made to the Township at the time of issuance of a development permit, or where one is not required, at the time of issuance of a building permit. Where this option is selected by the applicant, an irrevocable letter of credit must be provided to the Township for the full amount of the CAC prior to Council consideration of adoption of the Zoning Bylaw amendment.

5.5 Council may amend the CAC target contribution amounts and any other aspect of this Policy as it deems appropriate in response to changing needs.

5.6 This Policy is to be administered and monitored by the Community Development Division and the Finance Division.

5.7 This Policy will be reviewed periodically to assess amenities and associated capital costs as required. Timing of the CAC Policy review will be offset so as not to overlap with the periodic review of the Development Cost Charges Bylaw to the extent possible.

Table 1

Residential Type	**Target Amenity Contribution**	**Required Amenity (or) Allocation of the Amenity Contribution**
New single family lot	$6,808 per lot	See section 5.1
Townhouse/rowhouse/duplex or other ground-oriented dwelling unit	$5,776 per unit	See section 5.1
Low rise apartment (6 storeys or less)	$4,539 per unit	See section 5.1
Mid-high rise apartment (7 storeys or more)	$3,507 per unit	See section 5.1

Township of Langley
Est. 1873

ATTACHMENT B

COUNCIL POLICY

Subject: Community Amenity Contributions

Policy No:	**07-166**
Approved by Council:	**2018-07-23**
Revised by Council:	**2019-04-15**
	2019-11-18
	2021- X - X

1. Purpose

1.1 To provide administrative guidelines for a Community Amenity Contribution (CAC) Program.

2. Background

2.1 Municipalities are required to balance their budgets, which means the demand for new capital infrastructure and improvements must be kept within current fiscal and economic limits. Development Cost Charges (DCC), which are a primary source of funding especially for roads, water, sewer, stormwater systems, and park land acquisition and improvement, do not sufficiently assist in providing all facilities required for new communities.

2.2 CACs are amenity contributions by the developer as part of a rezoning process.

2.3 CACs are intended to offset the cost of providing community amenities associated with new residential development, thereby having a benefit to the community. In the event that CACs are not made to help provide the amenities, it is not necessarily in the public interest for the local government to support a rezoning. It has become common practice for many municipalities in B.C. for developers to propose, or municipalities to seek, amenities from projects that are applying for changes in use or density, in order to help address the needs or impacts of new development. In this policy, the amenities are intended to be collected through a fixed rate contribution, based on a set of predetermined amenities.

3. Related Policies

3.1 The Official Community Plan (OCP) provides objectives and policies for the establishment of a community amenity contribution program. Objectives related to CACs aim to:

(a) Ensure that new development pays for the capital costs of providing new infrastructure and facilities to serve that development.

(b) Diversify revenue sources to fund new community infrastructure.

(c) Provide tools and incentives to encourage affordable housing options.

3.2 Specific policies include:

(a) Investigate potential for community amenity charges to cover the costs of facilities and amenities required for development that are not funded by DCCs.

(b) Create incentives to encourage developers to included affordable market rental housing and/or non-market housing in new developments, using community amenity contributions that include affordable housing as a community benefit (new units or cash).

4. Principles

4.1 As residential growth occurs, new development should make a fair contribution to new community amenities, affordable housing, and other community needs, in order to meet the needs of a growing community and to contribute to managing growth pressures.

4.2 The Township of Langley will set its targets for CACs such that the cost implications for new development will be reasonable. The level of CACs will be such that there is minimal impact on new development. More specifically, the expectations for CACs are not likely to affect the financial viability of new development projects. The costs will be such that developers and land owners will still see incentives to seek higher density for residential developments.

5. Policy

5.1 The provision of community amenities will be subject to community input, Council prioritization and available revenue. Where one developer is not expected to provide an entire amenity, the developer may pay the Township cash in lieu, referred to as CACs. The amenities are as follows:

(a) 15% will be Affordable Housing, and therefore 15% of CACs will go into the Affordable Housing Reserve Fund; and

(b) 74% of community amenities will be Township-wide enhancements, and therefore 74% of CACs will go into a Community Amenity Contribution Fund to assist in funding of the following amenities:

- Township-wide Greenway
- Satellite RCMP Detachment
- Conference and Entertainment Centre
- Recreation Centre in Willowbrook-Willoughby
- Recreation Centre in Brookswood-Fernridge

(c) 11% of community amenities will be enhancements to areas within the Aldergrove Core Area Plan, and therefore 11% of CACs will go into an Aldergrove Community Amenity Fund to assist in funding amenities.

5.2 The Township intends to obtain contributions to civic infrastructure and amenities from new development that involves rezoning. In doing so, the Township will apply the following principles:

(a) New development should make a fair contribution to new community amenities, affordable housing, and other community needs, to meet the needs of a growing community and to address some of the impacts of growth.

(b) The Township's community amenities are set out in section 5.1.

(c) The Township will set its targets for amenities (and for cash in lieu of amenities, referred to herein as CACs, where one developer is not expected to provide an entire amenity) such that the cost implications for new development will be reasonable. The extent of CACs will be such that there is little risk that there will be any impact on the pace of new development in the Township.

(d) The Township will set targets for cash in lieu Community Amenity Contributions it hopes to obtain from new development. Effective January 1, 2021 the targets as set out in Table 1 may be reviewed by Council from time to time, based on changing community needs, changing priorities, and changing market conditions.

(e) The Township will use phased development agreements or acknowledgement and release letters as the mechanisms to obtain cash in lieu CACs. In site by site negotiations, the Township will seek to obtain a target contribution that makes a meaningful contribution to community amenities while ensuring that land owners still have enough incentive to make land available in the redevelopment market.

(f) Where an application includes an amendment to the OCP to increase the residential density beyond that established in the OCP, the target CAC for each additional unit shall be a minimum of three (3) times the target set out in Table 1 per additional unit proposed.

(g) With Section 5.2 (f) as a minimum, where the form of growth is more unique; and for more substantial or complex applications proposing an amendment to the OCP, at the discretion of the Township of Langley or as directed by Council, the Township working in collaboration with the applicant, will determine a more appropriate target CAC to ensure an appropriate level of alignment with the proposed OCP amendment.

(Table 1 moved to last page)

5.3 (This section was deleted on April 15, 2019.)

5.4 EXEMPTIONS

Development that meets the following conditions is exempt from the CAC program:

(a) Any not-for-profit development as defined in the Development Cost Charge Waiver For Affordable and Supportive Housing Bylaw 2019 No. 5462

(b) Where single family residential subdivisions propose fewer than 3 lots, the original lot is exempt, after which the CAC program applies to each new lot;

(c) Accessory dwelling units, such as a secondary suite or coach house;

(d) Duplex, triplex and fourplex dwelling units, where only one building is being constructed – only the first dwelling unit is exempt, after which the CAC program applies to each additional dwelling unit.

(e) The development of residential dwellings within the area identified in the Aldergrove Core Area Plan, including mixed-use development, that have received Third Reading from Council prior to July 31, 2024.

~~(f) For development applications received prior to July 23, 2018 and received third reading on or before April 15, 2019, the following shall apply:~~

~~i. The Township's community amenity contribution shall be based on the targets in Table 2 below, and~~
~~ii. CACs will be secured through an Acknowledgement and Release Letter.~~

~~Table 2~~

~~**Phased Exemptions for Specific In-Stream Applications** (submitted before July 23, 2018, and third reading on/before April 15, 2019)~~	~~**New Single Family - per lot**~~	~~**Townhouse / Rowhouse / Duplex - per unit**~~	~~**Low Rise Apartment (6 storeys or less) - per unit**~~	~~**Mid-High Rise Apartment (7 storeys or more) - per unit**~~
~~Until March 31, 2020 (50% of applicable CACs)~~	~~$2,837~~	~~$2,407~~	~~$1,891~~	~~$1,462~~
~~April 01, to June 30, 2020~~	~~$4,255~~	~~$3,611~~	~~$2,837~~	~~$2,192~~
~~July 01, to September 30, 2020~~	~~(Same as Table 3 of the CAC Policy)~~			
~~October 01 to December 31, 2020~~				
~~After January 01, 2021~~				

5.5 COLLECTION OF CACs

(a) Payment of the CAC shall be made to the Township, prior to Council consideration of adoption of the Zoning Bylaw amendment bylaw. At the discretion of the General Manager of Engineering and Community Development, the provision of CACs may be secured through either a Phased Development Agreement or Acknowledgement and Release Letter. If adoption is not given by Council to the Zoning Bylaw amendment bylaw, the CAC (without interest) shall be returned to the applicant by the Township.

(b) Alternatively, payment of the CAC may be made to the Township at the time of issuance of a development permit, or where one is not required, at the time of issuance of a building permit. Where this option is selected by the applicant, an irrevocable letter of credit must be provided to the Township for the full amount of the CAC prior to Council consideration of adoption of the Zoning Bylaw amendment.

~~5.6 Any rezoning application submitted prior to the July 23, 2018 adoption of this policy, shall be granted a twelve (12) month grace period from the date of final adoption of this policy, in order to receive fourth and final reading by Council of the Zoning Amendment Bylaw. If the process is not completed within the one-year period, payment of the CAC shall apply.~~

5.7 Council may amend the CAC target contribution amounts and any other aspect of this Policy as it deems appropriate in response to changing needs.

~~5.8 The Township's community amenity contribution targets shall be based on Table 3 below, increasing at 3-month intervals, applicable as per Section 5.5 above.~~

~~Table 3~~

	~~New single family lot – per lot~~	~~Townhouse / rowhouse / duplex or other ground-oriented dwelling unit – per unit~~	~~Low rise apartment (6 storeys or less) – per unit~~	~~Mid-high rise apartment (7 storeys or more) – per unit~~	~~Required Amenity (or) Allocation of the Amenity Contribution~~
~~Prior to January 1, 2020~~	~~$ 5,673~~	~~$4,814~~	~~$3,782~~	~~$2,923~~	~~See section 5.1~~
~~January 1 to March 31, 2020~~	~~$5,673~~	~~$4,814~~	~~$3,782~~	~~$2,923~~	~~See section 5.1~~
~~April 1 to June 30, 2020~~	~~$5,957~~	~~$5,055~~	~~$3,971~~	~~$3,069~~	~~See section 5.1~~
~~July 1 to September 30, 2020~~	~~$6,241~~	~~$5,295~~	~~$4,161~~	~~$3,215~~	~~See section 5.1~~
~~October 1 to December 31, 2020~~	~~$6,524~~	~~$5,536~~	~~$4,350~~	~~$3,361~~	~~See section 5.1~~
~~After January 1, 2021~~	~~$6,808~~	~~$5,776~~	~~$4,539~~	~~$3,507~~	~~See section 5.1~~

5.9 This Policy is to be administered and monitored by the Community Development Division and the Finance Division.

5.10 This Policy will be reviewed periodically to assess amenities and associated capital costs as required. Timing of the CAC Policy review will be offset so as not to overlap with the periodic review of the Development Cost Charges Bylaw to the extent possible.

Table 1

Residential Type	**Target Amenity Contribution**	**Required Amenity (or) Allocation of the Amenity Contribution**
New single family lot	$6,808 per lot	See section 5.1
Townhouse/rowhouse/duplex or other ground-oriented dwelling unit	$5,776 per unit	See section 5.1
Low rise apartment (6 storeys or less)	$4,539 per unit	See section 5.1
Mid-high rise apartment (7 storeys or more)	$3,507 per unit	See section 5.1

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	OCTOBER 18, 2021 - REGULAR MEETING	**REPORT:**	21-118
FROM:	ENGINEERING DIVISION	**FILE:**	6125-20-YORK1
SUBJECT:	BUDGET TRANSFER FOR YORKSON CREEK BRIDGE		

RECOMMENDATION:

That Council approve the budget transfer of $320,000 from deferred work at the Fort Langley Cemetery within the 2021 Parks Capital Budget to Yorkson Creek Trail - Bridge Replacement to allow for completion of the project in light of increased construction costs.

EXECUTIVE SUMMARY:

The pedestrian bridge over Yorkson Creek, north of 88 Avenue in Walnut Grove was deemed unsafe for public access; and as such it was closed in 2019.

The bridge provides a highly desired pedestrian connection that significantly reduces travel time to the nearby school, along with provision of access to businesses along 88 Avenue.

Design of a replacement bridge was undertaken in spring of 2021; however, between completion of the design work to the commencement of the tender process, there has been significant rise in the cost of labour, materials and equipment, resulting in a significant and unexpected increase in the construction costs (such as approximately 200% increase in the cost of steel), resulting in a budgetary shortfall, that necessitate the transfer, subject to Council's approval, to enable completion of the project.

At the same time, while design work has been underway for the Fort Langley Cemetery Expansion Project, as previously reported to Council, construction has not been able to proceed according to schedule due to third party utility coordination work, including those related to BC Hydro works. With the utility work previously planned for completion in 2021, now not being able to be completed until 2022, the associated funding, previously approved by Council as part of the 2021 Parks Capital Budget, can be transferred to the subject Yorkson Creek Bridge replacement project.

The funding required to complete expansion works at the Fort Langley Cemetery will be presented for Council's consideration as part of the 2022-2026 Capital Budget process.

PURPOSE:

To seek council approval for a $320,000 transfer of 2021 Parks Capital Budget from deferred work at Fort Langley Cemetery (CEM1004-01) to the Yorkson Creek Trail – Bridge Replacement project (YCT1001-01).

BACKGROUND/HISTORY:

The existing pedestrian bridge was deemed unsafe and closed in 2019 due to deterioration of the main glue-lam beam. Funding to replace the bridge was approved by Council as part of the 2021 Parks capital budget. Design of the replacement structure began in spring of 2021 and the required environmental permits were submitted with approvals issued over the summer months. Construction work was tendered in September and four submissions were received.

The low tender bid was deemed acceptable but exceeded the available budget. Additional funding is being requested to allow the construction contract to be awarded and work to proceed. Replacement of the bridge will reopen a highly desired pedestrian route that provides shorter distances to access the nearby school along with businesses along 88 Avenue.

Work planned for the Fort Langley Cemetery in 2021 included construction of water and sewer services along with undergrounding BC Hydro utilities. Design coordination delays with BC Hydro have delayed the project. Expansion of the cemetery cannot proceed until the necessary utility improvements are in place along St. Andrews St. as part of the Cemetery Expansion Project. However, adequate funds remain in the Cemetery Improvements: Fort Langley budget (CEM1004-01) to allow completion of the Phase 1 utility work, following Council approval of the budget transfer of $320,000 to the Yorkson Creek Bridge Replacement project (YCT1001-01).

The funding required to complete expansion works at the Fort Langley Cemetery will be presented for Council's consideration as part of the 2022-2026 Capital Budget process.

DISCUSSION/ANALYSIS:

Detailed design and costing of the replacement structure in April 2021 confirmed the previous budget estimate with component pricing verified by suppliers at the time. The project proceeded to construction tender based on this verified estimate.

Since April, various market factors have increased the price of steel required for the prefabricated bridge by over $250,000 (200%). Other costs to the project have also risen above expectation due to contractor demand and increased cost of incidental materials across the board. The budget reallocation includes a $25,000 construction contingency.

A reallocation of parks capital budget for 2021 is proposed as follows:

Account	Current Budget	Revised Costs	Proposed 2021 Budget Change	Proposed Amended 2021 Budget
Yorkson Creek Bridge Replacement YCT1001-01	$700,000	$1,020,000	$320,000	$1,020,000
Annual Cemetery Improvements: Fort Langley CEM1004-01	$520,000	Deferred	-$320,000	$200,000

Respectfully submitted,

Chris Marshall
MANAGER, PARKS DESIGN AND DEVELOPMENT
for
ENGINEERING DIVISION

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

CONCURRENCES	
Division / Department	**Name**
FINANCE DIVISION	Sandra Ruff

ATTACHMENT A Context Project Map



Township of Langley BC

Est. 1873

Yorkson Creek Bridge

Map printed on: Tuesday, October 12, 2021

Township of Langley

0 80 160 320 Meters

1:4,000

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

ATTACHMENT A

E.2

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	OCTOBER 18, 2021 - REGULAR MEETING	**REPORT:**	21-120
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	6540-04
SUBJECT:	DRAFT METRO 2050 REGIONAL GROWTH STRATEGY UPDATE		

RECOMMENDATION:

That Council authorize staff to forward the comments on draft Metro 2050 in the form substantially presented as Attachment B to this report to Metro Vancouver Regional District.

EXECUTIVE SUMMARY:

On April 26, 2019, the Metro Vancouver Regional District (MVRD) initiated an update to Metro 2040, the current regional growth strategy (RGS). A RGS is intended to be a high-level strategy that provides a vision and guides decisions related to growth and development by addressing matters of regional significance. A RGS is linked to municipal plans through a Regional Context Statement (RCS) that is required in an Official Community Plan (OCP).

At its June 25, 2021 meeting, the MVRD Board referred the draft RGS update ("Metro 2050") to member jurisdictions for comment (see Attachment A). For Council's consideration, staff have prepared comments on draft Metro 2050 (see Attachment B). Overall, draft Metro 2050 is generally consistent with Township land use goals, objectives, and policies related to sustainable growth and land use management as articulated in the OCP. However, it is noted that some of the proposed changes in draft Metro 2050 are not regional matters and/or are beyond the scope of planning and land use management. Staff have also identified some specific items with particular implications for the Township.

Metro Vancouver requires that Township comments on draft Metro 2050 be submitted by Council resolution by November 26, 2021. It is currently anticipated that the formal bylaw and adoption process for Metro 2050 will begin in January 2022, with member jurisdictions, including the Township, consideration of acceptance by Council resolution between March and May 2022.

PURPOSE:

This report provides an overview of the regional growth strategy update and seeks Council authorization to forward Township of Langley comments on draft Metro 2050 to the Metro Vancouver Regional District.

BACKGROUND/HISTORY:

On April 26, 2019, the Metro Vancouver Regional District (MVRD) Board passed a resolution to initiate an update to the current regional growth strategy, Metro Vancouver 2040: Shaping our Future ("Metro 2040"). Metro 2040, was accepted by the Township on March 7, 2011 and adopted by the MVRD Board on July 29, 2011.

Pursuant to the Local Government Act, a Regional Growth Strategy (RGS) is a long-term regional planning framework for land use management that may be adopted by the MVRD Board. A RGS is intended to be a high-level strategy that provides a vision and guides decisions related to growth and development in the region by addressing matters of regional significance.

A RGS is linked to municipal plans through a Regional Context Statement (RCS) that is required in an Official Community Plan (OCP). The RCS must identify the relationship between the OCP and the goals, strategies and actions identified in the RGS and, if inconsistencies exist, how the OCP is to be made consistent with the RGS over time. A new RCS must be prepared by all member jurisdictions and submitted to the MVRD Board within two years of a new RGS being adopted.

Over the past two years, Metro Vancouver staff have worked with staff from member jurisdictions, including the Township, to identify opportunities to enhance the RGS and address policy gaps. Between January and May 2021, Township staff participated on the Metro 2050 Intergovernmental Advisory Committee to review and provide feedback on early draft content for Metro 2050.

At its June 25, 2021 meeting, the MVRD Board referred the draft RGS update ("Metro 2050" – Attachment A) to member jurisdictions for comment. On September 20, 2021, Metro Vancouver staff presented an overview of draft Metro 2050 to Council. Metro Vancouver requires that Township comments on draft Metro 2050 be submitted by Council resolution by November 26, 2021.

DISCUSSION/ANALYSIS:

According to Metro Vancouver, the purpose of the RGS update is to extend the planning horizon of the strategy to the year 2050, respond to issues such as climate change, social equity, resilience, and housing affordability, and integrate with TransLink's Transport 2050 planning process (the update to the regional transportation strategy).

Overview of Draft Metro 2050 Content:

Draft Metro 2050 (Attachment A) has nine (9) sections. The overview below highlights the more pertinent sections and proposed updates in terms of policy and procedural implications for the Township, based on staff's review and analysis.

<u>Section D: Urban Containment Boundary, Regional Land Use Designations, Overlays, and Projections</u>

Section D includes the descriptions of the core policy tools in the regional growth strategy including:

- The Urban Containment Boundary
- The six regional land use designations (i.e. General Urban, Industrial, Employment, Rural, Agricultural, and Conservation and Recreation)
- The five regional overlays (i.e. Urban Centres, Frequent Transit Development Areas, Major Transit Growth Corridors, Trade-Oriented Lands, and Natural Resource Areas)

The Urban Containment Boundary is a long-term, regionally defined area for urban development. The regional land use designations describe the intended land uses. Where they apply, the regional overlays provide additional land use policies that are meant to be interpreted in conjunction with the land use designations. These policy tools are the basis of the regional land use framework and inform the review and acceptance of RCSs.

Draft Metro 2050 does not propose any significant changes to the descriptions of the Urban Containment Boundary, regional land use designations, Urban Centres overlay, or Frequent Transit Development Areas overlay. The following new overlays are proposed in the current draft of Metro 2050:

- Major Transit Growth Corridors are areas along TransLink's Major Transit Network where member jurisdictions, in consultation with Metro Vancouver and TransLink, may identify new Frequent Transit Development Areas
- Trade-Oriented Lands are areas that may be identified in a RCS with a more defined set of permitted uses that support inter-regional, provincial, national, and international trade within the Industrial regional land use designation
- Natural Resource Areas are intended to illustrate existing provincially-approved natural resource uses within the Conservation and Recreation regional land use designation

Metro Vancouver proposes to add a new Major Transit Growth Corridor along 200 Street, between Willowbrook and Carvolth, with the latter being designated as a Frequent Transit Development Area. The proposed addition is to reflect changes to the Carvolth Neighbourhood Plan and Latimer Neighbourhood Plan to accommodate transit-supportive developments along the 200 Street corridor.

Section D also presents the population, dwelling unit, and employment growth projections. Draft Metro 2050 forecasts that the region will need to accommodate approximately one million more residents over the next 30 years, requiring approximately 500,000 additional housing units and almost 500,000 additional jobs over that period. Unlike Metro 2040 that presents growth projections for each municipality, draft Metro 2050 presents growth projections for six subregions. In future, member jurisdiction projections will still be prepared as a service to member jurisdictions, and will be reported annually, outside of the regional growth strategy.

Section E: Goals, Strategies and Actions

Section E includes the goals, strategies, and policy actions. The table below compares the Metro 2040 goals and strategies and the draft Metro 2050 goals and strategies.

Metro 2040	**Draft Metro 2050**
Goal 1: Create a Compact Urban Area • Strategy 1.1: Contain urban development within the Urban Containment Boundary • Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas • Strategy 1.3: Protect Rural areas from urban development	Goal 1: Create a Compact Urban Area • Strategy 1.1: Contain urban development within the Urban Containment Boundary • Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas • Strategy 1.3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities • Strategy 1.4: Protect Rural Lands from urban development

Metro 2040	**Draft Metro 2050**
Goal 2: Support a Sustainable Economy • Strategy 2.1: Promote land development patterns that support a diverse regional economy and employment close to where people live • Strategy 2.2: Protect the supply of industrial land. • Strategy 2.3: Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production	Goal 2: Support a Sustainable Economy • Strategy 2.1: Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live • Strategy 2.2: Protect the supply, and enhance the efficient utilization, of industrial land • Strategy 2.3: Protect the supply of agricultural land and strengthen agricultural viability
Goal 3: Protect the Environment and Respond to Climate Change Impacts • Strategy 3.1: Protect Conservation and Recreation lands • Strategy 3.2: Protect and enhance natural features and their connectivity • Strategy 3.3: Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality • Strategy 3.4: Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks	Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards • Strategy 3.1: Protect and enhance Conservation and Recreation lands • Strategy 3.2: Protect, enhance, restore, and connect ecosystems • Strategy 3.3: Encourage land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality • Strategy 3.4: Encourage land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards
Goal 4: Develop Complete Communities • Strategy 4.1: Provide diverse and affordable housing choices • Strategy 4.2: Develop healthy and complete communities with access to a range of services and amenities	Goal 4: Provide Diverse and Affordable Housing Choices • Strategy 4.1: Expand the supply and diversity of housing to meet a variety of needs • Strategy 4.2: Expand, retain, and renew rental housing supply and protect tenants • Strategy 4.3: Meet the housing needs of lower income households and populations experiencing or at risk of homelessness
Goal 5: Support Sustainable Transportation Choices • Strategy 5.1: Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking • Strategy 5.2: Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services	Goal 5: Support Sustainable Transportation Choices • Strategy 5.1: Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking • Strategy 5.2: Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services

As shown in the table above, the primary difference in the goal structure of Metro 2050 is that Goal 4 has become "Provide Diverse and Affordable Housing Choices" and now includes three strategies about housing. The content of Metro 2040 Strategy 4.2 "Develop healthy and complete communities with access to a range of services and amenities" (previously under Goal 4) has been moved to Goal 1 as a new Strategy 1.3 entitled "Develop resilient, healthy, connected, and complete communities with a range of services and amenities."

Within each strategy, there are policy actions for Metro Vancouver and member jurisdictions (e.g. municipalities). For member jurisdictions, the policy actions are to be considered and adopted through a new RCS and, in the case of Strategies 4.1, 4.2 and 4.3, housing strategies or action plans. There are more policy actions for member jurisdictions in draft Metro 2050 than in Metro 2040.

Proposed policy action updates in draft Metro 2050 include:

- Enhanced clarity on Urban Centres and Frequent Transit Development Areas
- Stronger alignment of planned locations for growth with transit investment through Major Transit Growth Corridors
- More explicit integration of equity outcomes
- Emphasis on building relationships with First Nations
- Stronger protection for Industrial lands, particularly Trade-Oriented Lands
- Target to protect 50% of land for nature and achieve 40% tree canopy cover within the Urban Containment Boundary
- Stronger climate action, including collective actions to meet greenhouse gas emission reduction targets and prepare for impacts
- Target that 15% of new and redeveloped housing in Urban Centres and Frequent Transit Development Areas be affordable, rental housing
- Additional policies to encourage transit-oriented affordable housing and protect existing non-market rental units

Section F: Implementation

The Implementation section describes the procedures for implementing and amending the RGS. Draft Metro 2050 retains the same three amendment types and procedures as Metro 2040, except that the requirement for a regional public hearing is removed from the Type 2 amendment process.

Section I: Maps

Draft Metro 2050 retains the same parcel-based mapping approach that was introduced in Metro 2040, and no changes are proposed to the Urban Containment Boundary or land use designations. Map 5 "Major Transit Growth Corridors" and Map 11 "Sensitive Ecosystem Inventory" are new maps being introduced in draft Metro 2050.

Comments on Draft Metro 2050:

For Council's consideration, staff have prepared comments on draft Metro 2050 (Attachment B). These comments are based on staff's focused review of draft Metro 2050 content with implications for member jurisdictions, including the Township of Langley.

Overall, draft Metro 2050 is generally consistent with Township land use goals, objectives, and policies related to sustainable growth and land use management as articulated in the OCP.

However, it is noteworthy that some of the policy action updates proposed in draft Metro 2050 are not regional matters and/or are beyond the scope of planning and land use management Specific items with particular implications for the Township are identified in Attachment B.

It is noted that Township and Metro Vancouver staff have engaged in a number of discussions on draft Metro 2050 since the MVRD Board formally referred it to member jurisdictions for comment on June 25, 2021. As a result, several of the comments have been resolved in principle, but have nevertheless been included for Council's consideration of endorsement, so that they may form part of the Township's formal submission for records purposes.

Financial Implications:

There are no financial implications associated with the recommendation in this report. Within two years of adoption of the RGS, municipalities are required to prepare and submit an updated RCS to Metro Vancouver. The scope of this work will depend on the final policy actions in the new RGS that need to be considered and adopted as part of an RCS update. At this point, staff anticipate that a relatively minor RCS and concurrent OCP update would be required following the adoption of Metro 2050.

Conclusion and Next Steps:

This report provides an overview of the RGS update and seeks Council authorization to forward Township of Langley comments on draft Metro 2050 to the Metro Vancouver Regional District. As noted above, Metro Vancouver requires that Township comments on draft Metro 2050 be submitted by Council resolution by November 26, 2021. It is currently anticipated that the formal bylaw adoption process for Metro 2050 will begin in January 2022, with member jurisdictions, including the Township, consideration of acceptance by Council resolution between March and May 2022.

Respectfully submitted,

Patrick Ward
SOCIAL/STRATEGIC PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A Draft Metro 2050, Regional Growth Strategy
ATTACHMENT B Township of Langley comments on draft Metro 2050







Metro 2050

Regional Growth Strategy

DRAFT



SERVICES AND SOLUTIONS FOR A LIVABLE REGION

DRAFT

Metro 2050

4730 Kingsway, Burnaby, BC, V5H 0C6
metrovancouver.org

June, 2021

Acknowledgement of Indigenous Territory

Metro Vancouver acknowledges that the region's residents live, work, and learn on the shared territories of many Indigenous peoples, including ten local First Nations: Katzie, Kwantlen, Kwikwetlem, Matsqui, Musqueam, Qayqayt, Semiahmoo, Squamish, Tsawwassen, and Tsleil-Waututh.

Metro Vancouver respects the diverse and distinct histories, languages, and cultures of First Nations, Métis, and Inuit, which collectively enrich our lives and the region.

Metro Vancouver

Metro Vancouver is a federation of 21 municipalities, one Electoral Area and one Treaty First Nation, working collaboratively in planning and providing vital utility and local government services to about 2.75 million residents. Essential services include the provision of drinking water, sewage treatment, and solid waste disposal, along with regional services like parks, affordable housing, land use planning, and air quality management that help keep the region one of the most livable in the world.

FIGURE 1. METRO VANCOUVER ENTITIES AND SERVICES



Mission

Metro Vancouver's mission is framed around three broad roles:

1. **Serve as a Regional Federation**
   Serve as the main political forum for discussion of significant community issues at the regional level, and facilitate the collaboration of members in delivering the services best provided at the regional level.

2. **Deliver Core Services**
   Provide regional utility services related to drinking water, liquid waste, and solid waste to members. Provide regional services, including parks and affordable housing, directly to residents and act as the local government for Electoral Area A.

3. **Plan for the Region**
   Carry out planning and regulatory responsibilities related to the three utility services as well as air quality, regional planning, regional parks, Electoral Area A, affordable housing, regional economic prosperity, and regional emergency management.

Building a Resilient Region

Building the resilience of the region is at the heart of Metro Vancouver's work. Each of Metro Vancouver's regional plans and strategies adopts a vision, guiding principles, goals, strategies, actions, and key performance measures that will support a more resilient, low carbon and equitable future. Metro Vancouver's interconnected plans and strategies are guided by the Board Strategic Plan, which provides strategic direction for each of Metro Vancouver's legislated areas of responsibility and the Long-Term Financial Plan which projects total expenditures for capital projects and operations that sustain important regional services and infrastructure. Together these documents outline Metro Vancouver's policy commitments and specific contributions to achieving a resilient region.

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A. *Metro 2050* Scope and Linkages to Other Plans

Regional Growth Strategies: Legislative Authority

The *Local Government Act* establishes authority for regional districts to prepare a regional growth strategy, which is intended to "promote human settlement that is socially, economically and environmentally healthy and that makes efficient use of public facilities and services, land and other resources."

Metro Vancouver's Management Plans

Metro Vancouver's regional growth strategy, *Metro 2050*, is one plan among a suite of interconnected management plans developed around Metro Vancouver's Board Strategic Plan. The regional growth strategy uses land use policies to guide the future development of the region and support the efficient provision of transportation, regional infrastructure, and community services; it helps support the region's priorities, mandates, and long-term commitments to sustainability and resiliency, in combination with other management plans.

The regional growth strategy provides the land use framework for planning related to regional utilities (water, liquid waste, and solid waste), transportation, housing, and air quality. Reciprocally, the *Drinking Water Management Plan*, *Integrated Liquid Waste and Resource Management Plan*, and *Integrated Solid Waste and Resource Management Plan* set the utility frameworks within which the regional growth strategy must be developed. Housing policies in the regional growth strategy are implemented in part through the *Metro Vancouver Housing 10-Year Plan*, while the environmental and active transportation policies have important linkages with the *Regional Parks Plan*, *Ecological Health Framework*, and *Regional Greenways 2050*. The regional growth strategy helps improve air quality and reduce greenhouse gas emissions, as called for in the *Clean Air Plan* and *Climate 2050*, by encouraging growth patterns that facilitate energy efficient built form and travel patterns. Finally, the economic actions in the regional growth strategy support a prosperous economy through the implementation of the *Regional Industrial Lands Strategy* and Regional Economic Prosperity Service.

Metro Vancouver and TransLink: Working Together for a Livable Region

Metro Vancouver has a unique relationship with its sister agency, TransLink, the regional transportation authority responsible for planning, managing, and operating the regional transportation system. TransLink is required by the *South Coast British Columbia Transportation Authority Act* to support Metro Vancouver's regional growth strategy, air quality and greenhouse gas reduction objectives, and the economic development of the region. TransLink's long-range plan, *Transport 2050*, sets out transportation strategies for the road and transit networks as well as other matters affecting the regional transportation system. The regional growth strategy and regional transportation plan must support each plan's policy frameworks to be successful.

Metro Vancouver acknowledges TransLink's mandate is to prepare and implement regional transportation system plans and demand management strategies. The mandate of the Mayors' Council on Regional Transportation includes approving long-term, 30 year transportation strategies and 10 year investment plans.

Metro Vancouver's role in regional transportation planning is to:

- communicate its objectives for the regional transportation system to TransLink;
- provide transportation planning input through the provision of land use, growth management and air quality information and forecasts and, as appropriate, the evaluation of land use and vehicle emissions impacts; and
- provide advice and input to TransLink and the Mayors' Council in the fulfillment of their roles in light of regional objectives and the circumstances of the day.

Metro Vancouver and TransLink share a commitment to coordination, information-sharing, and pursuing joint policy research on topics of mutual interest such as walkability, parking, new mobility, social equity, and resiliency.

Working Together with First Nations

Metro Vancouver engages and collaborates with local First Nations on matters of shared regional planning interest. With regards to the regional growth strategy, this includes engaging with First Nations on regional growth strategy updates, amendments, and projections, as well as on key planning initiatives. It may also include opportunities to partner or collaborate on regional planning projects such as corridor studies or inventories. Metro Vancouver shares regional planning reports and data and is available to serve as a planning resource. Metro Vancouver strives to work towards better relationships with Indigenous groups and encourages member jurisdictions to also foster improved relationships.

Metro Vancouver acknowledges that regional growth has impacts on Indigenous territories. Metro Vancouver also respects that, as federal lands, First Nations reserve lands are not subject to the land use policies in the regional growth strategy. However, if and when First Nations develop land management plans, Metro Vancouver, the respective First Nations, and adjacent member jurisdictions will endeavour to engage, collaborate, and coordinate with one another at an early stage to ensure, to the extent possible, that the regional growth strategy, municipal Official Community Plans, regional transportation plans, and First Nations' land management plans are all mutually respectful and supportive.



West Vancouver

Working Together with Federal and Provincial Governments and Other Regional Stakeholders

An important part of successful regional planning is collaboration and building inter-jurisdictional partnerships. Metro Vancouver works with other important partners including the Federal Government and the Province, other authorities and agencies, residents, non-profit organizations and business associations on all aspects of the regional growth strategy where there are shared or overlapping interests. Metro Vancouver strives to foster strong relationships with other government agencies and regional stakeholders, seeks to find opportunities for collaboration, and shares information for the benefit of all, while respecting unique jurisdictional responsibilities.

Due to Canada's federal system, there are federal, provincial, and local jurisdictions and responsibilities that interplay and have significant impacts on how people live and use the region. While some jurisdiction is clearly separate, others can be shared or overlapping. The Federal Government has jurisdiction and funding responsibilities for federal trade and transportation facilities, such as ports and airports, while the Province is responsible for transportation planning, education, agriculture, child care, and health care, all of which have significant impacts on how people live and use the region. Both the Federal Government and the Province are responsible for funding programs that enable the creation of affordable and supportive housing and for taking action on climate change. Metro Vancouver's collaboration with regional stakeholders includes the role of convening and fostering dialogue with and among health authorities, port and airport authorities, post-secondary educational institutions, the Agricultural Land Commission, housing providers, industry groups, and the non-profit sector.

B. Introduction to the Region

Context for the Regional Growth Strategy

Geographic Context: Surrounded by Natural Beauty, but Constrained

Located in the southwestern corner of the British Columbia mainland, the Metro Vancouver region is a diverse urban place rich in natural beauty. Situated on the Salish Sea, bisected by the Fraser River, and flanked by the Cascade Mountains to the north, the region's natural features have contributed to its position as a major international port, an important location for agricultural production, and one of the most desirable places to live in Canada. These features, as well as the international border to the south, lead to a constrained land base that strengthens the imperative for regional planning and growth management. Consequently, the regional federation has a long history of thoughtfully considering how to accommodate population and economic growth with limited land for expansion.

Indigenous Context: A Rich Indigenous History and Vibrant Modern Presence

For thousands of years, Indigenous peoples have lived on, and stewarded, their respective and shared territories that collectively have also become known as the Metro Vancouver region. Today there are ten First Nations with communities located within the Metro Vancouver region: Katzie First Nation, Kwantlen First Nation, Kwikwetlem First Nation, Matsqui First Nation, Musqueam Indian Band, Qayqayt First Nation, Semiahmoo First Nation, Squamish Nation, Tsawwassen First Nation, and Tsleil-Waututh Nation. In addition, there are many other Indigenous Nations and organizations located outside the boundaries of Metro Vancouver, having land and territorial interests that include the Metro Vancouver region. Further, many First Nation peoples from other areas of Canada, as well as Inuit and Métis peoples, live within this region.

Social Context: A Culturally Diverse Region

Metro Vancouver is the largest region in British Columbia with over 53% of the province's population. Metro Vancouver is an ethnically diverse region with approximately 49% of the population of European heritage, 20% Chinese, 12% South Asian, 5% Filipino, 2.5% Indigenous, and a wide variety of other cultural backgrounds. This cultural diversity has, and continues to, enrich the region and helps make the region an attractive place to live and supports tourism, immigration, and investment.

Housing is one of the most important social and economic issues in Metro Vancouver. Land values and housing prices in the region are very high and have led to associated housing challenges, including barriers to accessing housing in both the rental and ownership markets, many households spending more than 30% of their gross income on housing, lack of supply across the housing continuum, low rental vacancy rates, and a high rate of homelessness.

Climate Change and Natural Hazards Context: Vulnerable to Impacts and Risks

Metro Vancouver is situated on the Fraser River delta, amongst many forested areas and steep slopes, and in one of the most seismically active zones in Canada. As a result, the region is susceptible to a variety of natural hazards, including earthquakes, wildfires, landslides, and floods. Climate change is already affecting Metro Vancouver, and the impacts are projected to become more frequent and severe over time, increasingly affecting the communities, infrastructure, and natural environment within the region. Climate change can also amplify the impacts of natural hazards; for instance, sea level rise can increase the severity of coastal floods, heavier rainfall events can influence the likelihood of floods and landslides, and warmer temperatures combined with longer drought periods can increase the risk of wildfires.

Challenges and Opportunities

Metro Vancouver's population has grown substantially over the past decades, adding more than one million people in a generation. This strong population growth is projected to continue, therefore the key challenge will be to accommodate growth in ways that advance both livability and sustainability. To accomplish this, the regional growth strategy strives to address the following issues:

Accommodating Growth to Advance Livability and Sustainability

The region is expected to continue to grow by about 35,000 residents per year. Accommodating growth within a land-constrained region implies greater density of development. Carefully structured, with the right diversity and mix of land uses, regional planning can reduce congestion, improve the efficiency of transportation infrastructure, improve the economics of public services, increase the viability of local businesses and retail services, foster the creation of vibrant centres for culture and community activities, and maintain an attractive urban environment.

Building Resilient, Healthy, and Complete Communities

As the region's population both grows and ages, ensuring access to the key elements of healthy, social and complete communities becomes more challenging. Access to amenities like local shops, personal services, community activities, recreation, green spaces, employment, culture, entertainment, and a safe and attractive public realm can improve community health, social connectedness, and resiliency. This requires careful planning, primarily at the local scale, but also regionally. Complete communities can also help with other challenges, such as climate change, by encouraging active transportation and reducing the need to commute or travel long distances to access employment, amenities, or services.

Ensuring Housing for All

Ensuring affordable and appropriate housing that meets a variety of needs across the housing continuum is an ongoing challenge. While the region's housing market continues to evolve, stresses of high prices and low supply have evolved over the past decade to the point where there is extreme pressure on both ownership and rental tenure, and heightened public concern over the impacts of housing challenges on the region's social and economic well-being. Strong regional policy and performance measures pertaining to housing can help to increase the supply of all forms and tenures of housing, and reduce pressures on the housing market.

Supporting Economic Prosperity

Metro Vancouver's economy benefits from a highly varied and specialized base of employment activities, including international trade and logistics; manufacturing; professional and business services; film and television production; tourism and hospitality; education and knowledge creation; agriculture; and emerging technology-driven sectors, such as apparel technology, agri-tech, clean technology, digital media, medical technology, and new mobility. The region connects with, and serves, a resource-rich province and has strong gateway links to the North American and Asia-Pacific regions. An intent of the regional growth strategy is to provide an adequate supply of jobs-producing research, and industrial and commercial space throughout the region for new and expanding industrial and employment uses. This could include research and development, incubation and acceleration, production, and export, located according to their needs, and in a manner that supports an efficient transportation system on which the economy depends.

Advancing Social Equity

Social equity in Metro Vancouver is considered to be the promotion of justice and fairness and the removal of systemic barriers that may cause or aggravate disparities experienced by different groups of people. This can include consideration of the many dimensions of identity, such as socioeconomic status, race, ethnicity, sex, age, disability, gender, sexuality, religion, indigeneity, class, and other equity-related issues.

Economic and social inequity can contribute to broad health and social problems as well as a wide variety of other challenges. In Metro Vancouver, incorporating social equity into regional growth planning practice is crucial to ensuring that the region moves forward in an equitable and inclusive manner. Improving social equity will also support the region's other objectives including resiliency, sustainability, livability, and prosperity for all. Some of the key social equity concerns in the Metro Vancouver region that relate to the regional growth strategy include: access to green space, employment, and transit; housing adequacy, suitability, and affordability; vulnerability to climate change impacts and natural hazards; and the displacement impacts that are the result of redevelopment.

Ensuring Resilience

Metro Vancouver is vulnerable to a variety of shocks and stressors. Regional resilience is the capacity of communities and organizations to prepare, avoid, absorb, recover, and adapt to the effects of shocks and stresses in an efficient manner through the preservation, restoration, and adaptation of essential services and functions, while learning from shocks and stresses to build a more resilient place. Proactive growth management policies can promote land use and built form patterns that reduce exposure to risk, help communities prepare for future shocks, and ensure that residents have the necessary community and social assets located close to where they live and work.

Reconciliation with Indigenous Peoples

Working towards reconciliation introduces a cross-jurisdictional consideration for regional districts, since the primary intergovernmental relationship for First Nations is with the Federal Government. While the regional growth strategy does not apply to reserve lands, it potentially impacts them. In further fostering relationships with First Nations and understanding the various challenges, opportunities, and impacts on all partners, we can collectively move forward and be inclusive of all residents of the region.

Protecting the Environment

Many natural assets in Metro Vancouver are of national and international significance. Managed carefully, they also provide essential ecosystem services such as clean air, fresh water, and nutritious food. The challenge is to protect and restore the integrity of these assets for the benefit of current and future generations in the face of a growing population, associated development, and a changing climate. Regional policy that emphasizes protecting, connecting, and enhancing ecosystems and integrating best practices across disciplines can help address this challenge.

Preparing for Climate Change and Natural Hazards

The major natural hazards in Metro Vancouver include earthquakes, floods, and landslides. The risks associated with these hazards are often worsened by climate change. By 2050, the region is projected to experience sea level rise; warmer temperatures; longer summer drought periods; increased precipitation in the fall, winter, and spring; a reduced annual snowpack; and more frequent extreme weather events. The challenge will be to prepare for the anticipated impacts of climate change and regional natural hazards, while also reducing regional greenhouse gas emissions and achieving a carbon neutral region by the year 2050. Emerging global issues such as climate change displacement may impact population and influence land use and growth management planning in the Metro Vancouver region. An example of a policy approach focused on preparing for the impacts of climate change and natural hazards includes avoiding locating new settlements and infrastructure in locations with known and unmitigated hazards and, where settlements already exist, mitigating those hazards to minimize risk to people and property.

Protecting Agricultural Land to Support Food Production

Local production of food is dependent on a protected land base for agriculture. Metro Vancouver has approximately 60,000 hectares in the provincial Agricultural Land Reserve, and that land is a vital asset for the economic viability of the region, the agricultural sector in particular, along with supporting local food production for future generations. The ongoing importance of producing fresh, local food contributes to a secure food supply, economic resilience, and supports other co-benefits such as ecosystem services. Yet land speculation and the conversion pressures from other land uses on agricultural lands continues to threaten the resilience of agriculture in the region. The impacts of climate change are also projected to have significant impacts on the agricultural industry. Effective growth management policy includes strategies to protect and enhance agricultural lands and support agricultural viability over the long-term.

Improving Accessibility and Mobility and Reducing Congestion

Metro Vancouver has some of the highest levels of transit ridership, walking, and cycling in Canada. However, sustainable mode share varies significantly across the region, the majority of trips are still taken by private motor vehicle, and transportation remains the region's largest source of greenhouse gas emissions. Shaping infrastructure, street design, and population growth in a way that supports sustainable transportation choices are keys to reaching the region's carbon neutrality target by 2050. Strategies include investing in transit and active transportation, supporting the creation of complete and walkable communities, directing growth towards transit-oriented areas, and managing transportation demand through parking requirements, transportation user pricing, and other means.

Changing Generational Preferences and Behaviours

Younger and older generations often have different perspectives and preferences regarding: housing type, tenure, and location; transportation choice; employment; proximity to amenities and services; and recreational opportunities. In addition, macroeconomic trends have delayed or limited many opportunities for employment and home ownership while technological innovation has impacted consumer behaviour. The result has been a general trend towards living in more urban environments, making more environmentally-sensitive choices, and prioritizing access over ownership. Other trends that are being seen include smaller family sizes, lower personal savings, higher educational attainment, older age of household formation, and lower rates of home and car ownership. An awareness and consideration of changing generational preferences and behaviours will support better long-range planning as well as regional prosperity through improved labour force recruitment and retention.



Port Coquitlam

C. Introduction to the Regional Growth Strategy

Metro 2050 Vision

Metro Vancouver is a region of diverse and complete communities connected by sustainable transportation choices where residents take pride in vibrant neighbourhoods that offer a range of opportunities to live, work, play, and learn, and where natural, agricultural, and employment lands are protected and enhanced.

Shaping long-term growth and development in the region is essential to meeting this vision in a way that protects the natural environment, fosters community well-being, fuels economic prosperity, provides local food security, improves social equity, provides diverse and affordable housing choices, ensures the efficient provision of utilities and transit, reduces greenhouse gasses, and contributes to resiliency to climate change impacts and natural hazards.

Guiding Regional Planning Principles

Metro 2050 is guided by the following five principles:

1. Put growth in the right places;
2. Protect important lands;
3. Develop complete communities;
4. Provide mobility, housing, and employment choices; and
5. Support the efficient provision of infrastructure.



North Vancouver District



Responding to the Challenges: *Metro 2050* Goals

To respond to the challenges faced by the region, the regional growth strategy sets out a series of strategies and actions for Metro Vancouver and member jurisdictions arranged under five key overarching goals intended to achieve the desired outcomes.

Goal 1. Create a Compact Urban Area

Metro Vancouver's growth is focused inside an Urban Containment Boundary, within which are a variety of complete communities with access to a range of housing choices, and close to employment opportunities, amenities, and services. Concentrating growth in a network of transit-oriented centres and corridors helps reduce greenhouse gas emissions and pollution, and supports the efficient use of land and an efficient transportation network.

Goal 2. Support a Sustainable Economy

The objective is to protect and optimize the land base and transportation systems that are required to ensure the viability of business sectors. This means supporting regional employment and economic growth, including the established and new emerging sectors and businesses. This is best achieved through the long-term protection of Industrial, Employment, and Agricultural lands, and ensuring that supports are in place to allow commerce to flourish in Urban Centres throughout the region, and heavy and light industrial activities on Industrial lands, connected by a diverse and reliable transportation system.


Burnaby

Goal 3. Protect the Environment and Respond to Climate Change and Natural Hazards

The region's vital ecosystems provide essential services for all life. A connected network of protected Conservation and Recreation lands and other green spaces throughout the region provides opportunities to enhance physical and mental health, supports biodiversity, and increases community resilience. The strategies also help Metro Vancouver and its member jurisdictions contribute to meeting the regional greenhouse gas emission reduction targets, and prepare for the anticipated impacts of climate change and natural hazards.

Goal 4. Provide Diverse and Affordable Housing Choices

Metro Vancouver is a region of communities with a diverse and affordable range of housing choices suitable for residents at any stage of their lives, including a variety of unit types, sizes, tenures, prices, and locations. There is an increased supply of purpose-built rental housing, particularly in proximity to transit, and there are robust tenant protections in place to mitigate the impacts of renovation and redevelopment on renters. Residents experiencing or at risk of homelessness and those with lower incomes or special needs can access permanent, affordable, and supportive housing in neighbourhoods across the region.

Goal 5. Support Sustainable Transportation Choices

Metro Vancouver's compact, transit-oriented urban form supports a range of sustainable transportation choices. This pattern of development expands the opportunities for transit, walking, cycling, and multiple-occupancy vehicles, which reduces greenhouse gas emissions, household expenditure on transportation, and improves air quality. The region's road, transit, rail, and waterway networks play vital roles in serving and shaping regional development, providing linkages among the region's communities and providing vital goods movement networks.

D. Urban Containment Boundary, Regional Land Use Designations, Overlays, and Projections

The following tools, regional land use designations, and overlays are key to achieving the five goals of the regional growth strategy. They establish a long-term regional land use framework and provide the basis for defining land use matters of regional significance.

The intent statements for the regional land use designations and overlays are to be read in conjunction with applicable strategies and actions under each goal and are to be supported by member jurisdictions in their Regional Context Statements. The boundaries for the regional designations are established on a parcel-based map maintained by Metro Vancouver and are depicted on the Regional Land Use Designations map (Map 2).

Once defined by member jurisdictions, the locations of Urban Centre and Frequent Transit Development Area overlays are shown on Maps 4 and 5. The parcel-based boundaries of Urban Centre and Frequent Transit Development Area overlays, as determined by member jurisdictions, will be depicted on a reference map, which will be maintained by Metro Vancouver Regional District.

Urban Containment Boundary

The Urban Containment Boundary is a stable, long-term, regionally defined area for urban development that protects Agricultural, Conservation and Recreation, and Rural lands from developments requiring utility infrastructure and from auto-oriented, dispersed development patterns. Locating housing, regional transportation, and other infrastructure investments within the Urban Containment Boundary supports land development patterns that can protect food producing land, reduce energy demand and greenhouse gas emissions from commuter traffic, and secures land that stores carbon and helps communities adapt to climate change. Residential and employment infill development is encouraged within the Urban Containment Boundary.



Surrey

Urban Land Use Designations

General Urban

General Urban lands are intended for residential neighbourhoods and centres, and are supported by shopping, services, institutions, recreational facilities and parks. Within General Urban lands, commercial, employment, and residential development should be focused in Urban Centres and Frequent Transit Development Areas. Higher density trip-generating development is to be directed to Urban Centres and Frequent Transit Development Areas. Neighbourhood-serving shops and services are encouraged in General Urban lands outside of Urban Centres and Frequent Transit Development Areas. General Urban lands are intended to emphasize place-making, an enriched public realm, and promote transit-oriented communities, where transit, multiple-occupancy vehicles, cycling, and walking are the preferred modes of transportation.

Industrial

Industrial lands are intended for heavy and light industrial activities, including: distribution, warehousing, repair, construction yards, infrastructure, outdoor storage, wholesale, manufacturing, trade, e-commerce, emerging technology-driven forms of industry, and appropriately-related and scaled accessory uses.

The intensification and densification of industrial activities and forms, as contextually appropriate to the surrounding area, are encouraged. Limited industrial-serving commercial uses that support the primary industrial functions are appropriate. Residential uses are not intended.

Employment

Employment lands are intended for light industrial, commercial, and other employment-related uses to help meet the needs of the local and regional economic activities, and complement the planned functions of Urban Centres and Frequent Transit Development Areas.

Employment lands that are located within Urban Centres and Frequent Transit Development Areas provide locations for a range and mix of employment activities and more intensive forms of commercial development.

Residential uses are not intended on Employment lands, with the exception of sites located within 200 metres of rapid transit stations within Urban Centres or Frequent Transit Development Areas where residential (with an emphasis on affordable, rental) is permitted on the upper floors of mid- to high-rise buildings, as appropriate, while commercial and light industrial uses are to be located on the ground or lower floors.

Employment lands located outside of Urban Centres and Frequent Transit Development Areas are primarily intended for: light industrial and commercial uses that require larger-format buildings, which may have particular goods movement needs and impacts; generally lower employment densities and lower transit-generating uses; and uses and forms that are not consistent with the character of a dense transit-oriented neighbourhood, Urban Centre, or Frequent Transit Development Area.

Non-Urban Land Use Designations

Rural

Rural lands are intended to protect the existing character, landscapes, and environmental qualities of rural communities outside the Urban Containment Boundary. Land uses in these areas include low density forms of residential, agricultural uses and small scale commercial, industrial, institutional uses that do not require the provision of urban services such as sewerage or transit. As such, Rural lands are not intended as future urban development areas and generally will not have access to regional sewerage services. Rural designated land generally comprise natural areas, agricultural lands, lands with low-intensity residential or built environments that are historical, remote, or not contiguous with the urban area, and may have topographic constraints.

Agricultural

Agricultural lands are intended for agriculture production and agricultural-related uses that are compatible with farming operations and directly support the local agricultural industry. Lands designated as Agricultural reinforce the provincial Agricultural Land Reserve and local land use plans that protect the region's agricultural land base. These lands are protected to encourage agricultural activities over the long-term.

Conservation and Recreation

Conservation and Recreation lands are intended to protect significant ecological and recreation assets, including: drinking water supply areas, environmental conservation areas, wildlife management areas and ecological reserves, forests, wetlands, riparian areas, major parks and outdoor recreation areas (e.g. ski hills and other tourist recreation areas), and other ecosystems that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities. These lands are protected and managed to ensure they continue providing vital ecosystem services for the benefit of current and future generations.

Regional Overlays and the Major Transit Growth Corridors

Within the Urban Containment Boundary, Urban Centres and Frequent Transit Development Areas may be overlaid on any regional land use designation. Urban Centre and Frequent Transit Development Area overlays and policies enable higher density residential and commercial development for General Urban lands, and higher density commercial and industrial development for Employment lands. Where overlays cover lands other than those designated General Urban or Employment, the intent and policies of the underlying regional land use designations still apply.

Urban Centres

Urban Centres are intended to be the region's primary focal points for concentrated growth and transit service. They are intended as priority locations for employment and services, higher density forms, mixed residential tenures, affordable housing options, commercial, cultural, entertainment, institutional, and mixed uses. Urban Centres are intended to emphasize place-making, an enriched public realm, and promote transit-oriented communities, where transit, cycling, and walking are the preferred modes of transportation. Urban Centres are priority locations for services and amenities that support a growing population.

Maps 4 and 5 show the location of Urban Centres. Urban Centres boundaries are identified by member jurisdictions in their Regional Context Statements in a manner generally consistent with the guidelines in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas). As per Table 3, there are different types of Urban Centres with different scales of expected activity and growth.

Major Transit Growth Corridors

Major Transit Growth Corridors are areas along TransLink's Major Transit Network where member jurisdictions, in consultation with Metro Vancouver and TransLink, may identify new Frequent Transit Development Areas (FTDAs). These corridors are intended to extend approximately 1 kilometre from the roadway centreline in both directions. The intent of these corridors is to provide an overall structure for the region in an effort to support the regional planning principle of directing portions of growth towards Urban Centres and areas around transit. Further local planning will be needed along these corridors to ensure that human settlement patterns support complete communities in an appropriate local context.

The Major Transit Growth Corridors have been identified as good potential locations for regionally-significant levels of transit-oriented growth based on a consideration of the following principles: anchored by Urban Centres or FTDAs, connected by the Major Transit Network, generally resilient to natural hazards, accessible to jobs and services, and walkable. Major Transit Growth Corridors are not an overlay; rather, they are an organizing principle to support the identification of FTDAs. The Major Transit Growth Corridors are also a growth monitoring tool to assess performance on transit-oriented development objectives.

Frequent Transit Development Areas

Frequent Transit Development Areas (FTDAs) are intended to be additional priority locations to accommodate concentrated growth in higher density forms of development. They are identified by member jurisdictions and located at appropriate locations within the Major Transit Growth Corridors. FTDAs complement the network of Urban Centres, and are characterized by higher density forms of residential, commercial, and mixed uses, and may contain community, cultural and institutional uses. Urban design for these areas promotes transit-oriented communities where transit, cycling, and walking are the preferred modes of transportation.

Identifying FTDAs within the Major Transit Growth Corridors 1) provides greater certainty and integration between local, regional, and transit plans, and 2) supports transit-oriented development planning across jurisdictional boundaries.

Maps 4 and 5 show the location of FTDAs. The FTDA boundaries are established by member jurisdictions in Regional Context Statements in a manner generally consistent with the guidelines in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas). There are two types of FTDAs: Corridor FTDAs which are linear areas within a Major Transit Growth Corridor; and Station Area FTDAs which are nodal areas surrounding a rapid transit station. Corridor FTDAs are intended to accommodate medium development densities and forms that are consistent with bus-based rapid transit, while Station Area FTDAs are intended to accommodate higher development densities and forms that are consistent with rail-based rapid transit.

Trade-Oriented Lands Overlay

The Trade-Oriented Lands Overlay is intended for Industrial lands that are required to support goods movement in, out and through the Metro Vancouver region, and that keep British Columbia and Canada connected to the global supply chain.

These important areas are occupied by such uses as: terminal facilities, distribution centres, warehouses, container storage, and freight forwarding activities that serve a national trade function and contribute to the provincial and regional economies. These operations generally require large sites and are located near major transportation infrastructure corridors and terminals.

Industrial lands with a Trade-Oriented Lands Overlay are not intended for stratification tenure or small lot subdivision.

Natural Resource Areas Overlay

Natural Resource Areas are intended to illustrate existing provincially-approved natural resource uses within the Conservation and Recreation regional land use designation that may not be entirely consistent with the designation, but continue to reflect its long-term intent. These uses include a landfill; quarries; lands with active forest tenure managed licences; and wastewater and drinking water treatment facilities. Metro Vancouver creates and maintains this overlay.

Growth Projections

The population, housing, and employment growth projections are included in the regional growth strategy as a collaborative guide for land use and infrastructure planning for Metro Vancouver member jurisdictions, and other regional agencies. The growth projections are provided as a reference, and are not specific growth targets for the region, sub-regional areas, or member jurisdictions.

Regional Projections

Metro 2050 forecasts indicate that over the next thirty years, Metro Vancouver will need to accommodate approximately one million more residents. This means that the region will also require approximately 500,000 additional housing units and almost 500,000 additional jobs. The regional growth strategy focuses on encouraging this growth to Urban Centres and Frequent Transit Development Areas to support complete and walkable communities. It is projected that between 2021 and 2050, most housing and employment growth will occur in these key areas, aligning with the *Metro 2050* growth targets.

In 2016, Metro Vancouver's population was just under 2.6 million. Growth over the next thirty years is projected to add about one million people to reach 3.8 million by the year 2050 (Figure 2).

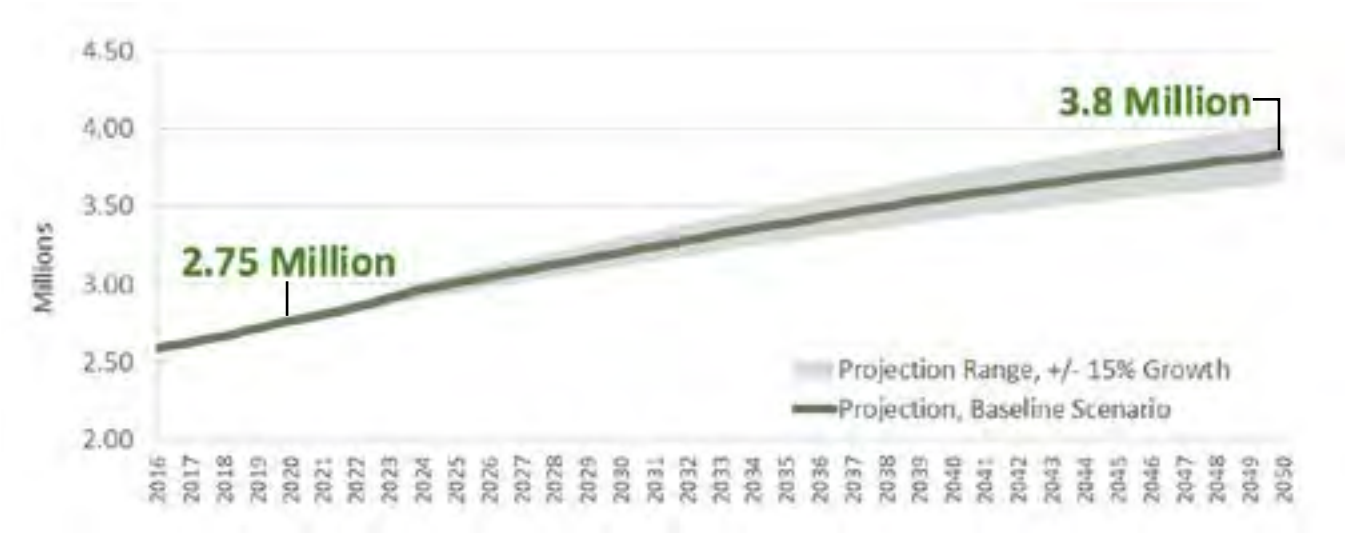
Similar to the majority of Canadian cities, Metro Vancouver's population is aging. While the percentage of seniors (aged 65 and over) comprised 14.7% of the total population in 2016, this is projected to increase to 22% by 2050. The aging population will have a significant impact on the demand for services in the region, from seniors' housing, health-care, accessible public transit, and many other aspects.

Strong population growth is an indicator of strong housing growth. To accommodate projected growth, the region will require an additional 500,000 dwelling units. Apartments are projected to make up over 50% of future growth, followed by multi-attached units. Single-detached housing will grow; however, minimally as locations for additional housing are exhausted.

In 2016, the average number of people living in a household in Metro Vancouver was 2.54 persons. Household size has been decreasing over the last two census periods. This trend is projected to continue and is expected to reach 2.38 by 2050 for all housing structure types. This shift will impact the number of new units required to accommodate the projected population.

Employment growth tends to follow strong population growth, and Metro Vancouver is expected to gain approximately 500,000 additional jobs by the year 2050, for a total of 1.9 million jobs (Table 1), with a population-to-employment ratio of 0.5. Commercial services will continue to grow and will make up about 50% of total future jobs. New jobs in public administration and other employment sectors will each make up approximately a quarter of job growth. The primary resource sector is projected to remain at a very low level for the region.

FIGURE 2. PROJECTED POPULATION TO 2050 FOR METRO VANCOUVER



Sub-Regional Projections

To establish a long-term regional growth management framework, the regional growth strategy provides population, dwelling unit, and employment projections at a sub-regional level (Figure 3) to help frame growth distribution across the region and support the following principles:

- support Metro Vancouver utility, TransLink and member jurisdiction long-term capital planning and infrastructure investment programs;
- establish a baseline in setting future growth targets for the Urban Centres and Frequent Transit Development Areas within sub-regions;
- provide flexibility for member jurisdictions in preparing and adjusting local projections over time, and to guide long-range policy planning; and
- achieve greater resiliency to changes in residential and employment market demands.

Metro 2050's sub-regions are:

1. **North Shore** (City of North Vancouver, Districts of North Vancouver and West Vancouver, Electoral Area A, and Lions Bay);
2. **Burrard Peninsula** (Cities of Burnaby, New Westminster and Vancouver, UEL and UBC);
3. **Tri-Cities** (Cities of Coquitlam, Port Coquitlam and Port Moody, Villages of Anmore and Belcarra);
4. **South of Fraser – West** (Cities of Delta and Richmond, Tsawwassen First Nation);
5. **South of Fraser – East** (Cities of Langley, Surrey and White Rock, Langley Township); and
6. **North East** (Cities of Maple Ridge and Pitt Meadows).

FIGURE 3. METRO VANCOUVER'S SUB-REGIONS FOR THE PURPOSES OF METRO 2050 PROJECTIONS

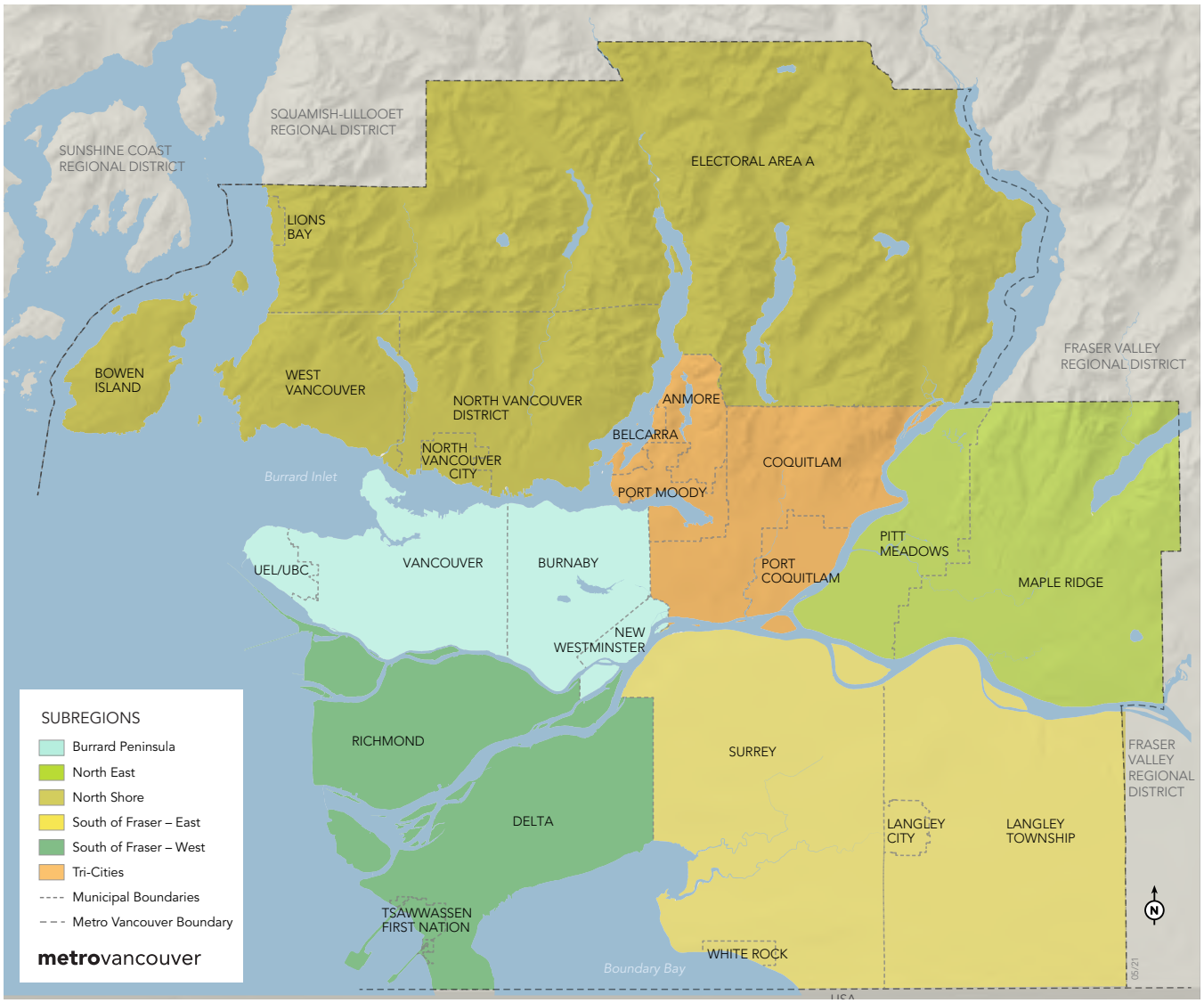


TABLE 1. REGIONAL AND SUB-REGIONAL PROJECTIONS BY DECADE TO 2050

	POPULATION					
SUB-REGIONS		2016	2020	2030	2040	2050
	Metro Vancouver Total	**2,593,200**	**2,767,000**	**3,206,100**	**3,564,100**	**3,836,800**
	Burrard Peninsula	1,014,800	1,064,900	1,206,000	1,311,900	1,387,800
	North Shore	199,700	207,700	236,500	254,200	271,200
	South of Fraser – East	713,300	782,500	939,200	1,077,300	1,185,100
	South of Fraser – West	314,500	337,900	381,100	414,100	441,300
	North East	105,500	110,800	127,200	142,800	155,000
	Tri-Cities	245,300	263,100	316,100	363,800	396,500
	DWELLING UNITS					
SUB-REGIONS		2016	2020	2030	2040	2050
	Metro Vancouver Total	**1,000,500**	**1,075,500**	**1,287,700**	**1,460,500**	**1,589,400**
	Burrard Peninsula	435,900	462,900	533,200	584,600	623,400
	North Shore	79,600	83,600	100,600	111,900	122,000
	South of Fraser – East	242,700	266,900	332,300	395,200	441,000
	South of Fraser – West	113,500	123,100	146,700	163,400	175,400
	North East	38,800	42,200	50,000	56,800	61,900
	Tri-Cities	90,000	96,800	124,800	148,600	165,700
	EMPLOYMENT					
SUB-REGIONS		2016	2020	2030	2040	2050
	Metro Vancouver Total	**1,342,200**	**1,420,100**	**1,621,600**	**1,775,300**	**1,883,600**
	Burrard Peninsula	643,700	671,700	739,500	786,500	820,000
	North Shore	89,400	94,000	107,200	115,900	123,200
	South of Fraser – East	287,100	309,500	372,900	426,600	465,200
	South of Fraser – West	194,100	207,500	236,000	257,700	271,900
	North East	35,800	38,600	45,500	51,200	55,100
	Tri-Cities	92,000	98,900	120,500	137,500	148,200

To minimize urban sprawl and its negative impacts, support the protection of agricultural, industrial and ecologically important lands, and support the efficient provision of urban infrastructure, the regional growth strategy sets a target of containing 98% of the region's growth to areas within the Urban Containment Boundary.

To support the development of compact, complete, and transit-oriented communities within the Urban Containment Boundary, the regional growth strategy also includes targets for structuring growth to the network of Urban Centres and Frequent Transit Development Areas. It sets out a target of focusing 40% of the region's dwelling unit growth and 50% of the region's employment growth to areas within Urban Centres, and a target of focusing 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas (Table 2).

TABLE 2. DWELLING UNIT AND EMPLOYMENT GROWTH TARGETS FOR URBAN CENTRES AND FREQUENT TRANSIT DEVELOPMENT AREAS***

REGIONAL TARGETS FOR RESIDENTIAL GROWTH BY LOCATION	
Location	**Percent of Regional Dwelling Unit Growth 2006-2041**
All Urban Centre Types	**40%**
Frequent Transit Development Areas**	**28%**
Urban Centre Type Breakdown	
• Metropolitan Core	5%
• Surrey Metro Core	6%
• Regional City Centres	16%
• Municipal Town Centres*	13%
REGIONAL TARGETS FOR EMPLOYMENT GROWTH BY LOCATION	
Location	**Percent of Regional Employment Growth 2006-2041**
All Urban Centre Types	**50%**
Frequent Transit Development Areas**	**27%**
Urban Centre Type Breakdown	
• Metropolitan Core	10%
• Surrey Metro Core	5%
• Regional City Centres	19%
• Municipal Town Centres*	16%

*Includes Municipal Town Centres and High Growth Municipal Town Centres

** Includes Corridor FTDAs and Station Area FTDAs

***This table provides guidance to assist in regional and local planning. It will be updated to extend the targets out to the year 2050 in an amendment following the adoption of *Metro 2050*.

E. Goals, Strategies & Actions

GOAL 1

Create a Compact Urban Area



Langley Township

North Vancouver City

Goal 1: Create a Compact Urban Area

A commitment to a compact urban area within the region reflects the recognition that sprawling urban development consumes the natural landscape, necessitates costly and inefficient urban infrastructure such as sewerage services and transit, contributes to negative health impacts, and adds to the global problem of greenhouse gasses thereby worsening climate change. Strategies under this goal delineate between urban and non-urban areas through the use of an Urban Containment Boundary.

To protect Rural, Conservation and Recreation, and Agricultural lands, it is critical to maintain the Urban Containment Boundary and to structure growth within it. This includes creating strong Urban Centres throughout the region that are well served by transit and the road network. These centres collectively make an important contribution to providing locations for employment and convenient access to shops and services close to home. Frequent Transit Development Areas, located in strategic areas within Major Transit Growth Corridors, provide an additional focus for growth, particularly for higher density residential, commercial, transit-oriented, and mixed use development. Major Transit Growth Corridors represent the priority locations for transit investment, housing and employment growth, and new Frequent Transit Development Areas, helping to bring additional certainty and greater coordination for member jurisdictions, TransLink and Metro Vancouver. Together, the Urban Centres and Frequent Transit Development Areas help shape transportation demand, optimize investments in the region's transportation system, and support the development of region-wide network of complete communities.

Complete communities are walkable, mixed use, and transit-oriented places where people can live, work, and play, at all stages of their lives. Compact and complete communities enable most people to have close access to a wide range of employment, health, social, cultural, educational and recreational services and amenities. This is integral to positive mental and physical health and well-being, and helps reduce greenhouse gas emissions and air pollution. These places also help create a strong sense of neighbourhood identity, social connection, and community resilience.

Equitable growth management includes a commitment to advancing equity to enhance sustainability, social cohesion, and overall living conditions for all, while intentionally working to mitigate negative consequences that are unique to each community.

Strategies to achieve this goal are:

1.1 Contain urban development within the Urban Containment Boundary

1.2 Focus growth in Urban Centres and Frequent Transit Development Areas

1.3 Develop resilient, healthy, connected, and complete communities with a range of services and amenities

1.4 Protect Rural Lands from urban development

Strategy 1.1 Contain urban development within the Urban Containment Boundary

Containing urban development, including job and housing growth, within the Urban Containment Boundary limits urban sprawl and supports the efficient and cost effective provision of infrastructure (such as water, sewerage, and transit) and services and amenities (such as schools, hospitals, community centres, and child care). The Urban Containment Boundary helps to protect important lands such as Conservation and Recreation, Agricultural and Rural lands from dispersed development patterns. Containing urban development also supports greenhouse gas emission reductions through trip reduction and trip avoidance, while protecting some of the region's important lands for food production and carbon sequestration and storage.

Metro Vancouver will:

1.1.1 Direct the Greater Vancouver Sewerage and Drainage District (GVS&DD) to not allow connections to regional sewerage services to lands with a Rural, Agricultural, or Conservation and Recreation regional land use designation. Notwithstanding this general rule, in the exceptional circumstances specified below, the Metro Vancouver Regional District (MVRD) Board will advise the GVS&DD Board that it may consider such a connection for existing development or for new development where, in the MVRD Board's opinion, that new development is consistent with the underlying regional land use designation, and where the MVRD Board determines either:

a) that the connection to regional sewerage services is the only reasonable means of preventing or alleviating a public health or environmental contamination risk; or

b) that the connection to regional sewerage services would have no significant impact on the goals of containing urban development within the Urban Containment Boundary, and protecting lands with a Rural, Agricultural, or Conservation and Recreation regional land use designation.

1.1.2 Accept Regional Context Statements that accommodate all urban development within the areas defined by the Urban Containment Boundary, and that meet or work towards Action 1.1.9.

1.1.3 In collaboration with member jurisdictions, develop an Implementation Guideline to guide the process by which member jurisdictions are to provide Metro Vancouver's Liquid Waste Services with specific, early, and ongoing information about plans for growth that may impact the regional sewer system, as well as plans to separate combined sewer systems.

1.1.4 Work collaboratively with the Federal Government, the Province, TransLink, BC Transit, and adjacent regional districts to study how interregional transportation connections can be supported and enhanced.

1.1.5 Ensure that sea level rise, flood risk, and other natural hazards have been considered and that a plan to mitigate any identified risks is in place when approving applications submitted by the respective member jurisdiction related to new sewers, drains or alterations, connections, or extensions of sewers or drains.

1.1.6 Work with First Nations to incorporate development plans and population, employment, and housing projections into the regional growth strategy to support potential infrastructure and utilities investments.

1.1.7 Advocate to the Federal Government and the Province requesting that they direct urban, commercial, and institutional facilities and investments to areas within the Urban Containment Boundary, and to Urban Centres.

1.1.8 Advocate to the Province to ensure that any transportation plans, strategies, and infrastructure investments do not encourage the dispersal of housing and employment growth outside the Urban Containment Boundary, consistent with the goals of the regional growth strategy.

Member jurisdictions will:

1.1.9 Adopt Regional Context Statements that:

a) Depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2);

b) Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary;

c) Include a commitment to liaise regularly with Metro Vancouver Liquid Waste Services to keep them apprised of the scale and timeframe of major development plans as well as specific plans to separate combined sewers;

d) Integrate land use planning policies with local and regional economic development strategies, particularly in the vicinity of the port and airports, to minimize potential exposure of residents to environmental noise and other harmful impacts.

TransLink will:

1.1.10 Continue to plan for a compact urban form within the Urban Containment Boundary when developing and implementing transportation plans, strategies, and investments.

1.1.11 Discourage the provision of infrastructure that would facilitate the dispersal of housing and employment growth outside the Urban Containment Boundary when preparing and implementing transportation plans, strategies, and investments.



Langley Township

Strategy 1.2 Focus growth in Urban Centres and Frequent Transit Development Areas

Focusing growth into a network of centres and corridors reduces greenhouse gas emissions both by supporting sustainable transportation options and by reducing the distances that people have to travel to make essential trips, all while improving the cost-efficiency of infrastructure investments. In addition, a compact built form is, on average, more land and energy efficient than other forms of development. Focusing growth into centres and corridors fosters the development of walkable, vibrant, and mixed use communities that can support a range of services and amenities.

Identifying Frequent Transit Development Areas in appropriate locations within Major Transit Growth Corridors ensures that growth is being directed to locations with high quality and frequent transit service. This provides greater certainty to residents, TransLink, and member jurisdictions, and ensures greater integration of land use and transportation planning.

Metro Vancouver will:

1.2.1 Explore, with member jurisdictions, other governments and agencies, the use of financial tools and other incentives to support the location of major commercial, office, retail, and institutional development in Urban Centres.

1.2.2 Work with member jurisdictions, TransLink, other governments and agencies to support the development and delivery of effective regional transportation networks and services that support the growth and development of Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors.

1.2.3 Maintain a reference map to provide updated information on the location and extent of Urban Centres, Major Transit Growth Corridors, and Frequent Transit Development Areas.

1.2.4 Monitor progress towards the targets set out in Table 2 (Metro Vancouver Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas) for Urban Centres and Frequent Transit Development Areas.

1.2.5 Accept Regional Context Statements that prioritize growth and focus higher density development primarily in Urban Centres, additionally in Frequent Transit Development Areas, and that meet or work towards Action 1.2.24.

1.2.6 In consultation with TransLink, accept the identification of new Frequent Transit Development Areas located within Major Transit Growth Corridors identified on Map 5.

1.2.7 Work with TransLink, the Province, First Nations, and member jurisdictions to expand the supply of secure and affordable market and non-market rental housing within Major Transit Growth Corridors.

1.2.8 Consult with TransLink and utilize the required criteria set out in the Centre Type Classification Framework (Table 4) when reviewing Regional Context Statements for acceptance or proposed amendments to the regional growth strategy for the reclassification of Frequent Transit Development Areas or Urban Centres.

1.2.9 Only consider a new Urban Centre in the regional growth strategy where, in addition to meeting the criteria listed in Centre Type Classification Framework (Table 4), all of the following criteria have been met:

a) it intersects with a Major Transit Growth Corridor identified on Map 5; and

b) appropriate supporting local or neighbourhood plans have been completed by the respective member jurisdiction, that demonstrate how the future Urban Centre will accommodate the intended regionally-significant levels of employment and residential growth, and identify the adequate provision of park land, public spaces, and amenities to serve the anticipated growth.

1.2.10 Only consider the identification of a new Frequent Transit Development Area that is:

a) within a Major Transit Growth Corridor; and

b) outside known and unmitigated flood and other natural hazard risk areas.

1.2.11 Only consider reclassifying an Urban Centre or a Frequent Transit Development Area to a growth-intensive classification if it is located outside of known and unmitigated flood and natural hazard areas.

1.2.12 Develop an Implementation Guideline, in collaboration with member jurisdictions and TransLink, to be used as a resource to support transit-oriented planning throughout the region.

1.2.13 Implement the strategies and actions of the regional growth strategy that contribute to regional targets as shown on Table 2 to:

a) focus 98% of the region's dwelling unit growth to areas within the Urban Containment Boundary;

b) focus 40% of the region's dwelling unit growth and 50% of the region's employment growth to Urban Centres; and

c) focus 28% of the region's dwelling unit growth and 27% of the region's employment growth to Frequent Transit Development Areas.

1.2.14 Monitor the region's total dwelling unit and employment growth that occurs in Major Transit Growth Corridors.

1.2.15 Work with First Nations and other appropriate agencies to ensure that new development and infrastructure investment is directed to areas that are transit-oriented and resilient to climate change impacts and natural hazards.

1.2.16 Advocate to the Federal Government and the Province requesting that they direct major office and institutional development, public service employment locations and other Major Trip-Generating uses to Urban Centres, Frequent Transit Development Areas, and locations within the Major Transit Growth Corridors, where appropriate. This may include, but is not necessarily limited to hospitals, post-secondary institutions, secondary schools, public-serving health care service facilities, and government-owned or funded affordable or supportive housing developments.

1.2.17 Advocate to the Federal Government and the Province that their procurement, disposition, and development of land holdings be consistent with the goals of the regional growth strategy.

1.2.18 Advocate to the Province that Metro Vancouver, member jurisdictions, TransLink, and other stakeholders be engaged early in the process on any initiatives pertaining to the planning of new or expanded major transit capital investments.

1.2.19 Advocate to the Province that any future or expanded rail-based rapid transit service:

a) avoid locations that are exposed to unmitigated natural hazards and climate change risk;

b) improve place-making, safety, access, and amenities for people on foot, on bikes, and for those using mobility aids; and

c) support the safe and efficient movement of people, goods, and service vehicles, to, from, and within Urban Centres and Frequent Transit Development Areas.

1.2.20 Advocate to the Federal Government and the Province to support the coordination of growth, land use, and transportation planning at the regional scale through updates to legislation, regulations, partnerships, plans, agreements, and funding programs, including coordination between regional districts.

1.2.21 Advocate to the Federal Government and the Province to support the integration of regional land use and transportation by ensuring that all housing and transportation funding programs and initiatives for the region are consistent with the goals of the regional growth strategy.

1.2.22 Advocate to the Federal Government and the Province requesting that they support local community concerns and public health by ensuring that the Vancouver Fraser Port and airport operators continue with efforts to measure, report, and manage traffic, noise, air pollution, and vibration impacts on adjacent communities.

1.2.23 Advocate to the Province, Health Authorities, and TransLink, requesting continued efforts to develop guidance on community design, appropriate setbacks, and building standards along the Major Roads Network, Major Transit Network, railways, and Federal and Provincial Highways to minimize public exposure to unhealthy levels of noise, vibration, and pollution.

Member Jurisdictions will:

1.2.24 Adopt Regional Context Statements that:

a) Provide dwelling unit and employment projections that indicate the member jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors as set out in Table 2 (Metro Vancouver Dwelling Unit and Employment Growth Targets for Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors);

b) Include policies for Urban Centres and Frequent Transit Development Areas that:

i) identify the location, boundaries, and types of Urban Centres and Frequent Transit Development Areas on a map that is consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and Map 4;

ii) focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13;

iii) encourage office development to Urban Centres through policies, economic development programs, or other financial incentives;

iv) reduce residential and commercial parking requirements in Urban Centres and Frequent Transit Development Areas and consider the use of parking maximums;

v) consider the identification of appropriate measures and neighbourhood plans to accommodate urban densification and infill development in Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors in a resilient and equitable way (e.g. community vulnerability assessments, emergency services planning, tenant protection policies, and strategies to enhance community social connectedness and adaptive capacity);

vi) consider the support for provision of child care spaces in Urban Centres and Frequent Transit Development Areas;

vii) consider the implementation of green infrastructure;

viii) focus infrastructure and amenity investments (such as public works and civic and recreation facilities) in Urban Centres and Frequent Transit Development Areas, and at appropriate locations within Major Transit Growth Corridors;

ix) support the provision of community services and spaces for non-profit organizations; and

x) consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms of commercial, light industrial; and only within 200 metres of rapid transit stations, consider residential uses (with an emphasis on affordable, rental units) on upper floors.

c) Include policies for General Urban lands that:

i) identify General Urban lands and their boundaries on a map generally consistent with Map 2;

ii) exclude new non-residential Major Trip-Generating uses, as defined in the Regional Context Statement, from those portions of General Urban lands outside of Urban Centres and Frequent Transit Development Areas and direct new non-residential Major Trip-Generating uses to Urban Centres and Frequent Transit Development Areas;

iii) encourage infill and intensification (e.g. row houses, townhouses, mid-rise apartments, laneway houses) within walking distance of the Frequent Transit Network, as appropriate; and

iv) encourage neighbourhood-serving commercial uses.

d) with regards to Actions 1.2.16 and 1.2.24 c) ii), include a definition of "non-residential Major Trip-Generating uses" that includes, but is not limited to, the following uses: office or business parks, outlet shopping malls, post-secondary institutions, and large-format entertainment venues;

e) consider the identification of new Frequent Transit Development Areas in appropriate locations for areas within Major Transit Growth Corridors, as part of the development of new or amended area or neighbourhood plans, or other community planning initiatives; and

f) consider long-term growth and transportation planning coordination with adjacent municipalities, First Nations, TransLink, and Metro Vancouver for transit corridors that run through or along two or more adjacent jurisdictions.

TransLink will:

1.2.25 Develop procurement, disposition, and development plans and actions for land holdings that support the goals of the regional growth strategy and include the provision of affordable rental housing.

1.2.26 Collaborate with member jurisdictions and other stakeholders on the expansion of the Frequent Transit Network, Major Transit Network, and new transit stations, and avoid expansion of permanent transit infrastructure into hazardous areas. Where risk is unavoidable, such as in existing settlements, use risk-mitigation or climate change adaptation strategies in the expansion of transit infrastructure.

1.2.27 Work with member jurisdictions to support the safe and efficient movement of people, goods, and service vehicles, to, from, and within Urban Centres and Frequent Transit Development Areas (e.g. by enhancing the design and operation of the road network), where appropriate.

1.2.28 Continue to develop walking and biking infrastructure programs that prioritize improvements in Urban Centres and Frequent Transit Development Areas.



Port Moody

TABLE 3. GUIDELINES FOR URBAN CENTRES AND FREQUENT TRANSIT DEVELOPMENT AREAS

CENTRE TYPE	FUNCTION	GENERAL EXPECTATIONS	LOCATION
Urban Centre - All *(applies to Metro Core, Surrey Metro Centre, RCCs, HG-MTCs, and MTCs)*	Primary hubs of activity. Accommodates significant regional residential and employment growth. Provides a range of amenities and services. Major Road Network access. Primary locations for Major Trip Generating Uses.	Complete communities with a balanced mix of housing, employment, services, and amenities. Primary focal points for concentrated growth in the region. High intersection densities. High quality, accessible walking and cycling environment. Provision of transit priority measures and other transit-supportive road infrastructure and operations. Industrial uses are maintained. Parks, green spaces, and public open spaces. The supply of affordable rental housing is protected and expanded.	Locations identified on Map 4
Metro Core - Vancouver	The Region's downtown. Region-serving uses (central business district). Accommodates significant levels of regional employment and residential growth. Principal centre of business, employment, cultural, and entertainment activity for the region.	Existing SkyTrain transit service. High degree of cycling connectivity and cycling network completeness. High walkability index score. Office uses. Region-serving uses. Provision of transit priority measures and other transit-supportive road infrastructure and operations.	Vancouver
Metro Centre - Surrey	Centre of activity South of the Fraser River. Accommodates significant levels of regional employment and residential growth.	Existing SkyTrain transit service. High degree of cycling connectivity and cycling network completeness. High walkability index score. Office uses. Provision of transit priority measures and other transit-supportive road infrastructure and operations.	Surrey
Regional City Centre	Sub-regional hub of activity. Accommodates significant levels of residential and employment growth.	Sub-region serving uses (hospital, post-secondary). Office uses. Existing frequent transit services. Regional-scale employment, services, business and commercial activities. Major institutional, community, cultural and entertainment uses. High and medium density forms of housing (in General Urban only), including affordable housing choices. Provision of transit priority measures and other transit-supportive road infrastructure and operations. Minimum density of 60-350 Jobs + People/ hectare.	Any location on the Major Transit Network.
High Growth Municipal Town Centre	Centre of activity for a member jurisdiction. Locations for significant levels of regional employment and residential growth.	Previously a Municipal Town Centre. High Regional Accessibility. Existing Major Transit Network service. Higher density commercial Uses. High density residential uses. Minimum density of 60-200 Jobs + People/ hectare.	Maximum 1,200m from a Major Transit Network station. Not in an area with known and unmitigated natural hazards. Locations with high regional accessibility to jobs.

Municipal Town Centre	Centre of activity for a municipality. Accommodates municipal residential and employment growth.	Municipally-serving shops, services, uses, and amenities. Medium to high density forms of residential uses. Employment, services, business and commercial activities, typically serving the municipal or local area. Institutional, community, cultural, and entertainment uses. High and medium density forms of housing (in General Urban only), including affordable housing choices. Services and activities oriented to the local needs of the surrounding communities. Municipal focus for community and cultural activities. Minimum density of 20-150 Jobs + People/ hectare.	Any location on the Major Transit Network.
Frequent Transit Development Area (FTDA) – All *(applies to both Corridor FTDAs and Station Area FTDAs)*	Location for additional medium and higher density transit-oriented development forms and mixed uses in alignment with the Major Transit Growth Corridors. Location for additional employment growth. Location for affordable rental housing. Location for Major Trip Generating Uses.	Locations for transit-oriented employment and/or housing growth. Walkable and bike-friendly urban design. Managed parking supply. Transit priority measures. Provides appropriate noise, vibration, and air quality mitigation measures. Parks, green spaces, and public open spaces provided. Industrial uses are maintained. Supply of affordable rental housing is protected and expanded.	Located in appropriate locations within the Major Transit Growth Corridors.
Corridor Frequent Transit Development Area	Supports bus-based frequent and rapid transit. Location for medium density housing forms. Location for affordable, particularly affordable rental housing.	Linear shaped. Minimum density of 35-80 Jobs + People/ hectare.	Up to 1000m from the Major Transit Growth Corridor centreline.
Station Area Frequent Transit Development Area	Location for office employment uses. Accommodate significant residential and employment growth. Support high-capacity rapid and frequent transit.	Restricted parking supply. Nodal shaped. Minimum density of 60-350 Jobs + People/hectare.	Up to 1,000m from an existing Major Transit Network or RapidBus Station.

TABLE 4. URBAN CENTRE AND FREQUENT TRANSIT DEVELOPMENT AREAS TYPE RECLASSIFICATION FRAMEWORK

CENTRE TYPE RECLASSIFICATION FRAMEWORK		
Centre Type	Required Criteria for a new Urban Centre or Urban Centre reclassification	Metro 2050 Amendment Type
In order to become…	**The area must meet the following criteria…**	**And pursue the following amendment process…**
Frequent Transit Development Area (FTDA) – All *(applies to Corridor FTDAs and Station Area FTDAs)*	*Required for reclassification to any FTDA types:* Located within a Major Transit Growth Corridor. Policies supportive of, street, sidewalk and cycling network connectivity. Policies supportive of managed parking supply. Not in an area with known and unmitigated natural hazards. Official Community Plan (OCP) Land Use Map and policies supportive of infill and intensified residential and/or employment growth.	Type 3 or Regional Context Statement Update
Corridor FTDA	Meets the above criteria for FTDAs, and: Located within a Major Transit Growth Corridor (on Map 5). Located up to 800m from the corridor centreline. Linear shaped	Type 3 or Regional Context Statement Update
Station Area FTDA	Meets the above criteria for FTDAs, and: Located within a Major Transit Growth Corridor. Located up to 1,200m from a station on the Major Transit Network or RapidBus station. May be nodal shaped.	Type 3 or Regional Context Statement Update
Urban Centre - All *(applies to all Urban Centre types)*	*Required for reclassification to any Urban Centre type:* Located on the Major Transit Network. Not in a known unmitigated natural hazard area. OCP Land Use Map and policies supportive of infill and intensified residential and employment growth.	
Municipal Town Centre	Meets the above criteria for Urban Centre, and: Formerly a Frequent Transit Development Area. Evidence that the area is a primary hub of activity within a member jurisdiction. Minimum density of 60 Jobs + People / hectare. Minimum area of 40 hectares.	Type 3
High Growth Municipal Town Centre	Meets the above criteria for Urban Centre, and: Existing rapid rail transit service High Regional Accessibility Not in a known unmitigated natural hazard area. Minimum 100 Jobs + People / hectare. Formerly a Municipal Town Centre or FTDA. Minimum area of 40 hectares.	Type 3
Regional City Centre and Metro Centres	Reclassification from any centre type to or from the "Regional City Centre" or to "Metro Centre" types is not contemplated by the regional growth strategy.	

Strategy 1.3 Develop resilient, healthy, connected, and complete communities with a range of services and amenities

Creating complete communities, especially in the region's Urban Centres, with a mix of uses and affordable services and amenities, allows residents to meet most of their daily needs by walking, rolling, or transit without leaving their neighbourhood. This supports trip reduction, walking, healthier living, climate action, more equitable access to the key amenities that support a high quality of life, and creates resilient places with inclusion and connection.

Metro Vancouver will:

1.3.1 Support member jurisdictions and work with First Nations in developing resilient, healthy, connected, and complete communities through regional strategies, research, and best practices that:

a) promote greater local access to affordable community services and child care, healthy food, and public spaces (including regional parks and greenways);

b) reduce greenhouse gas emissions, bolster resilience to climate change impacts and natural hazards, and improve social equity, universal accessibility, and inclusive engagement; and

c) encourage the provision and enhancement of urban green spaces in new and established neighbourhoods.

1.3.2 Provide technical advice, assistance, research, and data to member jurisdictions and other agencies to improve air quality, reduce greenhouse gases, increase access to community services, and to better understand the health and social equity aspects of land use and infrastructure decisions.

1.3.3 Collaborate with health authorities, academic institutions, and other researchers to share best practices, research, data, and tools that can advance land use policies to:

a) ensure neighbourhoods are designed for walking, cycling, rolling and social activities to promote positive mental and physical health;

b) meet community social needs and priorities;

c) reduce community exposure to climate change and air quality impacts, especially communities that are disproportionally impacted; and

d) increase equitable access and exposure to public spaces through urban green space enhancement and retention opportunities.

1.3.4 Measure and monitor access to community services and amenities, particularly in Urban Centres and Frequent Transit Development Areas.

1.3.5 Advocate to the Federal Government and the Province to ensure that growing communities are served appropriately and in a timely manner with social amenities, health, schools and educational opportunities, to avoid inequities in service levels between communities in the region.

1.3.6 Advocate to the Federal Government and the Province to ensure that community, arts, cultural, recreational, institutional, social services, health and education facilities funded or built by them are located in Urban Centres or areas with good access to transit.

Member Jurisdictions will:

1.3.7 Adopt Regional Context Statements that:

a) support compact, mixed use, transit, walking, cycling and rolling-oriented communities;

b) locate and support community, arts, cultural, recreational, institutional, medical/health, social service, education and child care facilities, and local serving retail uses in Urban Centres or areas with good access to transit;

c) provide and encourage public spaces and other place-making amenities and facilities (e.g. community gardens, playgrounds, gathering places, etc.) in new and established neighbourhoods, for all ages, abilities, and seasons, to support social connections and engagement.

d) respond to health and climate change-related risks by providing equitable access to:

i) recreation facilities;

ii) green spaces and public spaces (e.g. parks, trails, urban forests, public squares, etc.); and

iii) safe and inviting walking, cycling, and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities;

e) support the inclusion of community gardens (at-grade, rooftop, or on balconies), grocery stores and farmers' markets to support food security, and local production, distribution and consumption of healthy food, in particular where they are easily accessible to housing and transit services;

f) consider, when preparing new neighbourhood and area plans, the mitigation of significant negative social and health impacts, such as through the use of formal health and social impact methods in neighbourhood design and major infrastructure investments; and

g) provide design guidance for existing and new neighbourhoods to promote social connections, universal accessibility, crime prevention through environmental design, and inclusivity while considering the impacts of these strategies on identified marginalized members of the community.

TransLink will:

1.3.8 Provide equitable and accessible levels of transit service to communities and employment areas.

1.3.9 Continue to improve sustainable mobility options for neighbourhoods outside the Urban Centres and Frequent Transit Development Areas within the General Urban Land Use designation as shown on Map 2.



Tsawwassen First Nation

Strategy 1.4 Protect Rural lands from urban development

Rural designated lands are located outside the Urban Containment Boundary and are not intended for urban forms of development. Containing growth within the Urban Containment Boundary ensures the protection of natural, rural, and agricultural areas, and the efficient and cost effective provision of sewerage, transit, and other community services. The inherent benefits of urban containment also support reduced greenhouse gas emissions and increases opportunities for natural carbon sinks.

Metro Vancouver will:

1.4.1 Direct the Greater Vancouver Sewerage and Drainage District (GVS&DD) to not allow connections to regional sewerage services to lands with a Rural regional land use designation as identified on Map 2. Notwithstanding this general rule, in the exceptional circumstances specified below, the Metro Vancouver Regional District (MVRD) Board will advise the GVS&DD Board that it may consider such a connection for existing development or for new development where, in the MVRD Board's opinion, that new development is consistent with the Rural regional land use designation and where the MVRD Board determines either:

a) that the connection to regional sewerage services is the only reasonable means of preventing or alleviating a public health or environmental contamination risk; or

b) that the connection to regional sewerage services would have no significant impact on the strategy to protect lands with a Rural regional land use designation from urban development.

1.4.2 Accept Regional Context Statements that protect lands with a Rural regional land use designation from urban development and that meet or work towards Action 1.4.3.

Member Jurisdictions will:

1.4.3 Adopt Regional Context Statements that:

a) identify the Rural lands and their boundaries on a map generally consistent with Map 2;

b) limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing;

c) specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation;

d) support agricultural uses within the Agricultural Land Reserve, and where appropriate, outside of the Agricultural Land Reserve; and

e) support the protection, enhancement, restoration, and expansion of ecosystems identified on Map 11 to maintain ecological integrity, enable ecosystem connectivity, increase natural carbon sinks and enable adaptation to the impacts of climate change.

GOAL 2

Support a Sustainable Economy



Coquitlam

Surrey

Goal 2: Support a Sustainable Economy

The regional growth strategy leverages the region's existing economic strengths to provide for a prosperous future by supporting diverse commercial and industrial sectors, employment growth, ensuring well designed regional places with an emphasis on public space and transit, and recognizing the region's role as a key provincial and national gateway. The regional growth strategy supports a sustainable economy through its regional land use, urban design, and transportation policies and strategies.

Urban Centres distributed throughout the region provide opportunities for commercial activities, services, and employment uses to be located close to where people live, and enable economic and transportation efficiencies. The design of these centres supports a strong sense of place, a public realm that promotes a positive civic image, and ensures a high quality of life through the provision of amenities and diversity of housing types. Policies discourage the dispersal of major employment and Major Trip-Generating uses outside of Urban Centres and Frequent Transit Development Areas, to support jobs in close proximity to homes and connected by sustainable forms of transportation.

Increasing demands for land for industrial activities as the population and economy grow, coupled with ongoing market pressure to convert Industrial lands to office, retail, residential, and other uses, has resulted in a critically diminished supply of industrial land in the region. In addition to the national, provincial, and regional serving industries in Metro Vancouver, many small to medium sized industries provide for the day-to-day needs of the region's population, such as repair and servicing activities, e-commerce, manufacturing, and renovation and construction functions. Additional lands are needed for container storage, freight forwarding, warehouses, and other distribution functions that support the regional economy to provide for a sustainable and resilient supply chain system.

Meeting the needs of both a growing regional economy and an expanding international gateway for trade requires an adequate supply of serviced industrial lands, such as those identified as 'trade-oriented' lands. Preserving the region's industrial lands supports existing businesses by allowing them to expand and supports new businesses to locate in the region, all the while avoiding long transportation distances, business inefficiencies, and higher greenhouse gas emissions. In response to the vulnerability of industrial land, policies are included to protect and intensify the use of the limited supply in the region. Efforts that encourage industrial densification and intensification provide a range of benefits such as: more efficient use of lands and resources; reduced pressures on other lands; improved capacity for businesses to grow to create employment opportunities; increased job opportunities; greater clustering of co-located operations; circular economy; and a more efficient transportation system.

There are some economic activities that are not traditional industrial uses and cannot be easily accommodated or viable in Urban Centres or Frequent Transit Development Areas. The regional growth strategy provides for these activities to be accommodated in Employment areas, which are intended to complement the planned function of Urban Centres, Frequent Transit Development Areas, and Industrial lands.

Major educational and medical institutions in this region also have a vital role in the economy, as they have key linkages with many sectors, provide and support research and innovation, and are incubators for new industries.

Agriculture is an important sector of the region's economy and a critical component of the local food system. The agricultural industry is dependent on the protection and availability of agricultural land for the production of food and other goods and services. Effective legislation and an economically viable agricultural sector are important ways to protect agricultural land for future generations.

Agricultural production is vulnerable to the impacts of climate change. Projected changes in temperature, precipitation, flooding and extreme weather events will profoundly affect agriculture production. Policies focus on increased resilience and the long-term protection of land for sustainable food production, edge planning, new drainage and irrigation infrastructure, and climate change adaptation. This strategy also seeks to protect agricultural land for local food production and supports the economic viability of the agricultural sector, while recognizing the value of ecosystem services.

Equitable growth management includes a commitment to advancing equitable and sustainable planning and land development practices that support a regional economy that is accessible and designed to benefit all people. It includes a commitment to employment growth, effective use of industrial lands, efficient transportation system, sustainable practices that work to enhance and protect natural resources, build resilience through climate-smart agricultural approaches, and mitigate the potential disproportionate impacts on ecosystems, communities, groups or individuals.

Strategies to achieve this goal are:

2.1 Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live

2.2 Protect the supply, and enhance the efficient utilization, of industrial land

2.3 Protect the supply of agricultural land and strengthen agricultural viability



White Rock

Strategy 2.1 Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live

Economic and employment activities, such as post-secondary and medical institutions, shopping streets, retail centres, business parks, transportation terminals and associated infrastructure, complement employment activities in Urban Centres (Strategy 1.2) and industrial uses on Industrial lands (Strategy 2.2), which have different location requirements and attributes. These businesses support the region's economy and population, and rely on and have implications for the transportation network and the design of neighbourhoods. Locating jobs close to where people live and near the transit network supports the creation of complete communities (Strategy 1.3), reduces social inequities in the region, and helps to reduce energy consumption and greenhouse gas emissions through reduced vehicle travel and increased active transportation.

Metro Vancouver will:

2.1.1 Provide regional utility infrastructure to support the region's economic functions and to support efficient employment and settlement patterns.

2.1.2 Work with the Federal Government, the Province, member jurisdictions, First Nations, and the private sector to advance shared economic prosperity and resilience through the Regional Economic Prosperity Service to attract strategic investment to the region.

2.1.3 Work with the Federal Government, the Province, and member jurisdictions to explore:

a) fiscal measures to reinforce the attraction of investment and employment opportunities to Urban Centres, Frequent Transit Development Areas, and lands with an Industrial or Employment regional land use designation; such employment opportunities should be consistent with the intention of the underlying regional land use designation; and

b) fiscal reform to ensure that the property tax system supports sound land use decisions.

2.1.4 Accept Regional Context Statements that support economic activity and an urban form designed to be consistent with its context in: Urban Centres, Frequent Transit Development Areas, Industrial lands, Employment lands, ports and airports, and that meet or work towards Action 2.1.10.

2.1.5 Advocate to the Federal Government, the Province, and TransLink to develop and operate transportation infrastructure that supports and connects the region's economic activities by sustainable modes of transportation in Urban Centres, Frequent Transit Development Areas, Industrial lands, Employment lands, ports and airports.

2.1.6 Advocate that airport authorities:

a) encourage the use of surplus airport lands for industrial activities, and where appropriate, discourage non-airport related commercial development and any expansion beyond the Industrial and Employment areas specified on Map 7;

b) accelerate the movement of goods by energy efficient, low and zero emission modes; and

c) develop strategies to adapt to climate change impacts and natural hazard risks.

2.1.7 Advocate that the Port of Vancouver:

a) encourage the use of surplus port lands for industrial activities, and where appropriate, discourage non-port related commercial development and any expansion beyond the Industrial and Employment lands specified on Map 7;

b) accelerate the movement of goods by energy efficient, low and zero emission modes; and

c) develop strategies to adapt to climate change impacts and natural hazard risks.

2.1.8 Advocate that the Fraser Valley Regional District and the Squamish-Lillooet Regional District collaborate with the Metro Vancouver Regional District on shared initiatives related to economy, transportation, and other related matters.

2.1.9 Advocate that the Federal Government and the Province support existing and new industries in the region through such means as investment, procurement strategies, tax incentives, skill development, and small business loan programs.

Member Jurisdictions will:

2.1.10 Adopt Regional Context Statements that:

a) include policies to support appropriate economic activities, as well as context-appropriate built form for Urban Centres, Frequent Transit Development Areas, Industrial lands, and Employment lands;

b) support the development and expansion of large-scale office and retail uses in Urban Centres, and lower-scale uses in Frequent Transit Development Areas through policies such as: zoning that reserves land for office uses, density bonus provisions to encourage office development, variable development cost charges, and/or other incentives; and

c) include policies that discourage the development and expansion of major commercial and institutional land uses outside of Urban Centres and Frequent Transit Development Areas.



Richmond

Strategy 2.2 Protect the supply, and enhance the efficient use of, industrial land

Industrial lands are critical to supporting a diverse, resilient economy – one that supports businesses and residents by securing land for economic development and jobs within the region, and reducing costs for commuting and the transportation of goods. In response to the vulnerability of industrial land, policies are included to protect and appropriately use the region's limited supply of Industrial and Employment lands, while also considering the future of industrial activities and work, greenhouse gas emissions, and the impacts of climate change.

Metro Vancouver will:

2.2.1 Monitor the supply, demand, and utilization of Industrial land with the objective of assessing whether there is sufficient capacity to meet the needs of the growing regional economy.

2.2.2 Work with the Province, member jurisdictions, and other agencies to investigate industrial taxation rates and policies that support industrial development, efficient use of Industrial land, and industrial densification.

2.2.3 Prepare an Implementation Guideline covering the following topics: opportunities for Industrial lands to support new growth planning initiatives, new forms of industry and technologies, urban industry and e-commerce, design of industrial forms, guidance on setting criteria for trade-oriented lands, and other policy measures.

2.2.4 Seek input from TransLink, the Port of Vancouver, the Vancouver International Airport Authority, the Ministry of Transportation and Infrastructure, and/or the Agricultural Land Commission on any proposed Regional Context Statement or regional growth strategy amendments for Industrial and Employment lands as appropriate.

2.2.5 Accept Regional Context Statements that include provisions that protect and support the ongoing economic viability of industrial activities and that meet or work towards the strategies set out in Action 2.2.9.

2.2.6 Advocate to the Federal Government and the Province to coordinate transportation infrastructure and service investments that support the efficient movement of goods and people for industrial and employment operations, and considers the Regional Goods Movement Strategy and the Regional Truck Route Network.

2.2.7 Advocate to the Federal Government and the Province to support initiatives and infrastructure investments that:

a) introduce more energy efficient, low carbon and zero emissions equipment operations and vehicles;

b) reduce distances travelled by commercial vehicles;

c) accelerate the movement of goods by energy efficient, low and zero emission modes; and

d) shift freight activity out of peak congestion periods.

2.2.8 Advocate to the Federal Government, the Province, and relevant agencies to enhance data collection and sharing related to industrial, employment, transportation, and economic matters in support of the efficient use of Industrial lands in the region.

Member jurisdictions will:

2.2.9 Adopt Regional Context Statements that:

a) identify the Industrial and Employment lands and their boundaries on a map generally consistent with Map 7.

b) identify Trade-Oriented lands, if applicable, with a defined set of permitted uses that support inter-regional, provincial, national, and international trade (e.g. logistics, warehouses, distribution centres, transportation and intermodal terminals) and location needs (e.g. large and flat sites, proximity to highway, port, or rail infrastructure) on a map consistent with the goals in the regional growth strategy. Strata and/or small lot subdivisions on these lands should not be permitted.

c) include policies for Industrial lands that:

i) consistently define, support, and protect industrial uses in municipal plans and bylaws, and ensure that non-industrial uses are not permitted;

ii) support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units;

iii) exclude uses that are not consistent with the intent of Industrial lands and not supportive of industrial activities, such as medium and large format retail uses, residential uses, and stand-alone office uses, other than ancillary uses, where deemed necessary;

iv) encourage improved utilization and increased intensification/densification of Industrial lands for industrial activities, including the removing of any outdated municipal policies or regulatory barriers related to development form and density;

v) review and update parking and loading requirements to reflect changes in industrial forms and activities, ensure better integration with the surrounding character, and reflect improvements to transit service, in an effort to avoid the oversupply of parking;

vi) explore municipal industrial strategies or initiatives that support economic growth objectives with linkages to land use planning;

vii) provide infrastructure and services in support of existing and expanding industrial activities;

viii) introduces land use policies through area plans for rail-oriented, waterfront, and trade-oriented areas that may contain unique industrial uses;

ix) consider the preparation of urban design guidelines for Industrial land edge planning, such as interface designs, buffering standards, or tree planting, to minimize potential land use conflicts between industrial and sensitive land uses, and to improve resilience to the impacts of climate change; and

x) do not permit strata and/or small lot subdivisions on identified Trade-Oriented lands.

d) include policies for Employment lands that:

i) support a mix of industrial, small scale commercial and office, and other related employment uses, while maintaining support for the light industrial capacity of the area, including opportunities for the potential densification/ intensification of industrial activities, where appropriate;

ii) allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the regional growth strategy;

iii) support the objective of concentrating larger-scale commercial, higher density forms of employment, and other Major Trip-Generating uses in Urban Centres, and local-scale uses in Frequent Transit Development Areas;

iv) support higher density forms of commercial and light industrial development where Employment lands are located within Urban Centres or Frequent Transit Development Areas, and permit employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas, while low employment density and low transit generating uses, possibly with goods movement needs and impacts, are located elsewhere;

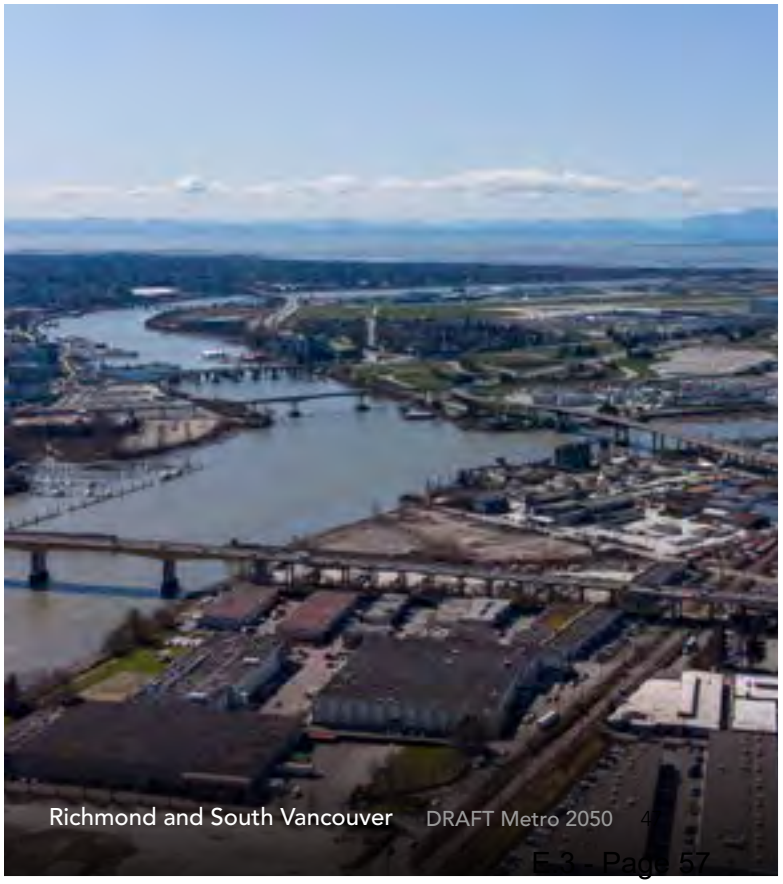
v) do not permit residential uses, except for an accessory caretaker unit;

vi) notwithstanding 2.2.9 (d)(v), consider limited residential uses (with an emphasis on affordable, rental units) on lands within 200 metres of a rapid transit station, and located within Urban Centres or Frequent Transit Development Areas, where appropriate. Residential uses are to be located only on the upper floors of new office and light industrial developments, and to be subject to consideration of municipal objectives, local context, and other regional growth strategy objectives.

e) include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems.

f) include policies that assist existing and new businesses to adapt to the impacts of climate change and reduce their exposure to natural hazards risks, such as those identified within the regional growth strategy (Table 5).


Delta


Richmond and South Vancouver

Strategy 2.3 Protect the supply of agricultural land and strengthen agricultural viability

Protecting land for agricultural production is essential for the viability of the agricultural industry and a resilient region. Collaboration with the Agricultural Land Commission is necessary to address the ongoing challenges from competing residential, industrial, and commercial land use demands. Improved multi-jurisdictional collaboration that recognizes the priority to protect farm land for food production, and the importance of climate change adaptation while restricting other land uses in agricultural lands is critical. Equally important is the need to strengthen the economic viability of agriculture operations by encouraging new markets and expanding the distribution of local foods.

Metro Vancouver will:

2.3.1 Direct the Greater Vancouver Sewerage and Drainage District (GVS&DD) to not allow connections to regional sewerage services for lands with an Agricultural regional land use designation. Notwithstanding this general rule, in the exceptional circumstances specified below, the Metro Vancouver Regional District (MVRD) Board will advise the GVS&DD Board that it may consider such a connection for existing or for new development where, in the MVRD Board's discretion, the use is consistent with the underlying Agricultural regional land use designation and where the MVRD Board determines either:

a) that the connection to regional sewerage services is the only reasonable means of preventing or alleviating a public health or environmental contamination risk; or

b) that the connection to regional sewerage services would have no significant impact on the regional growth strategy to protect the supply of agricultural land and strengthening agricultural viability.

2.3.2 Monitor the status of agricultural land in the region including local agriculture production and other public benefits such as the provision of ecosystem services in collaboration with the Province and the Agricultural Land Commission.

2.3.3 Identify and pursue strategies and actions to increase actively farmed agricultural land, strengthen the economic viability of agriculture, and minimize conflicts between agriculture and other land uses, within or adjacent to agricultural land, in collaboration with the Province and the Agricultural Land Commission.

2.3.4 Work with the Agricultural Land Commission to protect the region's agricultural land base and not consider amending the Agricultural or Rural regional land use designation of a site if it is still part of the Agricultural Land Reserve except if the Agricultural Land Commission has:

a) provided written confirmation that the site is not subject to the *Agricultural Land Commission Act*; or

b) confirmed the site is subject to conditions prior to exclusion, and notifies Metro Vancouver that Metro Vancouver can consider such a proposed *Metro 2050* amendment.

2.3.5 Undertake agricultural awareness activities that promote the importance of the agricultural industry, the protection of agricultural land, and the value of local agricultural products and experiences, in partnership with other agencies and organizations.

2.3.6 Accept Regional Context Statements that protect the region's supply of Agricultural land and strengthen agricultural viability that meet or work towards the provisions set out in Action 2.3.12.

2.3.7 Advocate to all levels of government the necessity of agriculture impact assessments and mitigation requirements when transportation, utility, and recreational infrastructure is being planned, developed, or operated on agricultural lands.

2.3.8 Advocate to the Province for farm property tax reform that encourages more actively farmed land and enables secure land tenure for new and established farmers.

2.3.9 Advocate to the Province to increase agricultural producers' knowledge and adoption of innovative practices for advancing agriculture economic development, and resilience to climate change and natural hazards impacts as defined in the regional growth strategy (Table 5).

2.3.10 Advocate to the Province to provide incentives to encourage land management practices that reduce greenhouse gas emissions, improve soil health, protect natural assets, and maintain ecosystem services from agricultural land.

2.3.11 Advocate to the Province for changes to the *Local Government Act* to require that Official Community Plans prioritize the need for agricultural land, similar to how long-term needs are considered for residential, commercial, and industrial lands.

Member Jurisdictions will:

2.3.12 Adopt Regional Context Statements that:

a) specify the Agricultural lands and their boundaries within their jurisdiction on a map consistent with Map 8;

b) consider policies and programs that increase markets and the distribution of local food in urban areas to strengthen the viability of agriculture and increase availability of local food for all residents;

c) include policies that protect the supply of agricultural land and strengthen agriculture viability including those that:

i) assign appropriate land use designations to protect agricultural land for future generations and discourage land uses on Agricultural lands that do not directly support and strengthen agricultural viability;

ii) encourage the consolidation of small parcels and discourage the subdivision and fragmentation of agricultural land;

iii) support climate change adaptation including:

- monitor storm water, flooding, and sea level rise impacts on agricultural land,
- implement flood construction requirements for residential uses,
- and maintain and improve drainage and irrigation infrastructure that supports agricultural production, where appropriate and in collaboration with other governments and agencies;

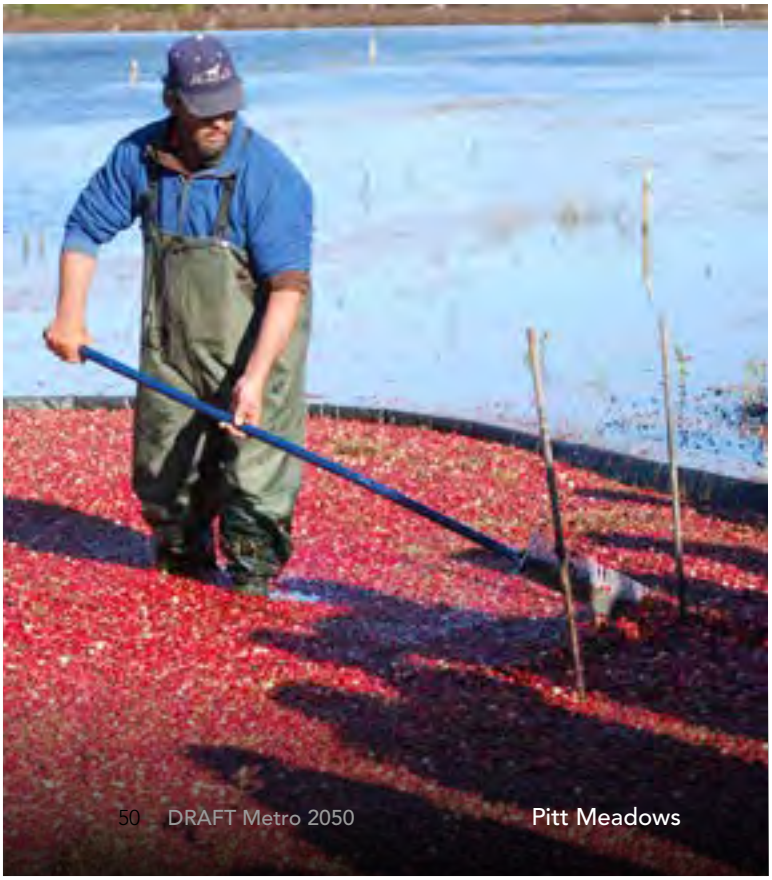

Delta

iv) protect the integrity of agricultural land by requiring edge planning along the Urban Containment Boundary and adjacent to agricultural operations through activities such as screening, physical buffers, roads, or Development Permit area requirements;

v) demonstrate support for economic development opportunities for agricultural operations that are farm related uses, benefit from close proximity to farms, and enhance primary agricultural production as defined by the *Agricultural Land Commission Act;*

vi) align Official Community Plan policies and zoning regulations with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations;

2.3.13 In partnership with other agencies and organizations, support agricultural awareness and promote the importance of the agricultural industry, the importance of protecting agricultural land, and the value of local agricultural products and experiences.


Pitt Meadows

GOAL 3

Protect the Environment and Respond to Climate Change and Natural Hazards



Langley Township

Electoral Area A

Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards

Metro Vancouver has a spectacular natural environment. Many of Metro Vancouver's ecosystems have global significance, providing both internationally-important fish habitat and key feeding and resting points for migratory birds along the Pacific Flyway. The region's forests, fields, coastal and intertidal areas, wetlands, and watercourses together are integral pieces of a habitat network for birds, fish, and other wildlife.

The diverse mountain, coastal, and river areas provide the region's residents with essential ecosystem services such as fresh water, clean air, pollination, traditional Indigenous food and medicines, fertile soil, flood control, cooling, carbon storage, and opportunities for tourism, recreation, cultural and spiritual enrichment, health and wellbeing. Climate change, land development, invasive species, and other human-induced pressures are causing ecosystem change and loss in many areas, which reduces nature's capacity to provide these life-sustaining services. If planned, designed, and built in harmony with nature, communities will be heathier and more resilient over the long-term.

The tenets of the regional growth strategy, such as the ongoing focus on urban containment, and land use patterns that support sustainable transportation options and carbon storage opportunities in natural areas, are critical for the region to address climate change. This section contains a strategy and associated policies that support Metro Vancouver's commitment to reaching a carbon neutral region by the year 2050. Climate change is expected to continue to cause warmer temperatures, a reduced snowpack, increasing sea levels, and more intense and frequent drought and rainfall events in the region. An additional strategy aims to improve resilience to these climate change impacts, since many of the region's natural hazards will be worsened by a changing climate.

A commitment to improving social equity includes advancing equitable climate change strategies and actions that will: intentionally consider the suite of concerns that increase community vulnerability, and acknowledge current financial, health, social disparities that are being exacerbated by low carbon solutions and the impacts of climate change. It includes developing a process that delineates resources for greenhouse gas reduction and resilience efforts equitably, prioritizing nature-based solutions and communities and support for people in the region that are disadvantaged or have been disproportionately impacted by climate change.

Strategies to achieve this goal are:

3.1 Protect and enhance Conservation and Recreation lands

3.2 Protect, enhance, restore, and connect ecosystems

3.3 Encourage land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality

3.4 Encourage land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards

FIGURE 4. ECOSYSTEM SERVICES PROVIDED BY HEALTHY ECOSYSTEMS



Strategy 3.1 Protect and enhance Conservation and Recreation lands

The Conservation and Recreation regional land use designation is intended to help protect significant ecological and recreation assets throughout the region. Protection and management of these assets will ensure they remain productive, resilient, and adaptable, providing vital ecosystem services that support both humans and wildlife, while also safeguarding communities from climate change and natural hazard impacts.

Metro Vancouver will:

3.1.1 Direct the Greater Vancouver Sewerage and Drainage District (GVS&DD) to not allow connections to regional sewerage services to lands with a Conservation and Recreation regional land use designation. Notwithstanding this general rule, in the exceptional circumstances specified below, the Metro Vancouver Regional District (MVRD) Board will advise the GVS&DD Board that it may consider such a connection for existing development or for new development where, in the MVRD Board's opinion, that new development is consistent with the underlying Conservation and Recreation regional land use designation and where the MVRD Board determines either:

a) that the connection to regional sewerage services is the only reasonable means of preventing or alleviating a public health or environmental contamination risk; or

b) that the connection to regional sewerage services would have no significant impact on the strategy to protect lands with a Conservation and Recreation regional land use designation.

3.1.2 Implement the *Metro Vancouver Regional Parks Plan*, the *Regional Parks Land Acquisition 2050 Strategy*, and *Regional Greenways 2050*, and work collaboratively with member jurisdictions to identify, secure and enhance habitat and park lands, and buffer park and conservation areas from activities in adjacent areas.

3.1.3 For the Greater Vancouver Water District and the Greater Vancouver Sewerage and Drainage District, avoid ecosystem loss and fragmentation on lands with a Conservation and Recreation regional land use designation when developing and operating infrastructure, but where unavoidable, mitigate the impacts, including ecosystem restoration and striving for no net ecosystem loss.

3.1.4 Monitor ecosystem gains and losses on lands with a Conservation and Recreation regional land use designation and the Natural Resource Areas therein, as identified on Map 9.

3.1.5 Accept Regional Context Statements that protect lands with a Conservation and Recreation regional land use designation, and that meet or work towards Action 3.1.9.

3.1.6 Advocate to the Federal Government, the Province, utility companies, and TransLink to avoid ecosystem loss and fragmentation on lands within a Conservation and Recreation regional land use designation when developing and operating utility and transportation infrastructure, but where unavoidable, to mitigate the impacts, including ecosystem restoration and striving for no net ecosystem loss.

3.1.7 Advocate to the Province and its agencies to actively manage provincially-owned land within a Conservation and Recreation regional land use designation, and work with adjacent land owners to effectively buffer these lands, with the intent of minimizing negative impacts and enhancing ecosystem integrity and providing public recreational opportunities.

3.1.8 Advocate to the Federal Government and the Province to:

a) recognize the Conservation and Recreation regional land use designation and ensure that their activities within or adjacent to these lands are consistent with the long-term intent of the land use designation; and

b) consult and collaborate with all levels of government, including First Nations, and other stakeholders in the planning and management of lands with a Conservation and Recreation regional land use designation, including during the review of future natural resource extraction projects.

Member jurisdictions will:

3.1.9 Adopt Regional Context Statements that:

a) identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2;

b) include policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses:

i) drinking water supply areas;

ii) environmental conservation areas;

iii) wildlife management areas and ecological reserves;

iv) forests;

v) wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems);

vi) riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers);

vii) ecosystems not covered above that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities; and



Coquitlam

viii) uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including:

- major parks and outdoor recreation areas;
- education, research and training facilities, and associated uses that serve conservation and/or recreation users;
- commercial uses, tourism activities, and public, cultural, or community amenities;
- limited agricultural use, primarily soil-based; and
- land management activities needed to minimize vulnerability/risk to climate-related impacts.

c) include policies that:

i) protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by requiring wildland interface planning, and introducing measures such as physical buffers or development permit requirements; and

ii) encourage the consolidation of small parcels, and discourage subdivision and fragmentation of lands within a Conservation and Recreation regional land use designation.



Belcarra

Strategy 3.2 Protect, enhance, restore, and connect ecosystems

This Strategy establishes a collective vision for ecosystems across the region, recognizing the scientific evidence that 'nature needs half' of the land base to continue functioning for the benefit of all life and support human well-being. The vision can be realized in this region by working together to protect, enhance, and restore ecosystems, strategically linking green spaces into a region-wide network that sustains ecosystem services and movement of wildlife across the landscape. Actions to enhance tree canopy cover in urban areas will also improve community resilience by intercepting rainwater, moderating the urban heat island effect, and improving health outcomes.

Metro Vancouver will:

3.2.1 Implement the strategies and actions of the regional growth strategy that contribute to regional targets to:

a) increase the area of lands protected for nature from 40% to 50% of the region's land base by the year 2050; and

b) increase the total tree canopy cover within the Urban Containment Boundary from 32% to 40% by the year 2050.

3.2.2 Implement the Metro Vancouver *Ecological Health Framework*, including relevant actions to:

a) collect and maintain data, including the Sensitive Ecosystem Inventory, tree canopy cover, imperviousness, and carbon storage datasets; report on gains and losses and climate-related impacts on ecosystems; and share these datasets with member jurisdictions; and

b) incorporate ecosystem services into Metro Vancouver's corporate planning, asset management systems and investments, and provide regionally-appropriate guidance on methodologies, tools and decision-making frameworks.

3.2.3 Manage Metro Vancouver assets and collaborate with member jurisdictions, First Nations, and other agencies to:

a) protect, enhance, and restore ecosystems as identified on Map 11 or more detailed local ecological and cultural datasets;

b) identify ecosystems that may be vulnerable to climate change and natural hazard impacts as part of regional multi-hazard mapping in Action 3.4.2 a);

c) identify a regional green infrastructure network that connects ecosystems and builds on existing local networks, while maximizing the climate adaptation, biodiversity, and human health benefits; and

d) prepare Implementation Guidelines to support a regional green infrastructure network and to assist with the protection, enhancement, and restoration of ecosystems.

3.2.4 Work with local First Nations to:

a) increase understanding of Indigenous ecological knowledge, and share information about environmental research, policy development, and planning best practices; and

b) find joint stewardship and restoration opportunities on Metro Vancouver sites, and expand access to sustainably cultivate and harvest plants for cultural purposes.

3.2.5 Accept Regional Context Statements that advance the protection, enhancement, restoration, and connection of ecosystems in a regional green infrastructure network, and that meet or work towards Action 3.2.7.

3.2.6 Advocate to the Federal Government and the Province to:

a) strengthen species-at-risk and ecosystem protection legislation to better protect critical habitat, and support restoration and biodiversity, in addition to convening a local government support network; and

b) support the uptake of nature-based climate solutions, including those that protect or restore foreshore ecosystems.

Member jurisdictions will:

3.2.7 Adopt Regional Context Statements that:

a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1;

b) refer to Map 11 or more detailed local ecological and cultural datasets and include policies that:

i) support the protection, enhancement, and restoration of ecosystems through measures such as land acquisition, density bonusing, development permit requirements, subdivision design, conservation covenants, land trusts, and tax exemptions;

ii) seek to acquire, restore, enhance, and protect lands, in collaboration with adjacent member jurisdictions and other partners, that will enable ecosystem connectivity in a regional green infrastructure network;

iii) discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity; and

iv) indicate how the interface between ecosystems and other land uses will be managed to maintain ecological integrity using edge planning, and measures such as physical buffers, or development permit requirements.



c) include policies that:

i) support the consideration of ecosystem services in land use decision-making and land management practices;

ii) enable the retention and expansion of urban forests using various tools, such as local tree canopy cover targets, urban forest management strategies, tree regulations, development permit requirements, land acquisition, street tree planting, and reforestation or restoration policies, with consideration of climate resiliency;

iii) reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements, and invasive species management plans;

v) increase green infrastructure along the Regional Greenway Network, the Major Transit Network, community greenways, and other locations, where appropriate, and in collaboration with Metro Vancouver, TransLink, and other partners; and

iv) support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans, and water conservation objectives.

Strategy 3.3 Encourage land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality

The tenets of the regional growth strategy are crucial for meeting the region's commitment to reduce greenhouse gas emissions and to reach carbon neutrality by the year 2050. As described in other strategies in the regional growth strategy, this can be achieved in three key ways: by supporting growth and development patterns that enable sustainable transportation options; by encouraging higher-density built forms and multi-unit developments which are typically more energy efficient than lower-density alternatives; and by reducing development pressures in areas that naturally store and sequester carbon (such as conservation and agricultural lands). To supplement these important policy actions from other goal areas in the regional growth strategy, Strategy 3.3 contains the region's greenhouse gas emissions reduction targets and associated policies.

Metro Vancouver will:

3.3.1 Implement the:

a) strategies and actions of the regional growth strategy that contribute to regional targets to reduce greenhouse gas emissions by 45% below 2010 levels by the year 2030 and to achieve a carbon neutral region by the year 2050; and

b) *Metro Vancouver Clean Air Plan*, *Climate 2050*, and other associated actions to help achieve the regional greenhouse gas emissions reduction targets in Action 3.3.1 a).

3.3.2 Work with the Federal Government, the Province, TransLink, member jurisdictions, First Nations, non-governmental organizations, energy utilities, the private sector, and other stakeholders, as appropriate, to:

a) monitor energy consumption, greenhouse gas emissions, and air quality related to land use, buildings, industry, agriculture, waste, transportation, and other emission sources, and consider lifecycle energy and emissions;

b) monitor and pursue opportunities to increase carbon storage in natural areas; and

c) promote best practices and develop guidelines to support local government actions that reduce energy consumption and greenhouse gas emissions, support a transition to clean, renewable energy (including electricity), create carbon storage opportunities, and improve air quality.

3.3.3 Work with TransLink, member jurisdictions, and health authorities to advocate that health impact assessments be conducted for major transportation projects and significant development projects with an aim to minimizing public exposure to traffic-related air contaminants.

3.3.4 Work with the Federal Government, the Province, and other stakeholders when conducting environmental assessments to reduce the environmental and health impacts related to regional air quality and greenhouse gas emissions.

3.3.5 Accept Regional Context Statements that encourage land use, infrastructure, and settlement patterns that reduce energy consumption and greenhouse gas emissions, improve air quality, create carbon storage opportunities, and that meet or work towards Action 3.3.7.

3.3.6 Advocate to the Federal Government and the Province to establish and support legislative and fiscal actions, that help the public and private sector maximize reductions in energy consumption and greenhouse gas emissions, and improve air quality, such as:

a) in the building sector,

i) accelerating the transition of energy efficiency requirements in the BC Building Code to net-zero energy ready levels by 2032;

ii) setting greenhouse gas and energy performance requirements for new and existing buildings;

iii) increasing incentives and financing tools for new low-carbon, zero-emissions, and resilient buildings;

iv) supporting large-scale building electrification;

v) requiring benchmarking and energy labels for new and existing buildings;

vi) supporting reductions in embodied emissions of buildings, and the increased use of low-carbon building products;

vii) supporting programs, services and incentives for low-carbon upgrade options in rental buildings that benefit building owners and tenants;

viii) incenting equitable transit-oriented development through policy and funding programs; and

ix) supporting, where feasible and appropriate, energy recovery, renewable energy generation and zero-carbon district energy systems, and related transmission needs.

b) in the transportation sector,

i) revising enabling legislation to allow regional road usage charging for the purposes of managing congestion and greenhouse gasses;

ii) supporting electric vehicle charging in new and existing buildings through requirements and programs;

iii) continuing to increase the amount of reliable and sustainable funding available for sustainable transportation infrastructure and low emission travel modes, such as active transportation and public transit; and

iv) continuing to advance stringent standards for on-road vehicle emissions and fuel carbon content.

Member jurisdictions will:

3.3.7 Adopt Regional Context Statements that:

a) identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050;

b) identify policies, actions and/or strategies that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality from land use, infrastructure, and settlement patterns, such as:

i) existing building retrofits and construction of new buildings to meet energy and greenhouse gas performance guidelines or standards (e.g. BC Energy Step Code, passive design), the electrification of building heating systems, green demolition requirements, embodied emissions policies, zero-carbon district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geoexchange systems, and zero emission vehicle charging infrastructure;

ii) community design, infrastructure, and programs that encourage transit, cycling, rolling and walking; and

c) focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along Major Transit Growth Corridors.

TransLink will:

3.3.8 Support regional air quality objectives and greenhouse gas emission reduction targets by advancing policy and infrastructure to support the aggressive transition of the ground-based vehicle fleet to zero-emissions, and by transitioning the entire transit fleet to one that utilizes low-carbon fuels.

3.3.9 In collaboration with Metro Vancouver and member jurisdictions, establish a definition of major development proposals, which are referenced in the *South Coast British Columbia Transportation Authority Act*, to support the objective of concentrating Major Trip-Generating uses in areas well served by transit.



Vancouver

Strategy 3.4 Encourage land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards

Climate change is expected to impact Metro Vancouver through warmer temperatures, decreased snowpack, sea level rise, longer summer drought periods, and increased precipitation in the fall, winter, and spring. The region is also exposed to multiple natural hazards, many of which are worsened by climate change. Where and how the region accommodates growth determines the degree to which communities and infrastructure are exposed to these risks. While efforts need to be made to ensure that all populations are well-equipped to address these challenges, proactive and collaborative planning can minimize risks by encouraging growth and development in more resilient areas, where feasible, and taking measures to ensure existing communities and infrastructure are resilient to current and future risks.

TABLE 5. MAJOR NATURAL HAZARDS AND CLIMATE CHANGE IMPACTS AFFECTING METRO VANCOUVER

NATURAL HAZARDS	RELATED CLIMATE CHANGE IMPACTS
Earthquakes	
Tsunamis	Sea level rise
Landslides	More precipitation (fall, winter, and spring)
Floods (pluvial, coastal, riverine)	More precipitation (fall, winter, and spring) Sea level rise Decrease in snowpack
Wildfires	Longer drought periods (summer) Warmer temperatures and extreme heat events Reduced air quality
Erosion	Sea level rise More precipitation (fall, winter, and spring)
Subsidence	Sea level rise
Windstorms and other extreme weather events	Sea level rise More precipitation (fall, winter, and spring)

Metro Vancouver will:

3.4.1 Incorporate climate change and natural hazard risk assessments into the planning and location of Metro Vancouver utilities, assets, operations, and other critical infrastructure.

3.4.2 Work with the Integrated Partnership for Regional Emergency Management, the Federal Government, the Province, First Nations, TransLink, member jurisdictions, adjacent regional districts, and other stakeholders, as appropriate, to:

a) collaboratively develop and share information and data related to hazards, risks, and vulnerabilities in the Metro Vancouver region, which may include preparing a regional multi-hazard map, and identifying and coordinating priority actions, implementation strategies, and funding mechanisms;

b) plan for climate change impacts and natural hazard risks when extending utilities and transportation infrastructure that support development;

c) support the integration of emergency management, utility planning, and climate change adaptation principles in land use plans, transportation plans, and growth management policies;

d) research and promote best practices and develop guidelines to support resilience to the impacts of climate change and natural hazards as it relates to planning and development;

e) support regional flood management approaches, such as the implementation of the Lower Mainland Flood Management Strategy; and

f) research and share information related to the impacts of climate change and natural hazards on vulnerable populations, and focus resilience actions on equitable outcomes.

3.4.3 Accept Regional Context Statements that encourage land use, settlement patterns, transportation and utility infrastructure which improve the ability to withstand climate change impacts and minimize natural hazard risks, and that meet or work towards Actions 3.4.5, 3.4.6, 3.4.7, and 3.4.8.

3.4.4 Advocate to the Federal Government and the Province that they:

a) review and improve existing provincial legislation and guidelines regarding flood hazard management at the local level, encourage the adoption of local flood hazard policies and bylaws, and implement appropriate preparatory actions to address the long-term implications of sea level rise on infrastructure planning, construction, and operations;

b) incorporate resilience considerations into building codes and standards;

c) modernize the provincial *Emergency Program Act* and associated regulations with requirements for land use planning, and consider land use implications in the development of climate change adaptation strategies; and

d) provide guidelines, programs, funding, and timely data and information to support regional and local planning for climate change impacts and natural hazards.

Member jurisdictions will:

3.4.5 Adopt Regional Context Statements that include policies that:

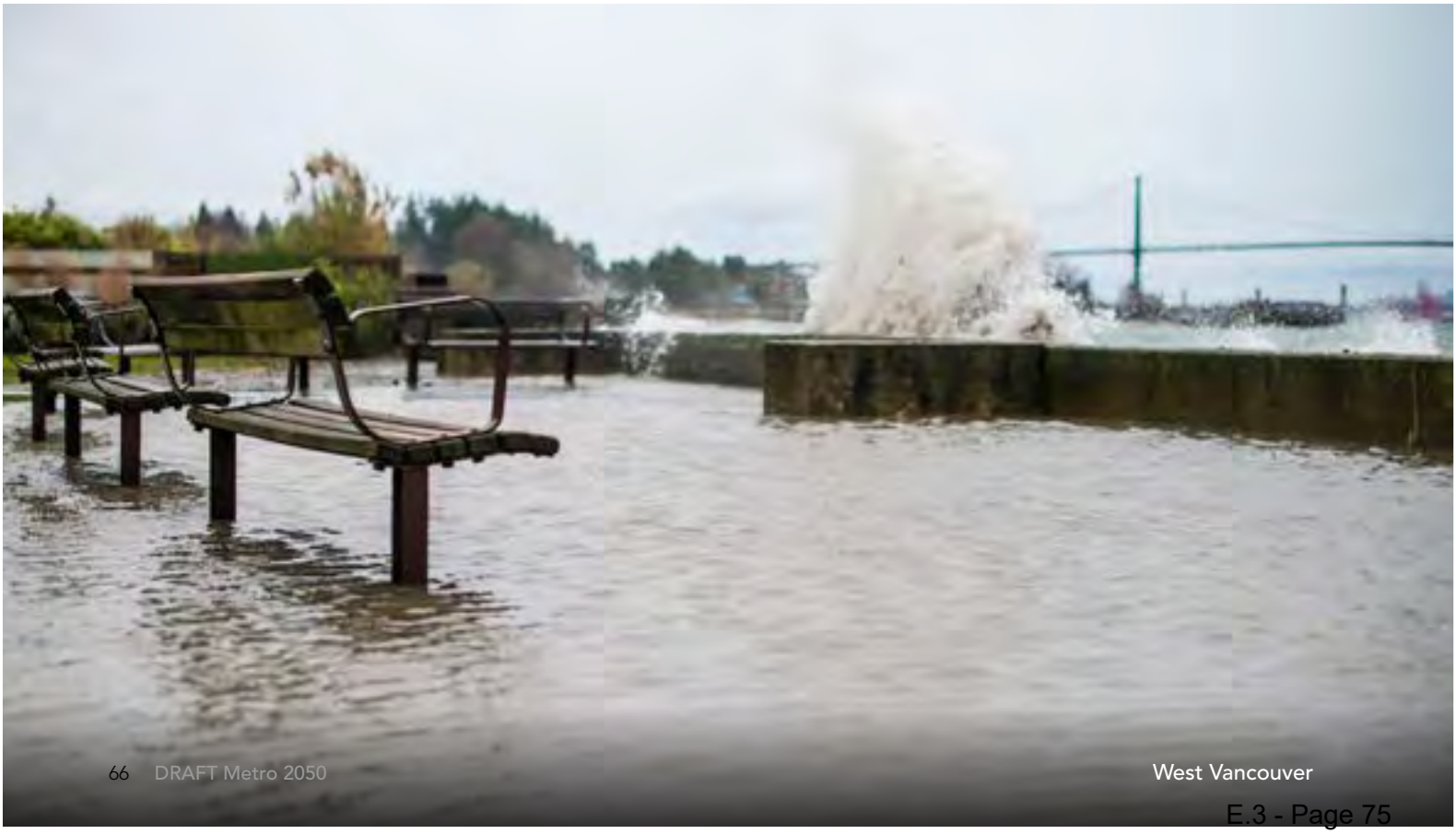
a) minimize risks associated with climate change and natural hazards in existing communities through tools such as heat and air quality response plans, seismic retrofit policies, and flood-proofing policies; and

b) discourage new development in current and future hazardous areas to the extent possible through tools such as land use plans, hazard-specific Development Permit Areas, and managed retreat policies, and where development in hazardous areas is unavoidable, mitigate risks.

3.4.6 Incorporate climate change and natural hazard risk assessments into planning and location decisions for new municipal utilities, assets, operations, and community services.

3.4.7 Integrate emergency management, utility planning, and climate change adaptation principles when preparing land use plans, transportation plans, and growth management policies.

3.4.8 Adopt appropriate planning standards, guidelines, and best practices related to climate change and natural hazards, such as flood hazard management guidelines and wildland urban interface fire risk reduction principles.



West Vancouver

GOAL 4

Provide Diverse and Affordable Housing Choices



Maple Ridge

New Westminster

Goal 4: Provide Diverse and Affordable Housing Choices

A diverse and affordable housing stock is critical to accommodating growth and supporting the region's population. Communities across Metro Vancouver are experiencing significant housing pressures paired with accelerating housing costs in the rental and ownership markets. Strong demand for rental housing is causing low rental vacancy rates and rising rental costs, and at the same time, existing affordable rental housing stock is aging and in need of maintenance and renewal.

High land and construction costs make the delivery of new rental units that are affordable to low and moderate income households challenging, particularly in proximity to transit. Lower income households earning less than 80% of the Regional Median Household Income, who make up the majority of renters in the region, are being forced to look further afield for housing that is affordable and meets their needs. Additionally, there is a shortage of permanent, affordable, and supportive housing units to meet the acute housing needs of vulnerable populations including those experiencing or at risk of homelessness.

In response to these challenges, a diverse mix of housing types and tenures that respond to an aging population, changing family and household characteristics, and a range of household incomes across the region is needed. Having housing choices means that all residents can find adequate and suitable housing that is affordable based on their household income, and that meets their unique needs and preferences. For the purpose of implementing *Metro 2050*'s policies, "affordable housing" is defined as housing that is affordable to households earning up to 120% of the Regional Median Household Income. Goal 4 encourages diverse and affordable housing choices as a means to provide opportunities for residents to live in their desired community or neighbourhood, close to employment, transit, schools, parks, amenities and important social connections.

The first strategy identifies actions to promote an adequate supply of housing to meet existing and future housing needs across the housing continuum. Supporting housing policy efforts across the region through housing strategies or action plans that work towards achieving the number and type of housing units required to meet the needs identified in local housing needs reports or assessments is critical to this strategy.

The second strategy encourages policies and actions that expand rental housing supply, mitigate or limit the net loss of existing purpose-built rental and non-market housing stock, and protect renter households. The strategy also advocates for measures and incentives to stimulate the supply of below-market and market rental housing, particularly in proximity to transit.

The third strategy advocates for capital and operating funding to support the non-profit housing sector and the overall provision of permanent, affordable, and supportive housing. The strategy also requests ongoing housing and income benefits to supplement the high cost of rent in the private market. It recognizes that housing strategies and action plans must be aligned with plans to address homelessness. All levels of government have a role to play in creating opportunities for diverse housing options, and senior government funding is essential to meeting the housing needs of these populations.

A commitment to social equity prioritizes planning and decision-making processes that ensure the housing needs of the region's residents and populations that are housing insecure are met, so that everyone can access safe, quality, affordable, and climate resilient housing. Furthermore, it means intentionally seeking to prevent economic, health or access disparities in the housing market that are primarily experienced by lower income populations, renter households, and individuals experiencing or at risk of homelessness. Essential to this commitment is examining and modifying any systemic and institutional practices and policies that may limit the quality, affordability, accessibility, and equitable distribution of housing that is essential to creating a livable and resilient region for current and future generations.

Strategies to achieve this goal are:

4.1 Expand the supply and diversity of housing to meet a variety of needs

4.2 Expand, retain, and renew rental housing supply and protect tenants

4.3 Meet the housing needs of lower income households and populations experiencing or at risk of homelessness



Port Moody

Strategy 4.1 Expand the supply and diversity of housing to meet a variety of needs

Housing diversity refers to the range of housing types and tenures required to meet the needs of households of all sizes, incomes, ages, and abilities. Expanding the supply and diversity of housing that meets a variety of needs across the housing continuum increases affordability, social equity, and resilience in the region.

Metro Vancouver will:

4.1.1 Assist member jurisdictions in developing housing strategies or action plans by providing analysis on regional demographics, household characteristics, and market conditions, and work with member jurisdictions to review and refine local housing priorities, policies, and housing needs reports or assessments in the context of this analysis.

4.1.2 Monitor and report on the progress of member jurisdiction housing strategies or action plans in achieving the number and type of housing units required to meet current and anticipated housing needs, as determined in the member jurisdiction's housing needs report or assessment.

4.1.3 Support member jurisdictions in the development and delivery of housing policies and actions by compiling, analyzing, and communicating data, preparing implementation guidelines and best practices research, and convening discussions on issues of common interest.

4.1.4 Accept Regional Context Statements that describe how local plans, strategies, and policies will achieve diverse and affordable housing options, expand the supply and diversity of housing to meet a variety of needs along the housing continuum, and meet or work towards Actions 4.1.8 and 4.1.9.

4.1.5 Advocate to the Province to create new enabling legislation that provides the ability for local governments to mandate affordable housing through inclusionary zoning powers.

4.1.6 Advocate to the Province to provide funding to support member jurisdictions in the development and update of housing strategies or action plans that are aligned with housing needs reports or assessments.

4.1.7 Advocate to the Province for expanded funding maximums and eligibility that support Treaty and Non-Treaty First Nations in developing housing needs reports or assessments to ensure a complete regional and provincial understanding of housing needs, and to help inform local plans, policies, and development decisions.



Vancouver

Member jurisdictions will:

4.1.8 Adopt Regional Context Statements that:

a) indicate how they will work towards meeting estimated future housing needs and demand, as determined in their housing needs report or assessment;

b) articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options;

c) identify policies and actions that contribute to the following outcomes:

i) increased supply of adequate, suitable, and affordable housing to meet a variety of needs along the housing continuum;

ii) increased supply of family-friendly, age-friendly, and accessible housing;

iii) increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing;

iv) increased density and supply of diverse ground-oriented and infill housing forms in low-density neighbourhoods, such as duplex, four-plex, townhouse, laneway/coach houses, and apartments, particularly in proximity to transit;

v) integration of land use and transportation planning such that households can reduce their combined housing and transportation costs;

vi) increased social connectedness in multi-unit housing;

vii) integrated housing within neighbourhood contexts and high quality urban design; and

viii) existing and future housing stock that is low carbon and resilient to climate change impacts and natural hazards.

4.1.9 Prepare and implement housing strategies or action plans that:

a) are aligned with housing needs reports or assessments, and reviewed or updated every 5-10 years to ensure that housing strategies or action plans are based on recent evidence and responsive to current and future housing needs;

b) are based on an assessment of local housing market conditions, by tenure, including assessing housing supply, demand, and affordability;

c) identify housing priorities, based on the assessment of local housing market conditions, household incomes, changing population and household demographics, and key categories of local housing need, including specific statements about special needs housing and the housing needs of equity-seeking groups; and

d) identify implementation measures within their jurisdiction and financial capabilities, including actions set out in Action 4.1.8.

Strategy 4.2 Expand, retain, and renew rental housing supply and protect tenants

Purpose-built rental housing is a critical component of the housing continuum, offering security of tenure to the many residents who cannot or choose not to purchase a home. The private rental market also forms a large part of the region's overall rental housing stock, and provides additional rental housing options such as secondary suites, laneway/coach houses, and rented condominiums. Increasing the rental housing supply, retaining existing rental housing, and renewing aging rental housing while minimizing the impacts of redevelopment and renovation on existing tenants preserves affordability and increases opportunities for everyone in the region to access an energy efficient home they can afford.

Metro Vancouver will:

4.2.1 Monitor the purpose-built rental housing stock in the region, and report on rental housing supply gaps by income level and number of bedrooms.

4.2.2 Implement the *Metro Vancouver Housing 10-Year Plan* (2019) and seek opportunities for Metro Vancouver Housing to partner with member jurisdictions and others to expand affordable rental housing across the region.

4.2.3 Set a regional target of 15% affordable rental housing in new and redeveloped housing development within Urban Centres and Frequent Transit Development Areas, and monitor progress towards the target every 5 years.

4.2.4 Accept Regional Context Statements that describe how local plans, strategies, and policies will increase rental housing supply while protecting tenants, and that meet or work towards Actions 4.2.7 and 4.2.8.

4.2.5 Advocate to the Federal Government and the Province to provide measures and incentives to stimulate private sector investment in rental housing to help achieve the current and anticipated need for rental housing units, as determined by housing needs reports or assessments.

4.2.6 Advocate to the Province for expanded measures to address housing speculation and vacant homes as a means of increasing long-term rental options, and bringing unoccupied housing into the secondary rental market.

Member jurisdictions will:

4.2.7 Adopt Regional Context Statements that:

a) indicate how they will, within their local context, work towards the regional target of 15% affordable rental housing in redeveloped and new housing development within Urban Centres and Frequent Transit Development Areas;

b) articulate how local plans and policies will mitigate impacts on renter households, particularly during redevelopment or densification of Urban Centres and Frequent Transit Development Areas;

c) identify the use of regulatory tools that protect and preserve rental housing;

d) identify policies and actions that contribute to the following outcomes:

i) increased supply of affordable rental housing in proximity to transit and on publicly-owned land;

ii) increased supply of market and below-market rental housing through the renewal of aging purpose-built rental housing and prevention of net rental unit loss;

iii) protection and renewal of existing non-market rental housing;

iv) mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants; and

v) reduced energy use and greenhouse gas emissions from existing and future rental housing stock, while considering impacts on tenants and affordability.

4.2.8 Prepare and implement housing strategies or action plans that:

a) encourage the supply of new rental housing and mitigate or limit the loss of existing rental housing stock;

b) encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built rental housing; and

c) cooperate with and facilitate the activities of Metro Vancouver Housing under Action 4.2.2.



Burnaby

Strategy 4.3 Meet the housing needs of lower income households and populations experiencing or at risk of homelessness

Lower income households and populations experiencing or at risk of homelessness have the most acute housing needs in the region. Through collaboration with the Federal Government and the Province, efforts to support the provision of non-market housing can ensure equitable access to housing for all. Meeting the housing needs of the most vulnerable in our communities also provides a number of co-benefits including positive health outcomes and improved social cohesion.

Metro Vancouver will:

4.3.1 Accept Regional Context Statements that describe how local plans, strategies, and policies will meet the specific housing needs of lower income households, including the existing housing needs of populations experiencing or at risk of homelessness, and that meet or work towards Actions 4.3.7 and 4.3.8.

4.3.2 Collaborate with member jurisdictions, non-profit housing and homelessness services providers, and the Federal Government and the Province on coordinated actions to address regional homelessness.

4.3.3 Advocate to the Federal Government and the Province for measures and incentives to stimulate non-market rental supply and capital and operating funding to support the construction of permanent, affordable, and supportive housing across the region.

4.3.4 Advocate to the Federal Government and the Province to provide capital and operating funding to meet the current and anticipated housing needs of lower income households and populations experiencing or at risk of homelessness, as determined by housing needs reports or assessments.

4.3.5 Advocate to the Federal Government and the Province for portfolio-based, long-term funding sources for non-profit housing providers that shift away from short-term, project-based funding models as a means of ensuring the sustainability of the non-profit housing sector.

4.3.6 Advocate to the Federal Government and the Province to provide and expand ongoing rent supplements and housing benefits, and to increase the shelter portion of income assistance to ensure that lower income households and populations experiencing or at risk of homelessness can afford suitable and adequate housing.

Member jurisdictions will:

4.3.7 Adopt Regional Context Statements that:

a) indicate how they will collaborate with the Federal Government, the Province, and other partners, to assist in increasing the supply of permanent, affordable, and supportive housing units; and

b) identify policies and actions that partner with other levels of government and non-profit organizations to create pathways out of homelessness and contribute to meeting the housing and support needs of populations experiencing or at risk of homelessness.

4.3.8 Prepare and implement housing strategies or action plans that:

a) identify opportunities to participate in programs with other levels of government to secure additional housing units to meet the housing needs of lower income households;

b) identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development; and

c) are aligned with or integrate plans to address homelessness, and identify strategies to reduce the total number of households that are in core housing need and populations experiencing or at risk of homelessness.

GOAL 5

Support Sustainable Transportation Choices



North Vancouver City

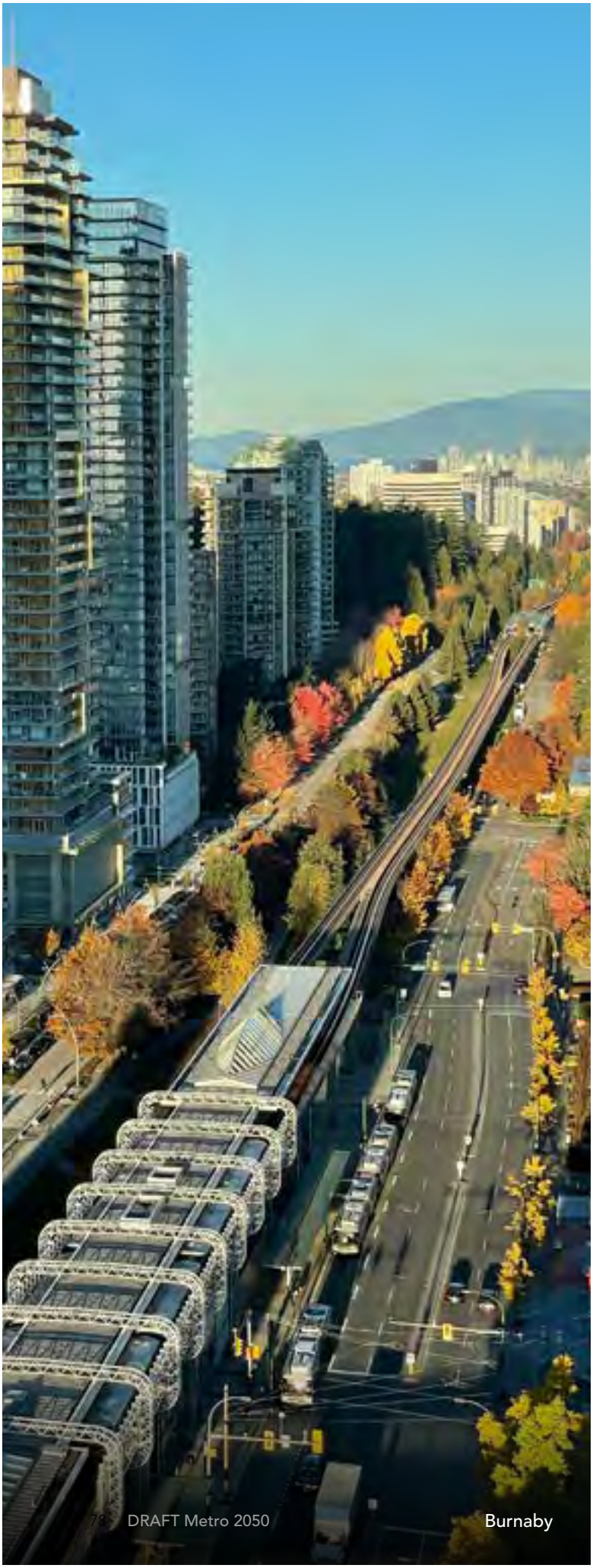
Goal 5: Support Sustainable Transportation Choices

Land uses influence travel patterns and transportation systems, in turn, affect land use and development. Achieving the goals of *Metro 2050* requires the alignment of land use and transportation strategies. Accessible and sustainable transportation choices are supported by strategies for a compact urban area, with transit-oriented development patterns that focus growth in Urban Centres, Major Transit Growth Corridors and Frequent Transit Development Areas. This transit-oriented pattern of growth helps reduce vehicle use, traffic congestion, energy consumption and greenhouse gas emissions from on-road sources while fostering transit ridership and active transportation. It provides the region's residents with resilient mobility options, a cleaner environment, and opportunities to reduce household transportation costs.

The first strategy identifies actions to increase the proportion of trips by transit, cycling, walking, and other alternatives to single occupancy vehicles. *Transport 2050*'s Major Transit Network will be critical in reinforcing *Metro 2050*'s network of Urban Centres and Frequent Transit Development Areas. *Metro 2050* aligns these locations for growth with planned transit connections to provide clearer expectations about future growth and investment. Aligning land use and transportation in this way enables a diversity of transit-oriented affordable housing, shorter trips and greater access to opportunity.

The second strategy recognizes the fundamental role that the Major Road Network, Regional Truck Route Network, provincial highways, and federal transportation facilities play in shaping regional growth, moving people and goods within the region, and connecting the region with intra-provincial, national and international destinations. The strategy advocates for active management of the existing and planned capacity of the road network and the demands put upon it to minimize the need for capital-intensive roadway expansion in the future. Further, rail and marine transportation have the potential to play a larger role in the future for goods movement, so protecting rail rights-of-way and access points to waterways today is critical to preserving transportation options in the future. This strategy also anticipates the changing nature of industry and digitalization of commerce.

Metro Vancouver works in partnership with member jurisdictions, TransLink, Port of Vancouver, airport authorities, the Federal Government, and the Province to coordinate decision-making in support of the regional growth strategy. TransLink prepares and implements strategic transportation plans for roads, transit, active transportation, and goods movement, among other regional transportation programs. TransLink is also responsible for the region's long-term transportation strategy, *Transport 2050*. *Metro 2050* and *Transport 2050* comprise the region's long-term vision for the land use and transportation system. The Province prepares provincial highway and transit plans which help to guide the development of regional transportation plans. Both the Federal Government and the Province play significant roles in funding regional transit and goods movement infrastructure. Metro Vancouver advocates for reductions in transportation-related greenhouse gas emissions and common air contaminants.



A commitment to equity includes creating a more equitable land use and transportation system across the region that will enhance social cohesions and connectedness to benefit all communities; mitigate the environmental, economic, and social risks associated with goods and service movement; and ultimately, provide affordable and accessible transportation that creates quality jobs, promotes safe and inclusive communities, and focuses on results that benefit all.

Strategies to achieve this goal are:

5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking

5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services

Burnaby

Strategy 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking

The coordination of land use and transportation supports positive region building by ensuring communities are connected to sustainable transportation networks while investing in transportation improvements for existing neighbourhoods. Over time, this creates a regional growth pattern where destinations are closer together and more accessible for all, with less need to drive. The benefits of this transit-oriented growth pattern include: reduced greenhouse gas emissions; formation of complete, compact communities; more physical activity and improved health; lower transportation costs; and a more resilient economy with better access to job opportunities, diverse and affordable housing, and community amenities.

Metro Vancouver will:

5.1.1 Provide advice and input into TransLink's regional transportation system, planning, and demand management strategies through the provision of land use, growth management and air quality information and forecasts, and the evaluation of land use and vehicle emissions impacts.

5.1.2 Establish the following objectives for the regional transportation system:

a) support the regional land use framework and strategy, as set out in Strategy 1.2;

b) reduce energy consumption and greenhouse gas emissions while improving air quality, as set out in Strategy 3.3; and

c) ensure the safe and efficient movement of vehicles for passengers, goods, and services, as set out in Strategy 5.2.

5.1.3 Encourage TransLink and member jurisdictions, in support of Action 5.1.2 (a), to prioritize the expansion of transit services between Urban Centres, according to the following priorities:

- Priority 1: Major Transit Network
- Priority 2: Frequent Transit Network
- Priority 3: Local Transit Networks

5.1.4 Collaborate with TransLink, in support of Action 5.1.2 (b), on the achievement of regional priorities to increase the share of trips made by transit, shared mobility options, cycling, and walking, and reduce energy consumption and air emissions from on-road transportation sources. Metro Vancouver will support the development of strategic transportation plans to achieve this objective, within TransLink's mandate to plan and manage the regional transportation system.

5.1.5 In collaboration with other levels of government, implement the Regional Greenway Network, as shown in Map 10.

5.1.6 Collaborate with member jurisdictions and TransLink to jointly develop a regional parking strategy that:

a) provides guidance to inform municipal parking requirements;

b) considers local needs through customized guidance for different land use and transportation contexts; and

c) seeks to right-size the supply of parking in the region, make more efficient use of the limited land supply, and improve housing and transportation affordability.

5.1.7 Accept Regional Context Statements that identify policies and actions that coordinate land use and transportation planning to support transit, shared mobility options, cycling, and walking, that support the transition to zero-emission vehicles, and that meet or work towards Action 5.1.14.

5.1.8 Advocate to the Federal Government and the Province, in collaboration with TransLink and member jurisdictions, to evaluate and develop measures to mitigate the potential negative impacts on the region's Industrial, Agricultural, and Conservation and Recreation lands when planning transportation infrastructure, including roadways, railways and rapid transit systems.

5.1.9 Advocate for the Province to work with TransLink, adjacent regional districts, and Metro Vancouver in coordinating transportation planning and infrastructure projects in the Lower Mainland.

5.1.10 Advocate to the Federal Government and the Province to provide increased reliable and sustainable funding for expanding, and operating:

a) the regional transit system;

b) the Regional Cycling Network (i.e. the Major Bikeway Network for utility cycling trips and Regional Greenway Network for recreational travel); and

c) municipal pedestrian infrastructure.

5.1.11 Advocate to railway companies, when developing their plans and strategies for rail corridors and facilities in the region, that they coordinate and consult with member jurisdictions, TransLink, Port of Vancouver, and Metro Vancouver to ensure that they are compatible with and support the regional transportation and land use planning goals of the regional growth strategy.

5.1.12 Advocate to member jurisdictions to engage with impacted municipalities and First Nations when developing plans, polices, and programs related to new mobility, shared mobility, and inter-jurisdictional connectivity.

5.1.13 Advocate to the Province and TransLink to co-locate active transportation facilities with rapid transit infrastructure and include delivery of such facilities within the scope of rapid transit projects.

Member jurisdictions will:

5.1.14 Adopt Regional Context Statements that identify land use and transportation policies and actions that:

a) coordinate to encourage a greater share of trips made by transit, shared mobility options, cycling, and walking;

b) support the development and implementation of transportation demand management strategies, such as: parking pricing and supply measures, transit priority measures, end-of-trip facilities for active transportation, and shared mobility services;

c) manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, and walking;

d) support the transition to zero-emission vehicles;

e) support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10; and

f) support implementation of local active transportation facilities that connect to the Regional Greenway Network or Major Bikeway Network.

TransLink will:

5.1.15 In support of coordinated land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking:

a) prepare and implement strategic transportation plans that support focused growth in Urban Centres and Frequent Transit Development Areas, while avoiding known unmitigated flood and other natural hazard risk areas;

b) provide Metro Vancouver with adequate opportunity to provide input into TransLink's strategic planning and decision-making processes that would affect the achievement of the objectives and priorities as set out in Action 5.1.2;

c) establish performance measures and/or targets that support an increased share of trips made by transit, shared mobility, zero-emission vehicles, cycling and walking, and the associated reductions in air emissions from on-road transportation sources, and monitor progress towards achieving these targets;

d) prepare and implement regional transportation system and demand management strategies, such as: ridesharing programs, transportation user–based pricing, and regulation for ride-hailing services and other emerging mobility technologies;

e) support the development of safe and comfortable regional cycling networks serving Urban Centres, Frequent Transit Development Areas, and other areas of high potential for utility and/or recreational cycling;

f) work with the Province, the Integrated Partnership for Regional Emergency Management, and member jurisdictions to evaluate the potential impacts of climate change and known unmitigated natural hazards on rapid transit alignments, station locations, and associated transportation infrastructure;

g) explore methods to support affordable housing through existing and future revenue sources, such as: continuing the reduction or waiver of the TransLink Development Cost Charge on certain types of not-for-profit rental housing; seeking partnership opportunities with the Province and others to support delivering affordable housing; seeking commitments on the development of affordable housing policies and targets in partnership agreements required for major transportation projects; and considering the impacts of proposed projects on affordable housing when evaluating future rapid transit investments;

h) continue developing active transportation and transit networks as a means to create redundancy in low-cost, low-emission travel options;

i) work with the Province, member jurisdictions, and others, to implement both the Regional Greenway Network and the Major Bikeway Network, as identified in Map 10; and

j) continue to identify viable new opportunities to create and improve transit and active transportation linkages to and within First Nations communities.



Pitt Meadows

Strategy 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services

Roadways, truck routes, provincial and federal highways, port terminals, rail corridors, navigable waterways, airports, transit routes and active transportation facilities play a vital role in supporting the regional economy, shaping regional growth, and connecting Metro Vancouver to other regions. Making the most of the goods movement system requires protecting industrial lands and transportation rights-of-way, minimizing community impacts, reducing greenhouse gas emissions, and seeking demand-management alternatives to infrastructure expansion, particularly for roadway expansion.

Metro Vancouver will:

5.2.1 Support implementation of the Regional Goods Movement Strategy and continue to participate in the Greater Vancouver Urban Freight Council.

5.2.2 Accept Regional Context Statements that identify coordinated land use and transportation policies and actions in support of the safe and efficient movement of vehicles for passengers, goods and services and that meet or work towards Action 5.2.6.

5.2.3 Support the ongoing efforts of the Federal Government, the Province, and the Port of Vancouver to reduce truck traffic on local roads by exploring: the more effective use of the existing multi-modal transportation network on a 24-hour basis; expanding short-sea shipping; moving more containers by rail directly from marine container terminals to transload facilities; and enhancing co-location of import and export transload facilities.

5.2.4 Advocate to the Province, TransLink, and neighbouring regional districts to request that the following elements are considered when contemplating future expansion of private vehicle capacity on major roads, highways, and crossings:

a) transportation demand management and active transportation strategies as alternatives to, or as integral with, such capacity expansion;

b) the negative impacts on the achievement of regional greenhouse gas emission reduction targets and air quality objectives;

c) the negative impacts on the implementation of the regional land use framework and strategy as set out in Strategy 1.2;

d) the long-term effects of induced demand, ongoing maintenance requirements, life-cycle costs, and opportunity costs;

e) the negative impacts on ecosystems, as identified in Map 11; and

f) the ability of the transportation system to withstand known unmitigated climate change impacts and natural hazards.

5.2.5 Advocate to the Federal Government and the Province to support the safe, reliable, and efficient movement of vehicles for passengers, goods, and services through:

a) policies and regulations to protect rail rights-of-way, truck routes, transit routes, and access points to navigable waterways;

b) policies and regulations to protect communities and habitats by mitigating air quality impacts;

c) local government funding programs for applied research into transportation system and demand management-related technologies, policies, and regulations to optimize the low-carbon movement of vehicles for passengers, goods, and services, in particular to and from airports, ports, intermodal goods handling facilities, last mile delivery, and distribution centres for e-commerce;

d) local government funding programs for survey instruments to obtain timely and comprehensive data on the travel patterns of residents, workers, and goods and service vehicles travelling inter- and intra-regionally; and

e) local government funding programs and regulations to encourage the transition to zero-emissions options for medium- and heavy-duty vehicles.

Member jurisdictions will:

5.2.6 Adopt Regional Context Statements that:

a) identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres, Frequent Transit Development Areas, Major Transit Growth Corridors, Industrial, Employment and Agricultural lands, ports, airports, and international border crossings;

b) identify land use and related policies and actions that support the optimization and safety of goods movement via roads, highways, railways, aviation, and short sea shipping;

c) support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management;

d) identify policies and actions that support the protection of rail rights-of-way, truck routes, and access points to navigable waterways in order to reserve the potential for goods movement;

e) identify policies and actions to mitigate public exposure to unhealthy levels of noise, vibration, and air pollution associated with the Major Road Network, Major Transit Network, railways, truck routes, and Federal / Provincial Highways; and



Port Coquitlam



f) identify policies and actions that anticipate the land and infrastructure requirements for goods movement and drayage, such as truck parking, zero-emission vehicle charging infrastructure, and e-commerce distribution centres, and mitigate any negative impacts of these uses on neighbourhoods.

TransLink will:

5.2.7 Support the safe and efficient movement of vehicles for passengers, goods and services in consideration of the regional land use framework and strategy, as set out in Strategy 1.2, by:

a) managing and maintaining the Major Road Network and Regional Truck Route Network;

b) implementing the Regional Goods Movement Strategy;

c) preparing and implementing regional transportation system and demand management strategies; and

d) continuing to identify viable new opportunities to create and improve active transportation and transit linkages between the region's Industrial and Employment lands and the regional labour force.

5.2.8 Support the protection of rail rights-of-way, truck routes, and access points to navigable waterways to preserve the potential for goods movement, in consideration of the potential impacts on air quality, habitat, and communities.

5.2.9 Seek to minimize negative impacts from within-and-through passenger, goods, and service vehicle movement on the environment and public health within the Lower Fraser Valley Airshed.

F. Implementation

6.1 Regional Growth Strategy Implementation Framework

6.1.1 Metro Vancouver and affected local governments will implement the regional growth strategy within a collaborative decision-making framework. This framework is based on provisions set out in the *Local Government Act* and in recognition by Metro Vancouver and affected local governments that collaborative decision-making is necessary in order to achieve the vision and goals laid out in the regional growth strategy.

The regional growth strategy has been designed so that the more regionally significant an issue, the higher the degree of regional federation involvement in decision-making, and conversely, the less regionally significant an issue, the less Metro Vancouver involvement there is. This approach is intended to provide appropriate consideration of land use planning decisions made within Metro Vancouver and member jurisdictions.

This collaborative decision-making process applies to:

- acceptance by affected local governments of the initial regional growth strategy and subsequent amendments;
- acceptance by Metro Vancouver of municipal Regional Context Statements and subsequent amendments;
- ongoing regional growth strategy and Regional Context Statement administration and procedures;
- implementation guidelines.



Lions Bay

TABLE 6: REGIONAL GROWTH STRATEGY IMPLEMENTATION FRAMEWORK*

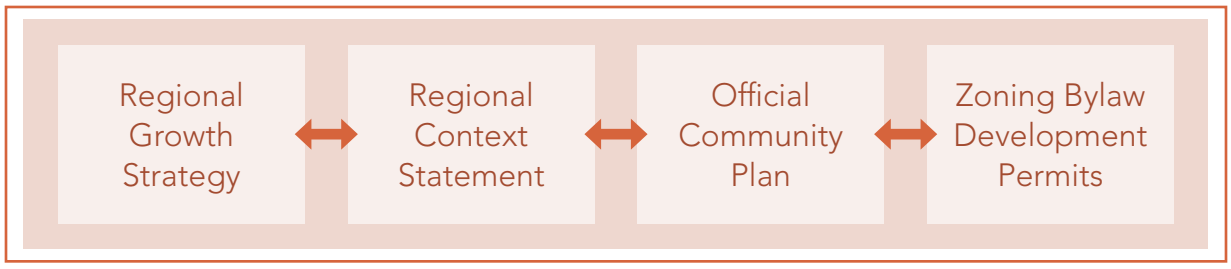
PRINCIPLES	EXAMPLES	PROCEDURES
Fundamental change to core goals or strategies	Amend the goals or strategies; delete an entire goal; change the amendment process	Type 1: 50% + 1 Board vote and acceptance by all affected local governments
Region-wide significance for non-urban designations	Change Urban Containment Boundary or Agricultural designation	Type 2: 2/3 Board vote
Region-wide significance for urban designations	Large scale Industrial area designation change	Type 3: 50% + 1 Board vote
Small scale urban designation changes	Small scale Industrial area designation change, changes to Urban Centre boundaries	Official Community Plan change only, no requirement to amend Regional Context Statement
Local planning matter with no regional significance	Rezoning consistent with Official Community Plan	Official Community Plan matters, no Regional Context Statement reference required

*Table 6 for reference only

6.2 Regional Context Statements

6.2.1 Within two years of the Metro Vancouver Regional District (MVRD) Board's adoption of a regional growth strategy or of a Type 1 amendment, each member jurisdiction must include, or update, in its Official Community Plan, and submit to the MVRD Board for acceptance, a Regional Context Statement. A member jurisdiction will submit its Regional Context Statement to the MVRD Board for acceptance after the member jurisdiction holds its public hearing and subsequent reading relating to its Official Community Plan bylaw amendment.

FIGURE 5: RELATIONSHIP BETWEEN THE REGIONAL GROWTH STRATEGY AND OFFICIAL COMMUNITY PLANS



Each member jurisdiction prepares an updated Official Community Plan (OCP) and Regional Context Statement (RCS) within two years of the adoption of a new regional growth strategy or a Type 1 Amendment. The RCS sets out the relationship between the regional growth strategy and the member jurisdiction's OCP, and identifies how local actions will contribute to achieving regional growth strategy goals. Member jurisdictions must submit their RCS to the Metro Vancouver Board for acceptance.

Contents of Regional Context Statement

6.2.2 The Regional Context Statement must identify the relationship between an Official Community Plan and the goals, strategies, and actions identified in the regional growth strategy. If applicable, the Regional Context Statement will identify how the Official Community Plan will be made consistent with the regional growth strategy over time. Regional Context Statements that propose to add or delete Frequent Transit Development Areas must be accompanied by written comments from TransLink.

Regional Context Statement Process

6.2.3 If a member jurisdiction proposes an amendment to a Regional Context Statement, it must submit to Metro Vancouver a council resolution, including an accompanying report, that sets out the member jurisdiction's proposed amendment(s).

6.2.4 If a member jurisdiction anticipates that its proposed Regional Context Statement, or amendment to its Regional Context Statement, will not be accepted by the Metro Vancouver Regional District Board because it is not generally consistent with the regional growth strategy, the member jurisdiction should submit a proposed amendment to the regional growth strategy. The procedure for amendments to the regional growth strategy is set out in section 6.4.

6.2.5 The Metro Vancouver Regional District (MVRD) Board will respond within 120 days of receiving a Regional Context Statement from a member jurisdiction by council resolution, indicating whether it accepts the Regional Context Statement. If the MVRD Board does not accept a Regional Context Statement, the Board will indicate the provisions to which it objects and the reasons for its objections.

Consistency with Regional Growth Strategy

6.2.6 In considering acceptance of Regional Context Statements, the Metro Vancouver Regional District Board's expectation is that acceptable Regional Context Statements are generally consistent with the regional growth strategy's goals, strategies, actions and the regional land use designations depicted on Map 2. Regional Context Statements should respond to all applicable policies in the regional growth strategy, and indicate how the Official Community Plan is generally consistent (including projections, maps, and specific policy language) or how it will be made consistent over time.

Providing for Appropriate Municipal Flexibility

6.2.7 A member jurisdiction may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations within the Urban Containment Boundary, as follows:

a) the member jurisdiction may re-designate land from one regional land use designation to another regional land use designation, only if the aggregate area of all proximate sites so re-designated does not exceed one hectare;

b) notwithstanding section 6.2.7 (a), for sites that are greater than one hectare and less than three (3) hectares in area, the member jurisdiction may re-designate land:

- from Industrial to General Urban regional land use designation, if the site is contiguous with an Industrial site and the developable portion of the site will be predominantly within 150 metres of an existing or approved rail rapid transit station; or

- from Industrial to Employment regional land use designation if the developable portion of the site will be predominantly within 250 metres of an existing or approved rail rapid transit station,

provided that:

- the re-designation does not impede rail, waterway, road, or highway access for industrial uses; and
- the aggregate area of all proximate sites so re-designated does not exceed three (3) hectares;

c) the aggregate area of land affected by all re-designations under section 6.2.7 (a) and (b) together cannot exceed two (2) percent of the member jurisdiction's total lands within each applicable regional land use designation as of July 29, 2011.

6.2.8 A member jurisdiction may include language in its Regional Context Statement that permits amendments to its Official Community Plan to adjust the boundaries of Urban Centres and Frequent Transit Development Areas, provided such boundary adjustments meet the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) of the regional growth strategy.

6.2.9 Member jurisdictions will notify Metro Vancouver, in writing, of any and all adjustments, as permitted by sections 6.2.7 and 6.2.8, within thirty (30) days after the member jurisdiction has adopted its Official Community Plan amendment bylaw.

6.2.10 If a member jurisdiction includes language in its Regional Context Statement that permits amendments to its Official Community Plan to adjust the boundaries of regional land use designations within the Urban Containment Boundary or the boundaries of Urban Centres and Frequent Transit Development Areas, as permitted by sections 6.2.7 and 6.2.8 respectively, the prescribed adjustments do not require a new Regional Context Statement or consideration by the Metro Vancouver Regional District (MVRD) Board. All other adjustments to regional land use designation boundaries require an amendment to the member jurisdiction's Regional Context Statement, which must be submitted to the MVRD Board for acceptance in accordance with the requirements of the *Local Government Act*.

6.3 Categories of Regional Growth Strategy Amendments

Type 1 Amendments to the Regional Growth Strategy

6.3.1 The following Type 1 amendments to the regional growth strategy require an affirmative 50%+1 weighted vote of the Metro Vancouver Regional District Board and acceptance by all affected local governments in accordance with section 436 of the *Local Government Act*:

a) the addition or deletion of regional growth strategy goals or strategies;

b) an amendment to the process for making minor amendments to the regional growth strategy, which is specified in sections 6.3.3 and 6.3.4; and

c) the matters specified in section 437 (4) of the *Local Government Act*.

6.3.2 All amendments to the regional growth strategy other than the amendments specified in section 6.3.1 are minor amendments (Type 2 and Type 3) for the purposes of section 437 (2) of the *Local Government Act*.

Type 2 Amendments to the Regional Growth Strategy

6.3.3 The following Type 2 amendments require an affirmative two-thirds weighted vote of the Metro Vancouver Regional District Board:

a) amendment to the Urban Containment Boundary;

b) amendment of Agricultural or Conservation and Recreation regional land use designations, except as set out in section 6.3.4 (e), (f) and (g);

c) amendment from Rural to Industrial, Employment, or General Urban regional land use designations;

d) amendment of sites located outside the Urban Containment Boundary from Employment to a General Urban regional land use designation;

e) the addition or deletion of an Urban Centre; and

f) the addition or deletion of, or amendment to, the descriptions of the regional land use designations or actions listed under each strategy.

Type 3 Amendments to the Regional Growth Strategy

6.3.4 The following Type 3 amendments require an affirmative 50% + 1 weighted vote of the Metro Vancouver Regional District Board:

a) the addition or deletion of a Frequent Transit Development Area;

b) for sites within the Urban Containment Boundary, amendments from Industrial, Employment, or General Urban to any other such regional land use designation(s);

c) amendment from Industrial, Employment, or General Urban to Rural, Agricultural, or Conservation and Recreation regional land use designations;

d) amendment from Rural to Agricultural or Conservation and Recreation regional land use designation;

e) amendment from Conservation and Recreation to Agricultural regional land use designation;

f) for sites that are contiguous with, or within, the Urban Containment Boundary, and are not within the Agricultural Land Reserve and subject to the *Agricultural Land Commission Act*, amendment from Agricultural or Rural to Industrial regional land use designation, and associated Urban Containment Boundary adjustments;

g) for sites that are identified as Special Study Areas on Map 12, an amendment to another regional land use designation and associated Urban Containment Boundary adjustments;

h) removal of the Trade-Oriented Lands overlay from parcels with an Industrial regional land use designation;

i) housekeeping amendments to figures, tables or maps, performance measures or other items related to document structure that do not alter the intent of the regional growth strategy;

j) amendments to mapping to incorporate maps included in accepted Regional Context Statements;

k) the reclassification of a Frequent Transit Development Area to an Urban Centre, or reclassification of an Urban Centre type to another Urban Centre type;

l) an amendment to the Major Transit Growth Corridors; and

m) all other amendments not identified in sections 6.3.1 or 6.3.3.



New Westminster

6.4 Procedures for Regional Growth Strategy Amendments

Who Can Apply for an Amendment

6.4.1 The process to initiate amendments to the regional growth strategy is by resolution of the Metro Vancouver Regional District (MVRD) Board. Member jurisdictions may, by resolution, request amendments. The MVRD Board will not give first reading to an amendment bylaw which proposes to change a regional land use designation or Urban Containment Boundary unless or until the member jurisdiction or jurisdictions in which the subject site is located have requested that amendment or have been given the opportunity to formally comment on the proposed amendment.

Notification and Request for Comments

6.4.2 For all proposed amendments to the regional growth strategy the Metro Vancouver Regional District (MVRD) Board will:

a) provide written notice of the proposed amendment to all affected local governments;

b) provide a minimum of forty-five (45) days from the date of the notice for affected local governments, and the appropriate agencies, to respond to the proposed amendment;

c) post notification of the proposed amendment on the MVRD website, for a minimum of forty-five (45) days from the date of the notice;

d) if the proposed amendment is to change a site from Industrial or Employment to General Urban regional land use designation, provide written notice and a minimum of forty-five (45) days from the date of the notice for the Port of Vancouver, the Vancouver International Airport Authority, the Ministry of Transportation and Infrastructure and/or the Agricultural Land Commission, as appropriate, to respond to the proposed amendment.

Procedures for Type 1 Amendments

6.4.3 For Type 1 amendments to the regional growth strategy set out in section 6.3.1, the procedures set out in section 436 of the *Local Government Act* apply.

Procedures for Type 2 Amendments

6.4.4 For Type 2 amendments to the regional growth strategy set out in section 6.3.3, the Metro Vancouver Regional District (MVRD) Board will:

a) consider first, second, and third reading of the amendment bylaw;

b) provided the amendment bylaw receives an affirmative two-thirds weighted vote of the MVRD Board at first, second, and third readings, refer for comment the proposed amendment to the regional growth strategy to all affected local governments, in accordance with the requirements set out in section 6.4.2;

c) provide public engagement opportunities that may include:

- notification of the proposed amendments on the Metro Vancouver website;
- requesting written comments by way of a comment form on the Metro Vancouver website;
- opportunities for the public to appear as a delegation to the Regional Planning Committee or the MVRD Board when the amendment is being considered;
- conveyance of comments submitted from the respective local public hearing to the MVRD Board, and
- hosting a public information meeting (digitally or in person).

d) receive the comments from the notification and referral for comments process set out in section 6.4.2, and consider final reading and adoption of the amendment bylaw, which must receive at least a two-thirds weighted vote of the MVRD Board.

Procedures for Type 3 Amendments

6.4.5 For Type 3 amendments to the regional growth strategy set out in section 6.3.4, the Metro Vancouver Regional District (MVRD) Board will:

a) consider first, second, and third reading of the amendment bylaw;

b) provided the amendment bylaw receives an affirmative majority weighted vote of the MVRD Board at each of the first, second, and third readings, notify and refer for comment the proposed amendment to the regional growth strategy to all affected local governments, in accordance with the requirements set out in section 6.4.2;

c) consider final adoption of the amendment bylaw and, provided the amendment bylaw receives an affirmative simple majority weighted vote of the MVRD Board, adopt the amendment bylaw.

6.5 Coordination with First Nations

6.5.1 Metro Vancouver will work with First Nations to facilitate the compatibility of the regional growth strategy and First Nations' planning and development initiatives.

6.5.2 A land use plan prepared by Tsawwassen First Nation will include a statement equivalent to a Regional Context Statement as defined in the *Local Government Act*, identifying how the Nation's land use plan is consistent with the regional growth strategy.

6.6 Coordination with TransLink

6.6.1 Metro Vancouver will work with TransLink with the objective that the regional growth strategy and TransLink's regional transportation plans are compatible and complementary. Metro Vancouver will refer to TransLink for written comments on proposed Regional Context Statements that would impact the regional transportation system or significantly affect the demand for regional transportation services.

6.6.2 As an affected local government, TransLink is required to consider acceptance of the regional growth strategy and any proposed Type 1 amendments, as set out in section 6.3.1.

6.6.3 TransLink is mandated to provide a regional transportation system that is consistent and supportive of the regional growth strategy, and its associated goals, objectives, land use designations, overlays, and policies. *The South Coast British Columbia Transportation Authority Act* also requires TransLink to: review the regional growth strategy and any amendments to it and advise Metro Vancouver of the implications for the Regional Transportation Strategy, and prepare regional transportation investment plans that set out the relationships between major actions and the regional growth strategy.

6.7 Coordination with Other Governments and Agencies

6.7.1 Metro Vancouver will work with the Fraser Valley Regional District, the Squamish-Lillooet Regional District, and the Islands Trust (regarding Bowen, Bowyer, and Passage Islands) to facilitate the compatibility of regional planning and growth management initiatives in Metro Vancouver and these neighbouring jurisdictions.

6.7.2 Metro Vancouver will collaborate with the Federal Government and the Province on major investments in the regional transportation system, expansion of diverse and affordable housing options, and the location of public facilities that support the goals and strategies specified in the regional growth strategy. Metro Vancouver will seek formal Implementation Agreements with these agencies to give effect to that intent.



White Rock

6.8 Coordination with Metro Vancouver / Greater Vancouver Boards

6.8.1 All bylaws adopted and all works and services undertaken by Metro Vancouver Regional District, the Greater Vancouver Water District, or the Greater Vancouver Sewerage and Drainage District must be consistent with the regional growth strategy.

The Greater Vancouver Sewerage and Drainage District and the Greater Vancouver Water District will not directly or indirectly supply, agree to supply, or authorize connections that enable the supply of services to a site that is developed or proposed to be developed after the date of adoption of the regional growth strategy where the nature of that development is, in the sole judgment of the Metro Vancouver Regional District Board, inconsistent with the provisions of the regional growth strategy.

6.8.2 For further clarity, sites within the Urban Containment Boundary that are designated General Urban, Industrial, or Employment, would be eligible for sewerage services, subject to normal Greater Vancouver Sewerage and Drainage District technical considerations, provided that the proposed development complies with the applicable policies under those designations and any such Urban Centre and Frequent Transit Development Area overlays that might apply.

6.8.3 For lands with a Rural, Agricultural, or Conservation and Recreation regional land use designation, sections 1.1.1, 1.4.1, 2.3.1, and 3.1.1 apply regardless of whether the area is within one of the Greater Vancouver Sewerage and Drainage District's sewerage areas.

With reference to sections 1.1.1, 1.4.1, 2.3.1, and 3.1.1, in determining whether, in the circumstances, connection to regional sewerage services is the only reasonable means of preventing or alleviating a public health or environmental contamination risk, the Metro Vancouver Regional District (MVRD) Board will consider the opinion of a professional, as such term is defined in the Sewerage System Regulation pursuant to the *Public Health Act* (British Columbia), or if appropriate a qualified professional, as such term is defined in Municipal Wastewater Regulation 87/2012 pursuant to the *Environmental Management Act* (British Columbia), submitted by the member jurisdiction as to the technical and economic feasibility of installing and maintaining a private on-site sewage treatment system in accordance with all laws and regulations applicable in British Columbia. The MVRD Board may also obtain its own opinion from a professional and consider such opinion.

6.9 Sewerage Area Extensions

6.9.1 Notwithstanding any other provision in the regional growth strategy, within the areas identified on Map 12 in the Township of Langley as "Rural within the Sewerage Area", which includes part of the Salmon River Uplands that is contained within the Greater Vancouver Sewerage and Drainage District's Fraser Sewerage Area, and within the area identified as "Sewerage Extension Areas", regional sewer servicing will be permitted subject only to the land uses being consistent with the applicable regional land use designation and normal Greater Vancouver Sewerage and Drainage District technical considerations.

6.9.2 All connections to regional sewerage services approved by the Greater Vancouver Sewerage and Drainage District (GVS&DD) Board as per sections 1.1.1, 1.4.1, 2.3.1, and 3.1.1 will be contained within a sewerage area footprint boundary as determined by the Metro Vancouver Regional District (MVRD) and GVS&DD Boards. Any sewerage service connection outside of that boundary will require MVRD Board and GVS&DD Board approval.

6.10 Special Study Areas

6.10.1 Special Study Areas as depicted on Map 12 identify locations where, prior to the adoption of *Regional Growth Strategy Bylaw No. 1136*, on July 29, 2011, a member jurisdiction had expressed an intention to alter the existing land use, and is anticipating a future regional land use designation amendment. Pending Metro Vancouver Regional District Board approval of a regional land use designation amendment, the current regional land use designation(s) applies within the Special Study Area. Amending a regional land use designation within a Special Study Area is considered a Type 3 amendment under section 6.3.4 of the regional growth strategy.

This includes any associated adjustment(s) to the Urban Containment Boundary for a Special Study Area. As part of any amendment establishing a change in regional land use designation, the Special Study Area boundaries for those amended lands will be removed from the regional growth strategy.

6.10.2 If the Special Study Area involves lands within the Agricultural Land Reserve, the member jurisdiction is required to consult with the Agricultural Land Commission during the preparation of the planning studies prior to initiating an application to exclude the lands from the Agricultural Land Reserve.

6.11 Jurisdiction

6.11.1 The regional growth strategy applies to all lands within the boundaries and jurisdiction of the Metro Vancouver Regional District.

6.11.2 In accordance with the *Agricultural Land Commission Act*, in the event that there is an inconsistency between the regional land use designations or policies set out in the regional growth strategy and the requirements of the *Agricultural Land Commission Act* or regulations and orders made pursuant thereto, the Agricultural Land Commission requirements will prevail.



Anmore

6.12 Regional Growth Strategy Maps

6.12.1 The maps contained in the regional growth strategy are small scale depictions of the official regional land use designation maps and have been included for convenience purposes only. The official regional land use designation maps, the Sensitive Ecosystems Inventory map, and the Major Transit Growth Corridor map are maintained by Metro Vancouver and available for viewing on the Metro Vancouver website, and will be updated to incorporate changes to designation boundaries that result from adopted regional growth strategy amendment bylaws. TransLink owns and maintains the official Major Transit Network map on its website.

6.12.2 Where a regional land use designation boundary does not align with a property or parcel legal boundary, the Agricultural Land Reserve boundary, a member jurisdiction Official Community Plan or zoning boundary, or a distinct geographic or natural feature, the regional land use designation boundary will be considered approximate, and the boundary depicted in the respective accepted Regional Context Statement will prevail.

6.12.3 The boundaries of Urban Centres, Frequent Transit Development Areas, and Trade-Oriented Lands are to be defined by member jurisdictions in Official Community Plans, Neighbourhood or Area Plans, or equivalent, and shown in Regional Context Statements. Where member jurisdictions amend the boundaries of Urban Centres, Frequent Transit Development Areas, or Trade-Oriented Lands, and, in accordance with section 6.2.8, have not changed their Regional Context Statement, member jurisdictions will notify Metro Vancouver, in writing, within thirty (30) days.

6.12.4 The boundaries for Special Study Areas depicted on Map 12 are not to be expanded nor are new areas to be created. A Type 3 amendment to Map 12 is only permitted to delete Special Study Areas and may occur after the regional growth strategy has been amended to change the regional land use designation of the Special Study Area or when a member jurisdiction decides to eliminate a Special Study Area.

6.13 Tables, Figures and Performance Measures

6.13.1 Tables 1 and 2 showing growth projections and dwelling unit and employment growth targets for Metro Vancouver and member jurisdictions are included in the strategy as guidelines only. These tables are included in the regional growth strategy as a reference for use when preparing Regional Context Statements and regional planning initiatives. Metro Vancouver, in collaboration with member jurisdictions, will maintain projections to monitor growth and will propose updates to tables in accordance with the amendment process set out in section 6.3.4 following Metro Vancouver Regional District Board acceptance of Regional Context Statements or a significant change in the growth projections assumptions.

6.13.2 The following figures and maps in the regional growth strategy are included as reference only: Table 6; Figures 1, 2, 3, 4, 5; Maps 1, 10, and 11.

6.13.3 Pursuant to the *Local Government Act*, Metro Vancouver will prepare an annual report on progress in meeting the goals of the regional growth strategy through the monitoring of the performance measures identified in the Performance Measures section and in meeting other targets set out in the regional growth strategy.

6.14 Interpretation

6.14.1 All terms used in the regional growth strategy that are defined in the *Local Government Act* have the meanings given to such terms in the *Local Government Act*.

6.14.2 For terms not addressed in 6.14.1, a Glossary of Terms is provided and will be used to define terms used in *Metro 2050*.

6.14.3 In the case of the Electoral Area A, a Regional Context Statement is not required, but the policy actions listed for member jurisdictions should be addressed in the Electoral Area A Official Community Plan, as applicable.

6.15 Implementation Guidelines

6.15.1 Metro Vancouver may periodically prepare Implementation Guidelines to assist in the implementation of the regional growth strategy, to be prepared in collaboration with member jurisdictions. These guidelines should be read in conjunction with the regional growth strategy, and do not replace or supersede the content and requirements of the regional growth strategy.



Electoral Area A

G. Performance Monitoring

Performance monitoring allows for the informed review and update of the regional growth strategy as required. Metro Vancouver will produce annual reports on implementation of the regional growth strategy and progress towards its goals using the following performance measures.

Regional land use designations

- Total and cumulative change in hectares of land in each of the six regional land use designations

Goal 1: Create a Compact Urban Area

Urban Containment

- Total and cumulative change in hectares of land in the Urban Containment Boundary
- Percent of regional dwelling unit growth located within the Urban Containment Boundary
- Number and status of new regional sewerage service connection applications made for areas outside of the Urban Containment Boundary (UCB) to lands with an Agricultural, Rural, or Conservation and Recreation regional designation
- Change in hectares of greenfield lands within the Urban Containment Boundary that have a General Urban regional land use designation.

Growth in Priority Areas

- Percent of regional dwelling unit growth located in Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors
- Change in people plus jobs per hectare in Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors

Complete Communities and Health

- A walkability index composed of, land use mix, commercial floor area ratio, intersection density, residential density, and sidewalk completeness
- Total and change in number of community services and amenities in Urban Centres and Frequent Transit Development Areas, including, but not limited to, child care, green space and land use mix

Goal 2: Support a Sustainable Economy

Employment in Priority Areas

- Percent of regional employment growth located in Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors
- Total and change in employment by sector in Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors
- Change in office floor area within Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors

Agricultural Lands

- Percent of land in the Agricultural Land Reserve that is actively farmed

Employment Accessibility

- Average number of kilometres travelled for commute (region-wide)
- Average number of minutes travelled for commute (region-wide)
- Average trip length by transportation mode (region-wide)

Industrial and Employment Lands

- Total and cumulative change in hectares of land designated Industrial and Employment that is developed and vacant

Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards

Ecosystem Health

- Change in hectares of land protected for nature across the region
- Change in the percentage of regional total tree canopy cover within the Urban Containment Boundary
- Change in hectares of land identified as a Sensitive or Modified Ecosystem
- Change in hectares of identified Sensitive and Modified Ecosystems rated high quality

Greenhouse Gas Emission Reduction

- Total and change in tonnes of regional greenhouse gas emissions related to land use, buildings, industry, agriculture, waste, transportation, and other emission sources in support of the regional target to reduce greenhouse gas emissions by 45% below 2010 levels by the year 2030 and to achieve a carbon neutral region by the year 2050
- Tonnes of carbon storage in natural areas including lands with Rural, Conservation and Recreation, and Agricultural regional land use designations

Goal 4: Provide Diverse and Affordable Housing Choices

- Percentage of affordable rental housing in new and redeveloped units in Urban Centres and Frequent Transit Development Areas
- Percentage of household income spent on housing and transportation expenses across the region and by tenure and income level

Goal 5: Support Sustainable Transportation Choices

Travel Mode Choices

- Total and change in trips by transportation mode
- Percent of residents within walking distance of the Major Transit Network
- Total and per-capita change in the number of actively insured vehicles

Road and Vehicle Use and Safety

- Total and per-capita change in annual vehicle kilometres travelled by transportation mode



H. Glossary of Terms

METRO 2050 GLOSSARY

The following terms used in the regional growth strategy are defined as follows:

Affected Local Governments - Metro Vancouver Regional District member jurisdictions (excluding Bowen Island Municipality), Squamish-Lillooet Regional District, Fraser Valley Regional District, and the South Coast British Columbia Transportation Authority (also known as TransLink).

Affordable Housing - For the purpose of *Metro 2050*, "Affordable Housing" is housing that is affordable to households earning up to 120% of the Regional Median Household Income. In Canada, a general measure of housing affordability is the shelter-cost-to-income ratio, where no more than 30% of a household's gross income is spent on housing (including all housing-related costs like utilities).

Air Contaminant - Any substance that is introduced into the air that: injures or is capable of injuring the health or safety of a person; injures or is capable of injuring property or any life form; interferes or is capable of interfering with visibility; interferes or is capable of interfering with the normal conduct of business; causes or is capable of causing material physical discomfort to a person; or damages or is capable of damaging the environment.

Carbon Neutral Region - A region that generates no net greenhouse gas emissions. This is achieved by any greenhouse gas emissions across all economic sectors being balanced out by the removal of carbon dioxide from the atmosphere by the plants, trees, and soil of the region, or through technological means.

Carbon Storage - The total amount of carbon stored in ecosystems such as forests, wetlands and intertidal areas, which often takes thousands of years to accumulate. A conservative estimate of the total carbon stored in the vegetation and soils of the region's ecosystems is 65 million tonnes. This estimate is derived from Metro Vancouver's regional carbon storage dataset and applies to the full extents of the watersheds that supply the Metro Vancouver region's drinking water, along with estuarine and intertidal areas.

Climate Change Impacts - The consequences of realized climate change risks on ecosystems, economies, infrastructure, and communities.

Dwelling Unit - For the purposes of *Metro 2050*, the term "Dwelling Unit" is used as a short-form for "private dwelling that is occupied by usual residents" and is measured using Census household data.

Ecosystem Connectivity - The physical and functional links between ecosystems that support biodiversity by allowing the movement of species within and between ecosystems. Ecosystem connectivity is achieved by conserving and maintaining a connected network of natural and urban ecosystems.

Ecosystem Fragmentation - The process of ecosystems being divided into smaller and isolated patches of land thereby reducing ecosystem integrity.

Ecosystem Integrity - The ability of an ecosystem to support diverse communities of organisms and maintain ecological processes (e.g. water, carbon, and nutrient cycling).

Ecosystem Services - The benefits people obtain from ecosystems. These services can be grouped into four main types: supporting, provisioning, cultural, and regulating.

Embodied Emissions - The greenhouse gas emissions associated with the construction of goods and products, including the raw materials, manufacture, and the transport of the good or product to where it is sold.

Green Infrastructure - The natural, enhanced, and engineered assets that collectively provide society with ecosystem services. Natural assets (e.g. forests, wetlands, and soil), enhanced assets (e.g. urban trees, and bioswales), and engineered systems (e.g. green roofs and permeable pavement) improve resilience and mitigate negative environmental impacts from urban development, benefiting both people and ecosystems.

Low Impact Development - Development that works with nature to: manage stormwater quantity and quality by preserving trees and other natural features where possible; support ecosystem connectivity; minimizes impervious surfaces; and create dispersed multi-functional landscapes that minimize pollutant runoff, the need for stormwater infrastructure, and extreme flooding and heat events.

Lower Income Households - Households earning less than 80% of the Regional Median Household Income.

Member Jurisdictions - Metro Vancouver Regional District member municipalities, Tsawwassen First Nation, and Electoral Area A.

Natural Hazards - Naturally occurring phenomena that may cause loss of life, injury or other health impacts, property damage, social, and economic disruption or environmental degradation. Examples of natural hazards affecting the Metro Vancouver region include earthquakes, landslides, floods, and wildfires. Many natural hazards are worsened by climate change.

Official Community Plan - As defined by the British Columbia *Local Government Act*, or land use plan equivalent in the case of the City of Vancouver, Tsawwassen First Nation, and Electoral Area A.

Province - The Government of British Columbia, including its ministries and agencies.

Regional Context Statement - As described by the British Columbia *Local Government Act*, the linking document that demonstrates the relationship between an Official Community Plan and the regional growth strategy and, if applicable, how the Official Community Plan is to be made consistent with the regional growth strategy over time. A Regional Context Statement and the rest of the Official Community Plan must be consistent.

Regional Median Household Income - The median total household income of all households living in the Metro Vancouver region based on Census data. As defined by Statistics Canada, the median divides the region's households into two equal groups: half having an income above that amount, and half having an income below that amount. It differs from the mean (or average) income.

Resilience - The capacity to prepare for, avoid, absorb, recover, and adapt to the effects of shocks and stresses in an efficient manner through the preservation, restoration, and adaptation of essential services and functions.

Risk - A combined function of the probability of a hazard occurring and the magnitude or severity of its potential consequences (i.e. injury, damage, loss of habitat etc.).

Sensitive Ecosystem Inventory - An inventory of the region's most ecologically important areas mapped using provincial methodology. It does not include small, young, significantly disturbed, farmed or landscaped vegetation (e.g. young forests <5 hectares, crop or fallow land, enhanced or engineered assets, backyards and street trees). The inventory includes sensitive ecosystems and modified ecosystems, as follows:

- **Sensitive Ecosystems** - are ecologically fragile, rare or at-risk ecosystems such as wetlands, forests, and riparian areas.
- **Modified Ecosystems** - include young forests (30-80 years old) and freshwater reservoirs, that have experienced some human alteration, but still provide ecosystem services and remain important for biodiversity. In many cases, modified ecosystems are essential to maintaining ecosystem connectivity in highly fragmented landscapes where sensitive ecosystems have been lost.

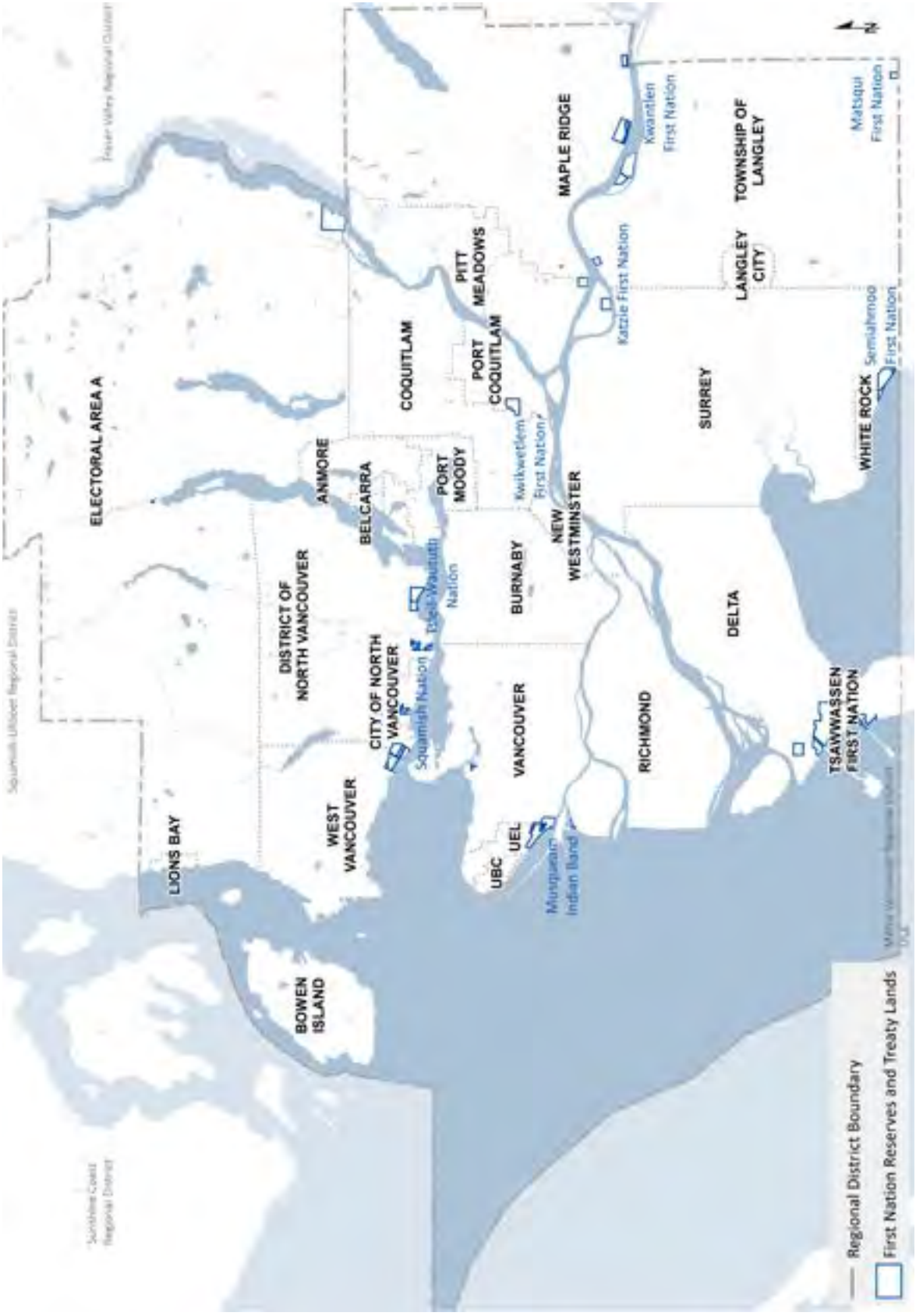
Social Equity - The promotion of fairness and the removal of systemic barriers that may cause or aggravate disparities experienced by different groups of people. This can include the many dimensions of identity, such as socioeconomic status, ethnicity, race, sex, age, disability, gender, sexuality, religion, indigeneity, class, and other equity related issues.

Transit-Oriented - Areas located in close proximity to transit (generally within 800 m). Distances over 800 m from rapid transit stations may also be considered within the context of the area.

Transportation Demand Management - Measures that seek to reduce the overall amount of driving, particularly for single-occupant vehicle trips, through strategies aimed at deterring driving (e.g. priced parking) or promoting alternative modes of transportation (e.g. providing free bike parking).

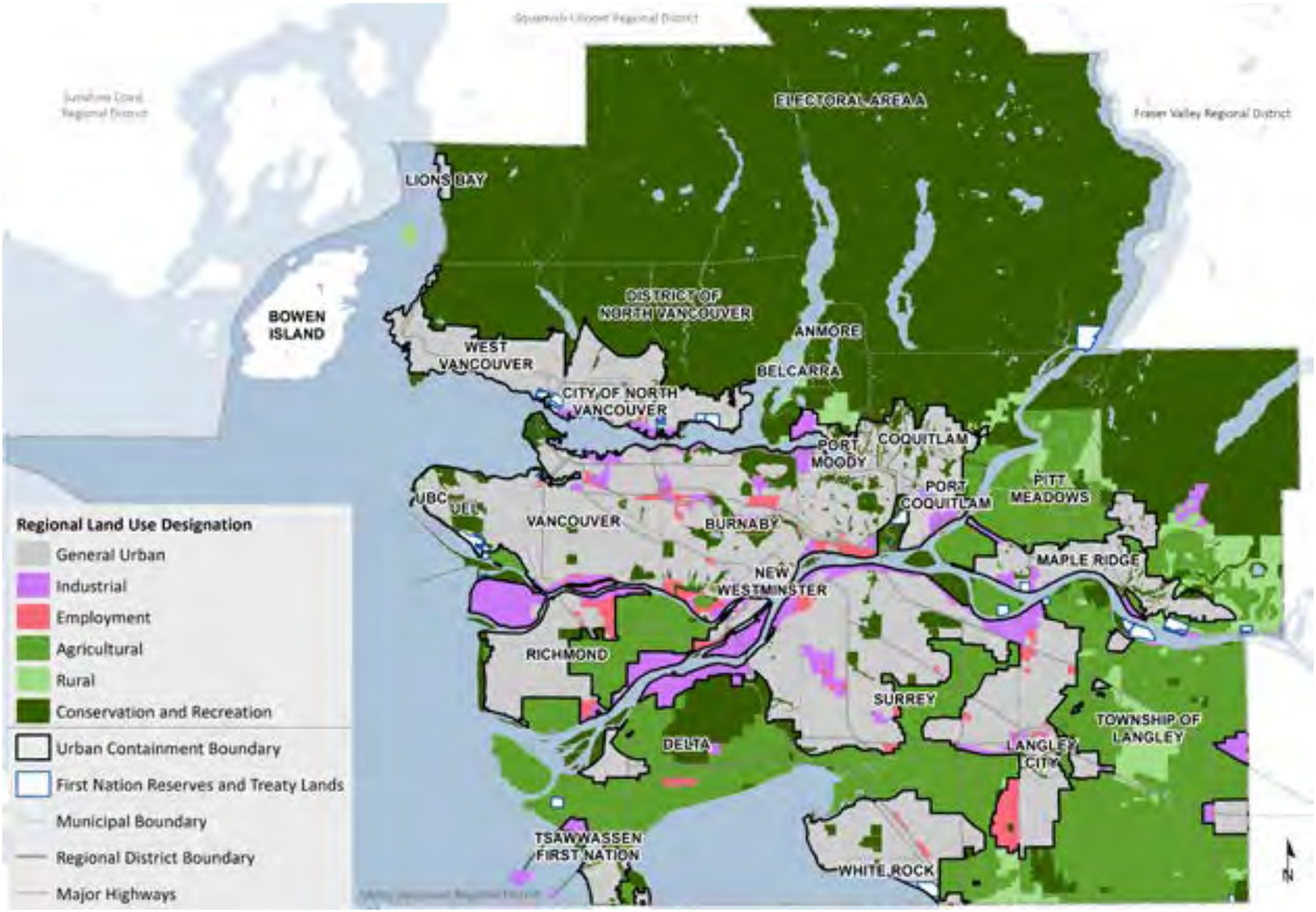
I. Maps

Map 1: Metro Vancouver Region



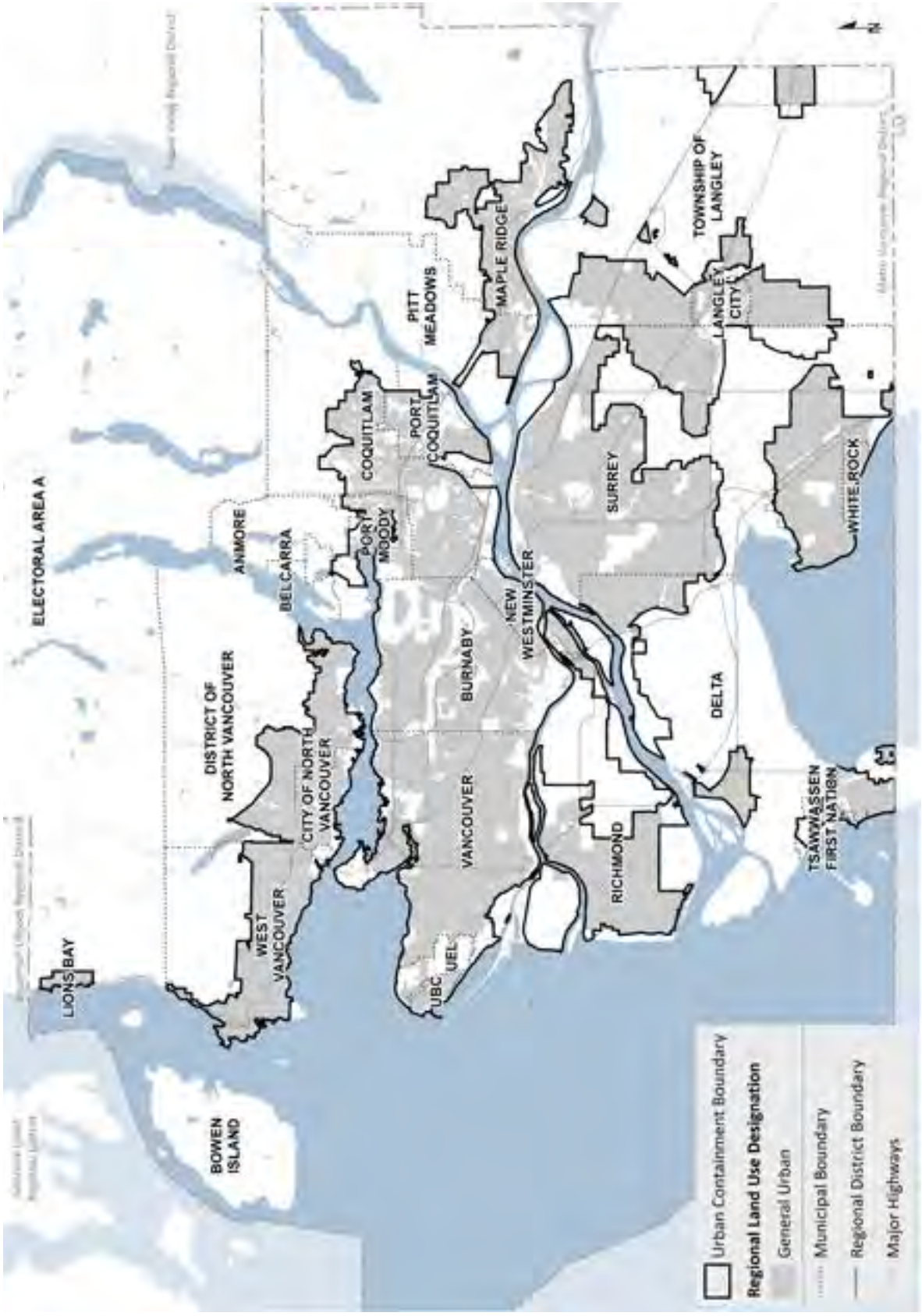
Map for reference only.

Map 2: Regional Land Use Designations

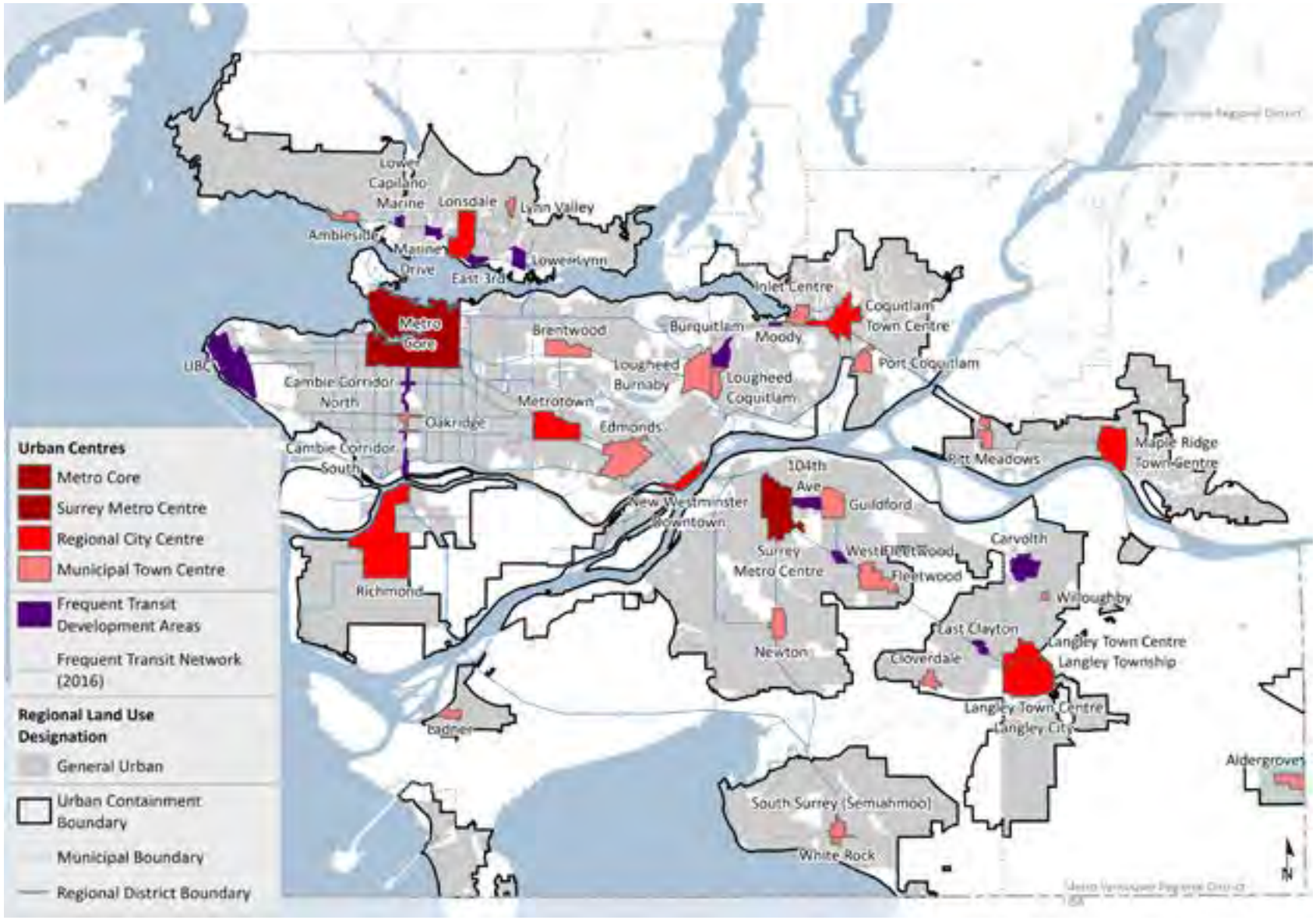


This map is a small scale depiction of the Regional Land Use Designation Map that Metro Vancouver maintains as the basis for defining land use designation boundaries. The official Regional Land Use Designation Map can be viewed on the Metro Vancouver website.

Map 3: Urban Containment Boundary and General Urban Lands

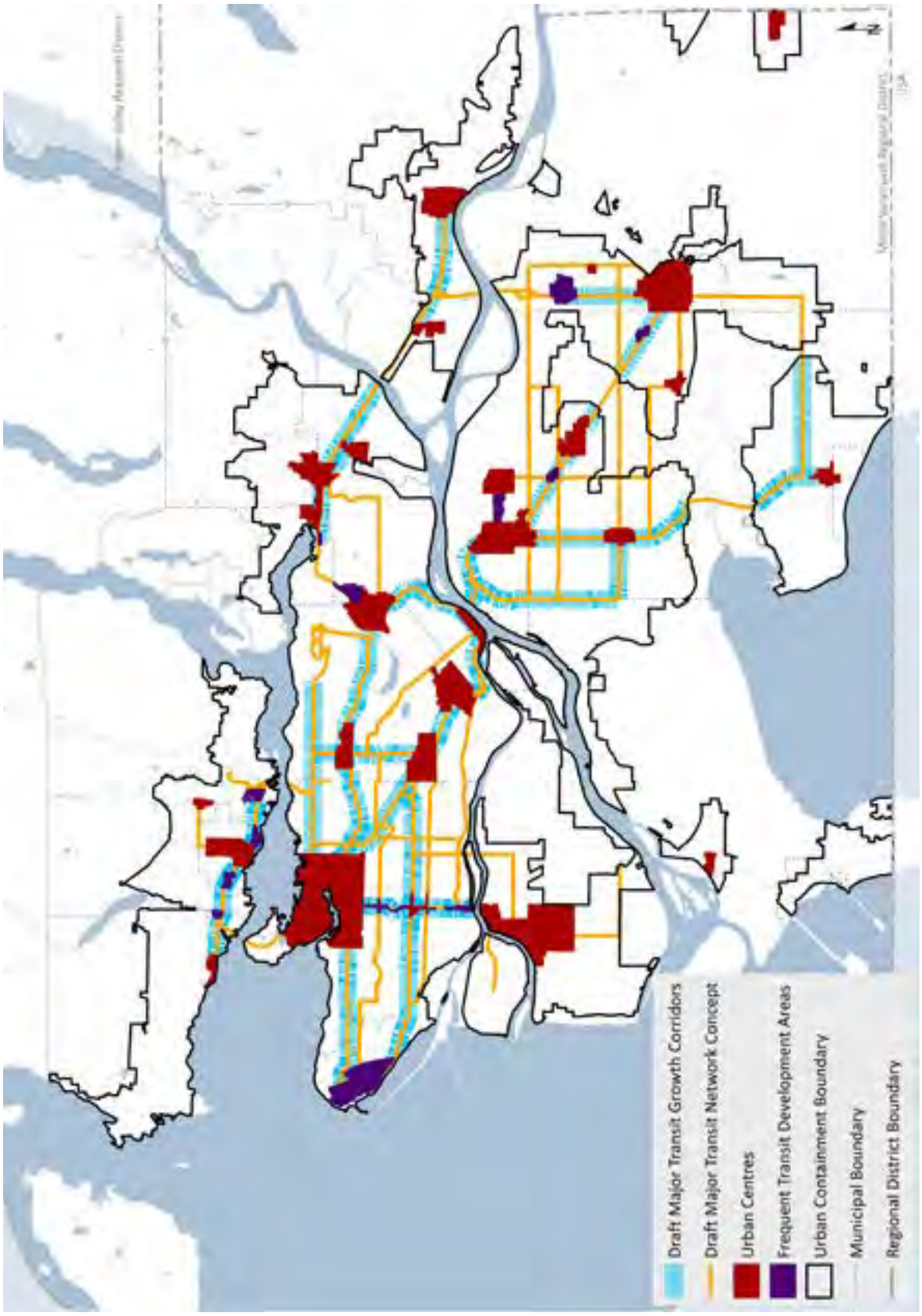


Map 4: Urban Centres and Frequent Transit Development Areas



Urban Centers and FTDAs are overlays for structuring residential and employment growth. The boundaries are identified by member jurisdictions.
Where overlays cover ares other than General Urban or Mixed Employment, the intent and policies of the underlying regional land use designations still apply.

Map 5: Major Transit Growth Corridors and Major Transit Network

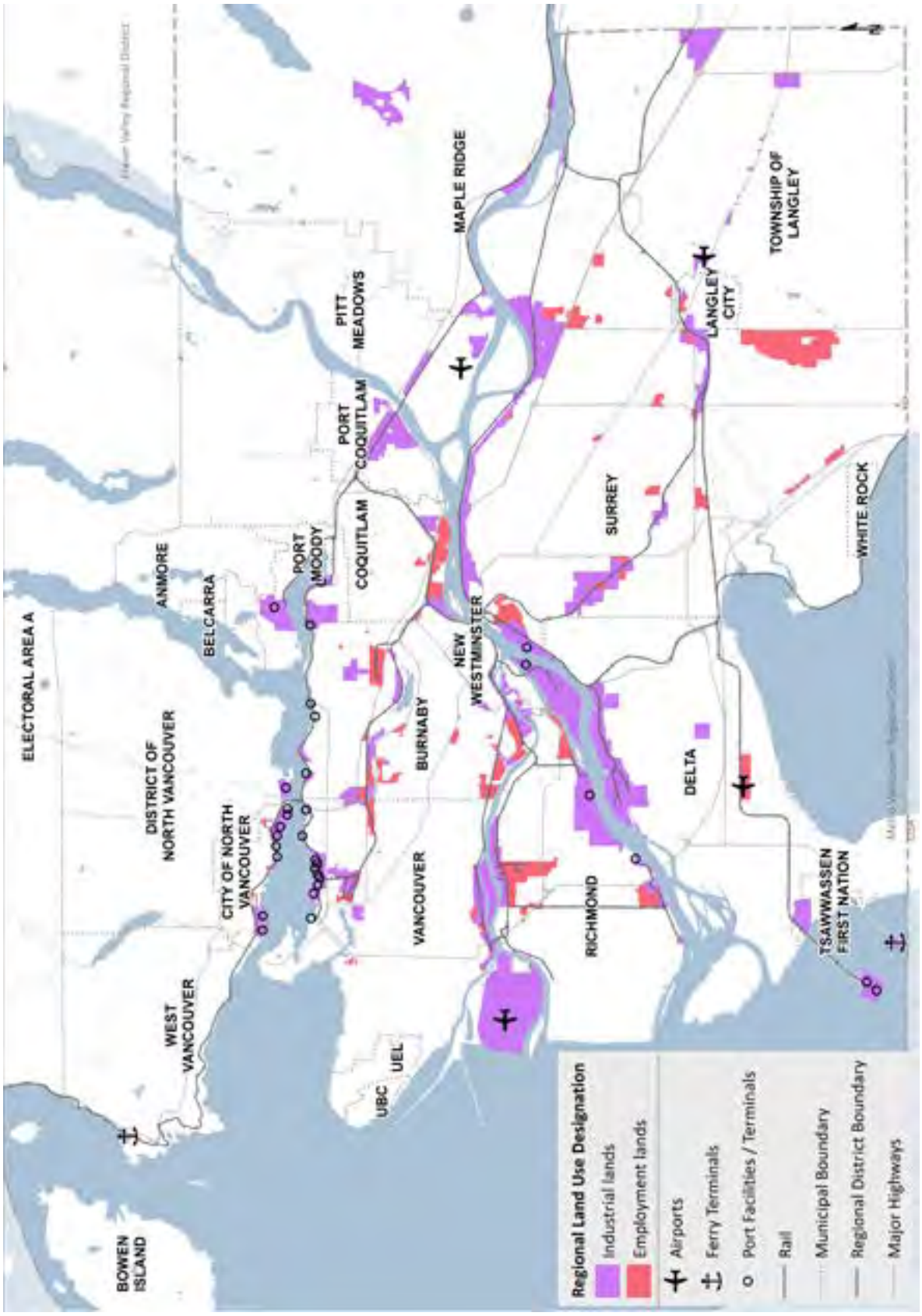


The Major Transit Growth Corridors are preliminary and subject to review and confirmation. The Draft Major Transit Network comprises both Transport 2050 Concepts A and B, which are also to be confirmed and are shown on this map for illustrative purposes only.

Map 6: Rural Lands



Map 7: Industrial and Employment Lands



The depicted highway network, rail lines, and port / airport transportation facilities are shown for reference only.

Map 8: Agricultural Lands



For the latest ALR geography, please visit the Agricultural Land Commission website at www.alc.gov.bc.ca

Map 9: Conservation and Recreation Lands



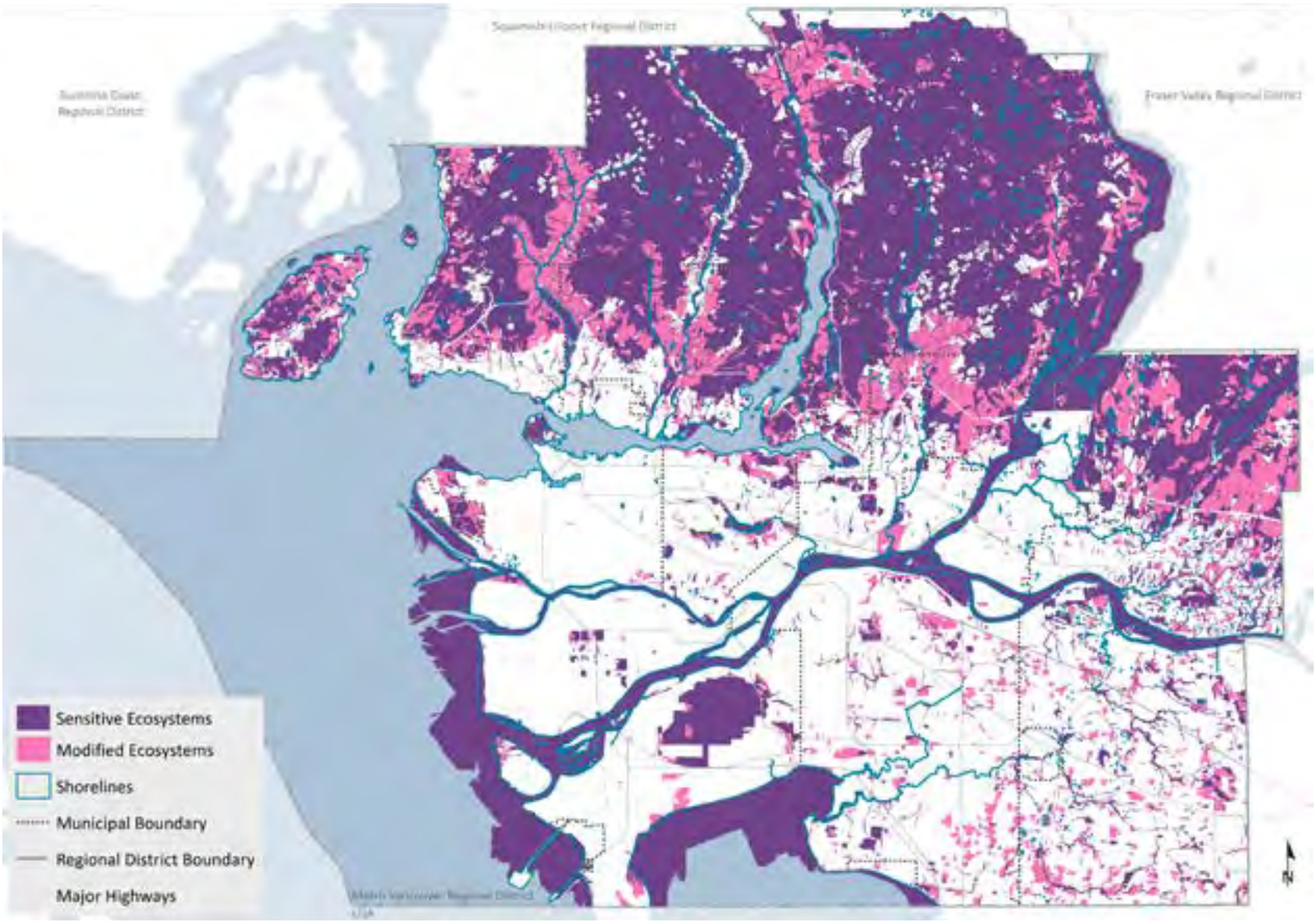
The Natural Resource Areas Overlay was collated by Metro Vancouver from several data sources including:
Active managed forest tenure licenses, relevant OCPs, GVS&DD, and GVWD

Map 10: Regional Greenway Network and Major Bikeway Network



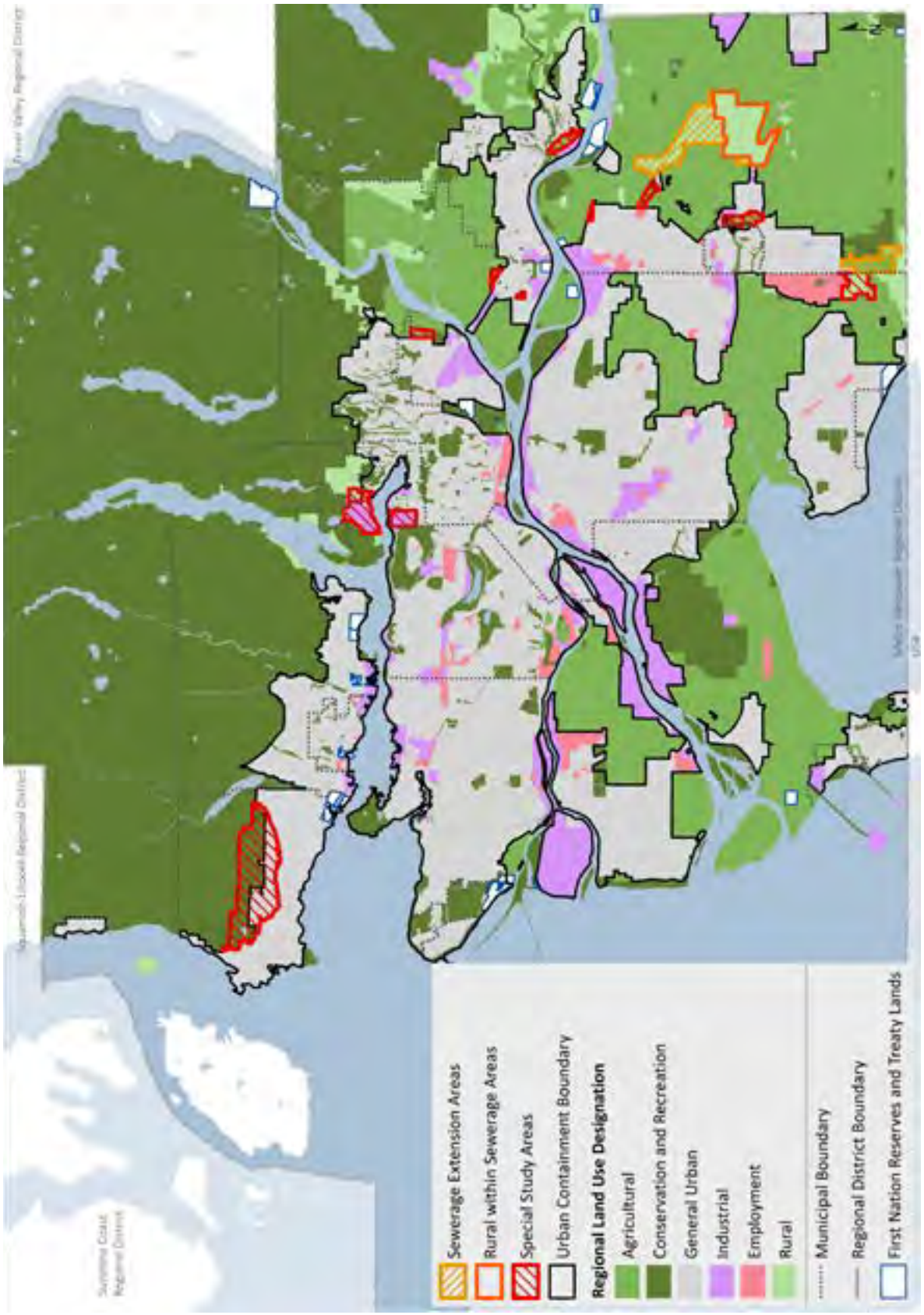
The Regional Greenway Network and Major Bikeway Network (MBN) are concepts illustrating existing and planned active transportation corridors of regional significance. The MBN is being developed through TransLink's Transport 2050 process and will be updated following the identification of a preferred MBN concept.

Map 11: Sensitive Ecosystem Inventory



Map for reference only. An online SEI Tool is available at https://gis.metrovancouver.org/mvmaps/SEI and downloadable from http://www.metrovancouver.org/data. The SEI dataset is from 2014. Local ecological datasets may be more current and detailed.

Map 12: Special Study Areas and Sewerage Extension Area



Bylaw No 1136, 2010 and List of Amendments

This will be the same as current Metro 2040

List of Affected Local Governments and Dates of Acceptance

This will be the same as current Metro 2040

DRAFT

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

Township of Langley comments on draft Metro 2050

1. Scope of policy actions

Some draft policy actions do not appear to be regional matters and/or appear beyond the scope of planning and land use management. An example is Policy Action 3.2.7c)iii): "Adopt Regional Context Statements that include policies that reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements, and invasive species management plans." It is recommended that Metro Vancouver, in collaboration with member jurisdictions, further review draft Metro 2050 to identify and omit policy actions that may not be regional matters and/or are not related to planning and land use management.

2. Policy 2.3.12(c)(vi)

Draft policy action 2.3.12(c)(vi) reads as follows: "Adopt Regional Context Statements that include policies that protect the supply of agricultural land and strengthen agriculture viability including those that align Official Community Plan policies and zoning regulations with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations."

The following comments are provided on this draft policy:

- An Official Community Plan (OCP) is a policy-oriented document whereas Minister's Bylaw Standards and ALC legislation and regulations are regulatory-oriented documents. The Township does not support aligning a policy-oriented document with these regulatory-oriented documents as this exercise would introduce an inappropriate level of detail to the OCP.
- The reference to zoning regulations is inappropriate in a regional plan, which is meant to deal with regional matters.
- As one of the only two regulated municipalities within the region, the Township has the ability to propose farm or zoning bylaws that vary from the Minister's Bylaw Standards, subject to the approval of the Minister of Agriculture.
- Section 46 of the ALC Act requires an OCP and Zoning Bylaw to be consistent with the ALC Act and regulations. This existing section sufficiently addresses the intent of the proposed Metro 2050 policy.
- The proposed policy does not reference the importance of food production, unlike existing Metro 2040 policy.

3. Policy 6.9.1

Draft policy action 6.9.1 reads as follows: "Notwithstanding any other provision in the regional growth strategy, within the area identified on Map 12 as "Rural within the Sewerage Area", which includes part of the Salmon River Uplands in the Township of Langley that is contained within the Greater Vancouver Sewerage and Drainage District's Fraser Sewerage Area, and within the area identified on Map 12 as "Sewerage Extension Areas", regional sewer servicing will be permitted subject only to land uses being consistent with the applicable regional land use designation and normal Greater Vancouver Sewerage and Drainage District technical considerations."

Policy 6.9.1 in Metro 2040 currently reads as follows: “Notwithstanding any other provision in this Regional Growth Strategy, the area identified on Map 12 as “Rural within the Sewerage Area” includes part of the Salmon River Uplands in the Township of Langley that is contained within the Greater Vancouver Sewerage and Drainage District’s (GVS&DD) Fraser Sewerage Area. For the areas identified on Map 12 as “Sewerage Extension Areas” known as North Salmon River Uplands and South Fernridge in the Township of Langley, sewer servicing will be permitted subject only to land uses being consistent with the applicable regional land use designation and normal GVS&DD technical considerations.”

There are two key differences between Policy 6.9.1 in Metro 2040 and draft Metro 2050:

- In draft Metro 2050, regional sewer servicing in the “Rural within the Sewerage Area” (i.e. south Salmon River Uplands) is subject to “the land uses being consistent with the applicable regional land use designation and normal Greater Vancouver Sewerage and Drainage District technical considerations.” Under Metro 2040, there are no conditions of regional sewer servicing in this area.
- In draft Metro 2050, the references to North Salmon River Uplands and South Fernridge in Metro 2040 are removed.

The changes proposed in draft Metro 2050 are not supported as they do not recognize the historic sewer servicing entitlements in the subject areas.

4. Regional Land Use Designations

There are two locations where the regional land use designations shown on draft Metro 2050 maps are not consistent with the land use designations shown on the Township’s existing Regional Context Statement map, as described in the table below and shown in Appendix 1.

Location	TOL RCS Designation	Draft Metro 2050 Designation
Fort Langley Airport	Industrial	Agricultural
University District	Urban	Agricultural

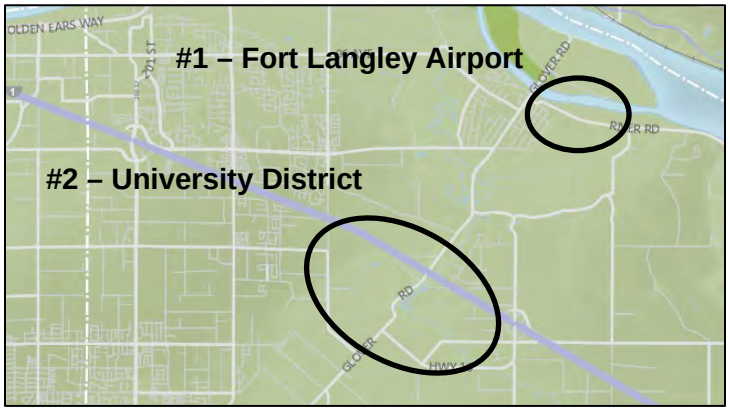
It is recommended that the regional land use designations reflect the land use designations shown on the Township’s existing Regional Context Statement map (per the table above).

5. Major Transit Network

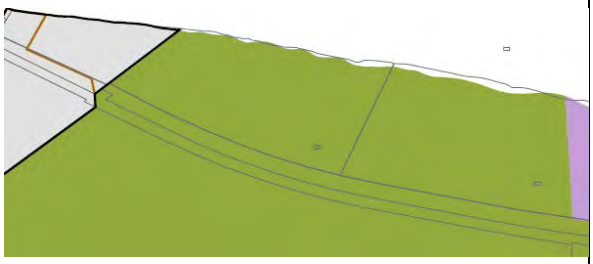
Map 5 of draft Metro 2050 shows the Major Transit Network concept, reflecting the draft transit network proposed by TransLink as part of the development of Transport 2050. It is noted that the Aldergrove Municipal Town Centre is not connected to the Major Transit Network, being one of only two Urban Centres in the region not connected to this network. The Township will continue to work with TransLink on appropriate transit service planning for the Aldergrove Municipal Town Centre and recommends that draft Metro 2050 maps be updated, as required, to reflect the outcome of the Township-TransLink discussions.

Appendix 1 – Land Use Designation Maps

Key Map



TOL RCS and Draft Metro 2050 Land Use Designations

#	TOL RCS	Draft Metro 2050
1		
2		



Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	OCTOBER 18, 2021 - REGULAR MEETING	**REPORT:**	21-119
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	08-25-0098
SUBJECT:	DCC FRONTENDING AGREEMENT (MITCHELL WILLIAMS POND DWA INC.)		

RECOMMENDATION:

That Council authorize staff to execute the Drainage Development Cost Charges (DCC) Frontending Agreement with Mitchell Williams Pond DWA Inc. in the substantial form of a document presented as Attachment A, for the provision of drainage infrastructure for the area of Williams in the Willoughby Community Plan.

EXECUTIVE SUMMARY:

A rezoning application was received by the Township from Mitchell Group (the "Developer") on September 4, 2015 to rezone 21 ha (51 ac) of land located in the Williams Neighbourhood Plan area to Comprehensive Development Zone CD-183 to accommodate a film studio, warehousing, offices, and a community stormwater management facility) for lands located north of 80 Avenue, west of 216 Street, south of Highway No. 1 and east of 212 Street.

Mitchell Group has satisfied one of the requirements for rezoning approval, which is the execution of a Servicing Agreement to secure the works and services for a community stormwater detention facility necessary to support the proposed development, at no cost to the Township, and wish to proceed to Council in advance of receiving fourth/final reading at their own risk.

The proposed Drainage DCC Frontending Agreement provides the developer with a cost recovery mechanism to offset some of the upfront costs associated with the construction of a community stormwater detention facility, required to facilitate the development of the Williams Neighbourhood Plan area, in the Willoughby Community Plan.

Staff support the developer's proposal and recommend Council authorize execution of the subject DCC Frontending Agreement, prepared pursuant to provisions of provincial legislation.

PURPOSE:

The purpose of this report is to obtain Council's approval to execute a Drainage DCC Frontending Agreement with Mitchell Williams Pond DWA Inc.

BACKGROUND/HISTORY:

On September 4, 2015, the Township received a rezoning application from Mitchell Group to rezone approximately 21 ha (51 ac) of land in the Williams Neighbourhood Plan area to facilitate the development of a film studio campus, warehousing, offices, and a community stormwater detention facility.

At its meeting of July 12, 2021, Council gave first and second readings to Rezoning Bylaw 2021 No. 5729 for the proposed development and third reading was granted on July 26, 2021.

One of the development prerequisites set by Council prior to consideration of final reading of Rezoning Bylaw No. 5729 is the execution of a Servicing Agreement to secure the works and services, including a community stormwater detention facility necessary to support the proposed development, at no cost to the Township. The developer has satisfied the requirement to provide a community stormwater detention facility and wish to proceed to Council in advance of receiving fourth/final reading at their own risk.

A subdivision application (Township Project No. 08-25-0106) was received by the Township from Mitchell Group on February 1, 2019 for a six (6) lot industrial/commercial subdivision including an adequately sized “utility” lot to accommodate a community stormwater detention facility. The applicant satisfied the requirements to support the subdivision, as outlined in the Approving Officer’s letter dated August 14, 2019.

The Township supports the Developer’s proposal to apply for a DCC Frontending Agreement. The attached Drainage DCC Frontending Agreement provides the Developer a cost recovery mechanism to compensate them for the upfront costs associated with the construction of the community stormwater detention facility required to facilitate the development of the Williams Neighbourhood Plan area of the Willoughby Community Plan.

DISCUSSION/ANALYSIS:

The DCC Frontending Agreement (the “Agreement”) proposed by the developer is a cost recovery mechanism, similar in concept to a Development Works Agreement (DWA) in that the cost of the proposed infrastructure is to be allocated to new growth within a specified benefiting area with no cost to the Township. Where the proposed Agreement differs from a DWA is in the following areas:

- The recovery of the costs is limited to DCCs that will be collected from development within the benefiting area over the term of the Agreement and does not include an additional charge;
- There is no requirement for a bylaw approval process; and
- The petition process, which is a mandatory requirement for a DWA, is not required subject to provisions outlined in the Community Charter.

The proposed DCC Frontending Agreement is for land and drainage works only. These drainage works are identified in the current 2020 DCC program and scheduled for construction within the next 25 years. The works have been estimated to have a total design and construction cost of approximately $34 million. The Agreement is intended to have a term of 15 years, over which DCCs collected from the specified benefiting area shall be forwarded to the developer, up to a maximum cost as prescribed in the DCC Bylaw.

APPLICABLE POLICIES:

Other existing Township bylaws and policies relevant to the attached Development Cost Charge Frontending Agreement are Subdivision and Development Servicing Bylaw 2019 No. 5382, as amended; Latecomer Policy No. 07-353; and Neighbourhood Plan Policy No. 07-220.

FINANCIAL IMPLICATIONS:

There are not expected to be any financial implications to the Township as the works are financed by the developer. The municipal processing and administration costs are borne by the developer, at a rate of $7,500.

Respectfully submitted,

Dave Anderson
MANAGER, DEVELOPMENT ENGINEERING
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A DCC Frontending Agreement

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DEVELOPMENT COST CHARGES (DCC) FRONTENDING AGREEMENT

Project No. 08-25-0098 (Drainage)

THIS AGREEMENT dated for reference the _____ day of _____, 2021.

BETWEEN:

THE CORPORATION OF THE TOWNSHIP OF LANGLEY, a municipal corporation under the Municipal Act of the Province of British Columbia and having its offices at 20338 – 65 Avenue, Langley, BC V2Y 3J1

(the "Township")

OF THE FIRST PART

AND:

MITCHELL WILLIAMS POND DWA INC. a body corporate, duly incorporated under the laws of the Province of British Columbia, having its place of business at Unit 200, 17650 - 66A Avenue, Surrey, BC V3S 4S4

(the "Developer")

OF THE SECOND PART

a) WHEREAS real property within the specified benefiting area is identified in the column entitled “Legal Description” in Schedule "A", attached hereto.

b) AND WHEREAS the real property within the Benefiting Area is illustrated in Schedule “B”, attached hereto.

c) AND WHEREAS a community stormwater detention facility as described in Schedule “C” are required to be constructed.

d) AND WHEREAS the Developer has undertaken the performance of its obligations required to be made pursuant to this Agreement.

e) AND WHEREAS the Works are not currently scheduled for construction by the Township, but are contained within the Township’s Engineering Servicing Plan

f) AND WHEREAS the Developer has requested that the Township advance the construction of the Drainage Works and has agreed to facilitate such construction for the development of the Benefiting Area.

g) AND WHEREAS Council has entered into a separate Development Works Agreement with the Developer for the provision of the Works in accordance with Section 570 of *the Local Government Act*, RSBC 2015, c. 1 and amendments thereto (the *"Act"*).

NOW THEREFORE THIS AGREEMENT WITNESSES that in consideration of the sum of TEN ($10) DOLLARS of lawful money of Canada and other good and valuable consideration now paid by each of the parties hereto, to each of the other parties hereto, the receipt whereof is hereby acknowledged, the parties hereto hereby covenant, promise and agree with each other as follows:

1. DEFINITIONS

In this Agreement and in the recital above:

"**Act**" means the *Local Government Act*, RSBC 2015, c. 1, as revised, re-enacted or consolidated from time to time and any successor statute;

"**Agreement**" means this agreement and all Schedules attached hereto, which form part of the agreement;

"**Benefiting Area**" means the real property shown in Schedule "B" of the Agreement;

"**Benefitting Parcel**" means the real property within the Benefiting Area as described in Schedule "A" of the Agreement;

"Capital Cost" means actual costs incurred by the Developer to construct the Drainage Works. Costs are estimated at $34,403,842.19;

"Council" means the elected Council of the Township;

"**Developer**" means Mitchell Williams Pond DWA Inc.;

"**Development Cost Charge**" and "**DCC**" means a charge imposed pursuant to the Township's Development Cost Charge Bylaw;

"**Development Cost Charge Bylaw**" means the Development Cost Charge Bylaw 2020 No.5555, enacted by the Township under the *Act* as revised, re-enacted or consolidated from time to time and any successor bylaws;

"**General Manager of Engineering**" means the General Manager of Engineering for the Township or their designate;

"**Subdivision and Development Servicing Bylaw**" means the Township Subdivision and Development Servicing Bylaw 2019 No. 5382, enacted by the Township under the *Act* as such Bylaw is amended or replaced from time to time;

"**Term**" means the period of time the Agreement is in effect as specified in Section 4;

"**Township**" means the Corporation of the Township of Langley having its municipal office located at 20338 - 65 Avenue, Langley, British Columbia, V2Y 3J1; and

"**Works**" means Drainage Works and related appurtenances substantially as described in Schedule "C".

2. AREA SUBJECT OF AGREEMENT

The Benefiting Area is the subject of this agreement.

3. CREDIT FOR WORKS

a) The Township agrees to credit the Developer the Drainage Development Cost Charge collected within the Benefiting Area, not exceeding $7,146,365.49 without interest.

b) In the event of the assignment or transfer of the rights of the Developer voluntarily, or by operation of law, the General Manager of Engineering shall pay any benefits accruing hereunder, after notice, to such successor of the Developer as the General Manager of Engineering, in their judgment deems entitled to such benefits; and in the event of conflicting demands being made upon the Township for benefits accruing under this Agreement, then the Township may at its option commence an action in interpleader joining any party claiming rights under this Agreement, or other parties which the Township believes to be necessary or proper, and the Township shall be discharged from further liability upon paying the person or persons whom any court having jurisdiction of such interpleader action shall determine, and in such action the Township shall be entitled to recover its legal fees and costs, which fees and costs shall constitute a lien upon all funds accrued or accruing pursuant to this Agreement.

c) The Township is not responsible for financing any of the costs of the Works.

d) In consideration of the completion of the Works by the Developer to the satisfaction of the General Manager of Engineering, the Township shall pay to the Developer upon Substantial Completion, then on an annual basis, Development Cost Charges for Drainage works to the extent the Drainage component of the Development Cost Charges have been collected and are received by the Township under the Development Cost Charge Bylaw, until the total Capital Cost of the Works is paid to the Developer, without interest.

e) Any payment made by the Township under this Agreement will be paid to the Developer at the address of the Developer set out in this Agreement or at such other address as the Developer shall provide in writing. If the said payments are returned to the Township unclaimed by the Developer and if the Township is unable to locate the Developer after all reasonable efforts, then the Township shall hold all monies collected until the expiry of this Agreement. After the expiry of this Agreement, the Township shall forever retain all such unclaimed funds.

4. TERM

a) The term of this Agreement shall commence upon the execution date by the Township and shall expire no later than fifteen (15) years after that date.

b) In the event that the Developer fails to complete the Works within twenty-four (24) months after the Agreement execution date, the Agreement shall lapse; provided, however, that the Developer may request to extend the period of this Agreement on such terms and conditions that the Township may deem reasonable. Any extension of the Agreement is at the sole discretion of the Township. This Agreement shall terminate prior to the expiry of the Term in the event the Developer has been credited with the maximum recoverable sum of $7,146,365.49 without interest.

5. INDEMNITY

The Developer covenants and agrees to indemnify and save harmless the Township against:

a) All actions and proceedings, costs, damages, expenses, claims and demands whatsoever and by whomsoever brought by reason of the construction, installation, maintenance or repair of the Works; and

b) All expenses and costs which may be incurred by reason of the construction, installation, maintenance or repair of the Works.

6. TOWNSHIP'S COSTS

The Developer shall pay to the Township, by cash or bank draft, prior to the Township executing this Agreement, a fee equivalent to $7,500 for the preparation, registration and administration of this Agreement.

7. NOTICES

a) Any notice, demand, acceptance or request required to be given hereunder in writing shall be deemed to be given if either personally delivered or mailed by registered mail, postage prepaid (at any time other than during a general discontinuance of postal services due to a strike, lockout or otherwise) and addressed to the Developer as follows:

Mitchell Williams Pond DWA Inc.
Unit 200, 17650 - 66A Avenue
Surrey, BC V3S 4S4

or such change of address as the Developer has, by written notification, forwarded to the Township, and to the Township as follows:

The Corporation of the Township of Langley
20338 - 65 Avenue
Langley, BC V2Y 3J1

Attention: Manager of Development Engineering

or such change of address as the Township has, by written notification, forwarded to the Developer.

b) Any notice shall be deemed to have been given to and received by the party to which it is addressed:

i. if delivered, on the date of delivery; or
ii. if mailed, then on the fifth (5^{th}) day after the mailing thereof.

8. BINDING ON SUCCESSORS

a) It is hereby agreed by and between the parties hereto that this Agreement shall be enforceable by and against the parties, their successors and assigns.

b) The Developer shall not assign or transfer its interest in this Agreement without the prior written consent of the Township, which consent shall not be unreasonably withheld.

9. ENTIRE AGREEMENT

This Agreement constitutes the entire Agreement between the parties hereto with respect to the subject matter hereof and supersedes any prior agreements, undertakings, declarations or representations, written or verbal, in respect thereof.

10. LAWS OF BRITISH COLUMBIA

This Agreement shall be interpreted under and is governed by the applicable laws of Canada and the Province of British Columbia.

11. SCHEDULES

The Schedules attached hereto, which form part of this Agreement, are as follows:

a) Schedule "A" – Benefiting Parcels
b) Schedule "B" – Benefiting Area
c) Schedule “C” – Description of the Works

IN WITNESS WHEREOF the parties hereto have executed this contract the day and year first above written.

FOR CORPORATE BODY

SIGNED BY:)
)
_____)
)
In the presence of:)
(witness):)
Signature _____)
Name _____)
Address _____)
Occupation _____)

FOR THE CORPORATION OF THE TOWNSHIP OF LANGLEY

SIGNED BY GENERAL MANAGER,)
ENGINEERING & COMMUNITY)
DEVELOPMENT)
For and on behalf of)
THE CORPORATION OF THE)
TOWNSHIP OF LANGLEY)
)
_____)
GENERAL MANAGER, ENGINEERING)
& COMMUNITY DEVELOPMENT)

)
SIGNED BY TOWNSHIP)
CLERK)
For and on behalf of)
THE CORPORATION OF THE)
TOWNSHIP OF LANGLEY)
)
_____)
TOWNSHIP CLERK)
)
In the presence of:)
(as to both Township signatures))
)
_____)
Name:)
Address:)
Occupation:)

SCHEDULE "A"
BENEFITING PARCELS

Map ID	PID	Civic	Short Legal	Net Dev Ha.
1	027-538-516	21305 83 AVENUE	LT 17, SEC 25, TWP 8, NWD, PL BCP36639	0.68
2	001-801-350	21341 83 AVENUE	LT 12, SEC 25, TWP 8, NWD, PL NWPNWP2758	0.86
3	009-275-622	21373 83 AVENUE	SEC 25, TWP 8, NWD, PL NWP23602	0.68
4	015-022-366	21427 83 AVENUE	LT V, SEC 25, TWP 8, NWD, PL NWP23602	0.49
5	002-412-110	21443 83 AVENUE	LT W, SEC 25, TWP 8, NWD, PL NWP23602	0.33
6	010-733-159	21476 83 AVENUE	SEC 25, TWP 8, NWD, PL NWPNWP2758	1.01
7	010-733-191	21422 83 AVENUE	SEC 25, TWP 8, NWD, PL NWPNWP2758	1.01
8	031-144-721	N/A	LT 3, SEC 25, TWP 8, NWD, PL EPP86150	13.85
9	031-144-713	N/A	LT 2, SEC 25, TWP 8, NWD, PL EPP86150	1.68
10	031-144-756	N/A	LT 5, SEC 25, TWP 8, NWD, PL EPP86150	2.30
11	031-144-730	N/A	LT 4, SEC 25, TWP 8, NWD, PL EPP86150	8.51
12	011-971-762	7993 216 STREET	SEC 24, TWP 8, NWD, PL NWP1098	0.88
13	011-971-771	21536 80 AVENUE	SEC 24, TWP 8, NWD, PL NWP1098	0.93
14	011-826-771	7941 216 STREET	SEC 24, TWP 8, NWD, PL NWP1098	0.91
15	011-971-801	7913 216 STREET	SEC 24, TWP 8, NWD, PL NWP1098	0.91
16	011-971-746	21480 80 AVENUE	SEC 24, TWP 8, NWD, PL NWP1098	0.93
17	011-971-738	21456 80 AVENUE	SEC 24, TWP 8, NWD, PL NWP1098	0.94
18	011-971-720	21446 80 AVENUE	SEC 24, TWP 8, NWD, PL NWP1098	0.94
19	011-971-690	21406 80 AVENUE	SEC 24, TWP 8, NWD, PL NWP1098	0.94
20	018-450-245	21392 80 AVENUE	LT A, SEC 24, TWP 8, NWD, PL LMP12423	0.85
21	018-450-253	21350 80 AVENUE	LT B, SEC 24, TWP 8, NWD, PL LMP12423	0.92
22	004-989-376	21314 80 AVENUE	SEC 24, TWP 8, NWD, PL NWP12105	1.87

Map ID	PID	Civic	Short Legal	Net Dev Ha.
23	004-399-501	21264 80 AVENUE	SEC 24, TWP 8, NWD, PL NWP12105	1.87
24	006-154-492	21216 80 AVENUE	LT 1, SEC 24, TWP 8, NWD, PL NWP1098	0.55
25	011-992-867	21247 78 AVENUE	SEC 24, TWP 8, NWD, PL NWP1098	2.18
26	011-992-875	21277 78 AVENUE	LT 15, SEC 24, TWP 8, NWD, PL NWP1098	0.46
27	002-618-249	21321 78 AVENUE	LT 14, SEC 24, TWP 8, NWD, PL NWP1098	0.28
28	031-144-764	N/A	LT 6, SEC 25, TWP 8, NWD, PL EPP86150	N/A
29	031-144-705	N/A	LT 1, SEC 25, TWP 8, NWD, PL EPP86150	4.18
30	000-655-112	21214 82 AVENUE	LT 24, SEC 25, TWP 8, NWD, PL NWP68078	1.01

SCHEDULE "B"
BENEFITING AREA



BENEFITING AREAS

AREA	ADDRESS	NET DEVELOPABLE AREA (Ha)
1	21305 83 Avenue	0.68
2	21341 83 Avenue	0.86
3	21373 83 Avenue	0.68
4	21427 83 Avenue	0.49
5	21443 83 Avenue	0.33
6	21476 83 Avenue	1.01
7	21422 83 Avenue	1.01
8	031-144-721	13.85
9	031-144-713	1.68
10	031-144-756	2.30
11	031-144-730	8.51
12	7993 216 Street	0.88
13	21536 80 Avenue	0.93
14	7941 216 Street	0.91
15	7913 216 Street	0.91
16	21480 80 Avenue	0.93
17	21456 80 Avenue	0.94
18	21446 80 Avenue	0.94
19	21406 80 Avenue	0.94
20	21392 80 Avenue	0.85
21	21350 80 Avenue	0.92
22	21314 80 Avenue	1.87
23	21264 80 Avenue	1.87
24	21216 80 Avenue	0.55
25	21247 78 Avenue	2.18
26	21277 78 Avenue	0.46
27	21321 78 Avenue	0.28
28	POND	2.90
29	031-144-705	4.18
30	21214 82 Avenue	1.01
SUB-TOTALS		55.85

DCCFEA CATCHMENT AREAS

LEGEND
- CATCHMENT BOUNDARY
- EXCLUDED LANDS (GREENWAY, ETC)
- FRONT ENDER'S LANDS
- BENEFITING LANDS

McElhanney
SUITE 2300 - CENTRAL CITY TOWER
13450 102 AVENUE, SURREY, BC
V3T 5X3
P: 604-596-0391
F: 604-584-5050

This drawing and design is the property of McElhanney Consulting Services Ltd. and shall not be used, reused or reproduced without the consent of the said company. McElhanney Consulting Services Ltd. will not be held responsible for the improper or unauthorized use of this drawing and design.

Scale: 1:5000
Date: Oct. 07, 2021
Job No.: 2111-03116-02
TOL Project No.: 08-25-0098

SCHEDULE "C"
DESCRIPTION OF THE WORKS

Construction of a community stormwater detention facility of approximately 34,000 m^3 over a lot area of approximately 2.9 ha., with related stormwater mains, manholes, and other appurtenances, including a 3.6 m x 3.6 m concrete box flow control chamber, having an estimate cost of approx. $34 million (including land), all in accordance with the Township of Langley Subdivision and Development Servicing Bylaw, per design drawings numbered:

- 2111-03116; sheets 1 to 8 inclusive, prepared by McElhanney Consultants Ltd. dated October 2019.

- 19-163 sheets L1 to L6 inclusive, prepared by PMG Landscape Architects dated February 11, 2021

Applicable DCC Project ID Number from Development Cost Charge Bylaw 2020 No. 5555 related to the works is as follows:

DCC Project ID Number	Description
18 D 049	Detention Pond

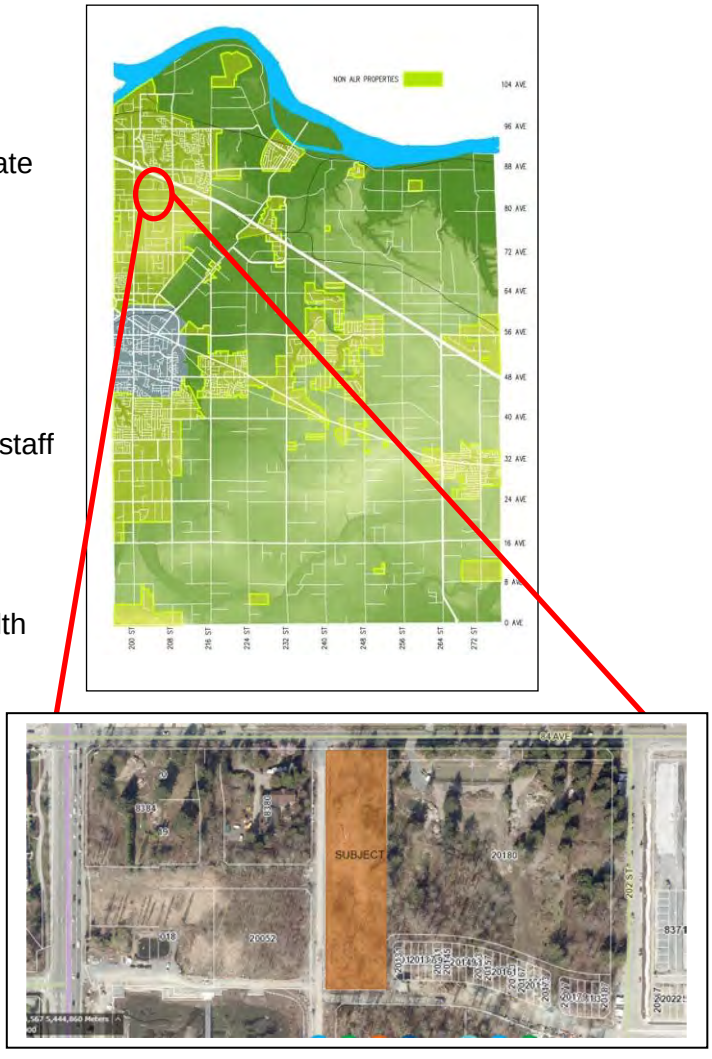
Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	OCTOBER 18, 2021 – REGULAR MEETING	**REPORT:**	21-117
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	08-26-0205
SUBJECT:	REZONING APPLICATION NO. 100556 AND DEVELOPMENT PERMIT APPLICATION NO. 101053 (1230380 BC LTD. / FLAT ARCHITECTURE INC. / 20100 BLOCK 84 AVENUE)		

PROPOSAL:

Application to rezone approximately 1.00 ha (2.47 ac) of land located in the 20100 block of 84 Avenue to Comprehensive Development Zone CD-147, with an accompanying Development Permit application to facilitate development of 40 townhouse units.



RECOMMENDATION SUMMARY:

That Council give first and second reading to Bylaw No. 5619 subject to eight (8) development prerequisites being satisfied prior to final reading and authorize issuance (at time of final reading of Bylaw No. 5619) of Development Permit No. 101053; and that staff be authorized to proceed with the written submission opportunity.

RATIONALE:

The proposed development is consistent with the Carvolth Neighbourhood Plan.

RECOMMENDATIONS:

That Council give first and second reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (1230380 BC Ltd. / Flat Architecture Inc.) Bylaw 2021 No. 5619, rezoning 1.00 ha (2.47 ac) of land located in the 20100 Block of 84 Avenue, to Comprehensive Development Zone CD-147, to facilitate development of 40 townhouse units subject to the following development prerequisites being satisfied to the acceptance of the Township of Langley General Manager of Engineering and Community Development, unless otherwise noted prior to final reading:

1. A Servicing Agreement being entered into with the Township to secure required road and utility upgrades and extensions in accordance with the Township's Subdivision and Development Servicing Bylaw;
2. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw;
3. Provision of road dedications, widenings, and necessary traffic improvements in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Carvolth Neighbourhood Plan including the north half of 83 Avenue, the east half of 201 Street and the south half of 84 Avenue;
4. Provision of a final tree management plan incorporating tree retention, replacement, protection details, and security in compliance with Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection);
5. Approval of Rezoning Bylaw No. 5619 by the Ministry of Transportation and Infrastructure;
6. Registration of restrictive covenants:
    a. Prohibiting parking on internal strata roadways (other than in clearly identified parking spaces);
    b. Prohibiting garages from being developed for purposes other than the parking of vehicles, and prohibiting the development of secondary suites within individual units;
    c. Identifying the units (minimum 5% for townhouses) required to comply with the adaptable housing requirements;
    d. Protecting Streamside Protection and Enhancement Areas, including dedication and construction of a 9.5 metre (31 feet) wide streamside habitat corridor on the south side of 84 Avenue and along the eastern property line of the site, final acceptance of the streamside restoration and enhancement plans and details, streamside fencing and signage, and security;
7. Compliance with the Community Amenity Contributions Policy; and
8. Payment of applicable Carvolth Neighbourhood Planning Administration fees, Carvolth Greenway Amenity Zoning Policy fees, supplemental Rezoning fees, Site Servicing Review fee, ISDC review fee, Development Works Agreement (DWA) and Latecomer charges, and compliance with the Township's 5% Neighbourhood Park Land Acquisition Policy.

That Council at time of final reading of Rezoning Bylaw No. 5619 authorize issuance of Development Permit No. 101053 subject to the following conditions:

a. Building plans being in substantial compliance with Schedule "A";
b. On-site landscaping plans being in substantial compliance with Schedule "B", and in compliance with Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection) and the Township's Street Trees and Boulevard Plantings Policy; and
c. All signage being in substantial compliance with Schedule "A".

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

a. Issuance of an Energy Conservation and GHG Emissions Reduction Development Permit;
b. On-site landscaping to be secured by letter of credit at building permit stage;
c. Written confirmation from the owner and landscape architect or arborist that tree protection fencing identified in the tree management plan is in place;
d. Submission of a site specific on-site stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw;
e. An erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw to the acceptance of the Township; and
f. Payment of supplemental development permit application fees, Development Cost Charges, and building permit administration fees.

That Council authorize staff to proceed with the written submission opportunity notice prior to Council's consideration of third reading of Rezoning Bylaw No. 5619 in conjunction with the hearing for proposed Development Permit No. 101053.

EXECUTIVE SUMMARY:

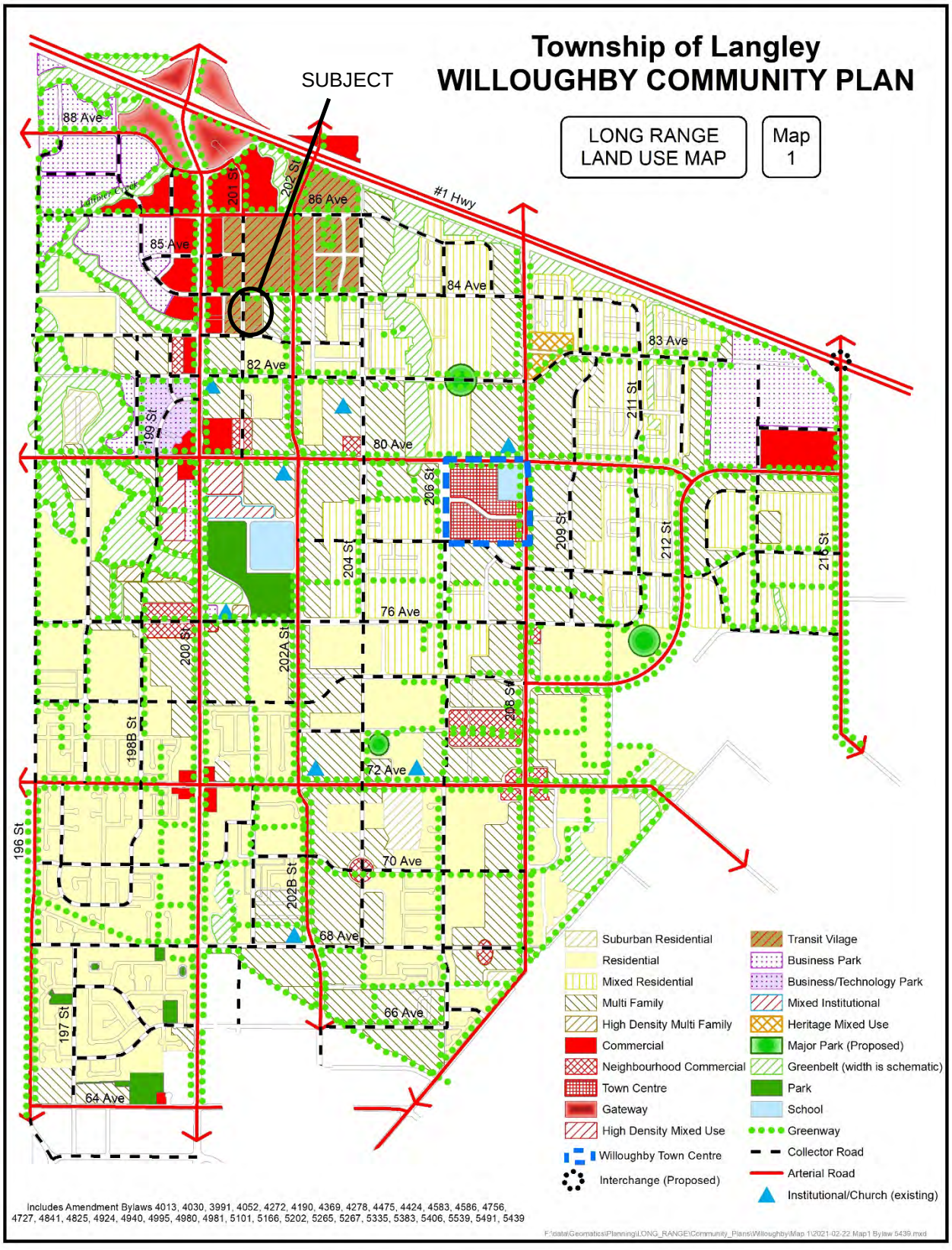
Flat Architecture Inc. has applied on behalf of 1230380 BC Ltd. to rezone 1.00 ha (2.47 ac) of land located in the 20100 Block of 84 Avenue to Comprehensive Development Zone CD-147 to facilitate a 40 townhouse development.

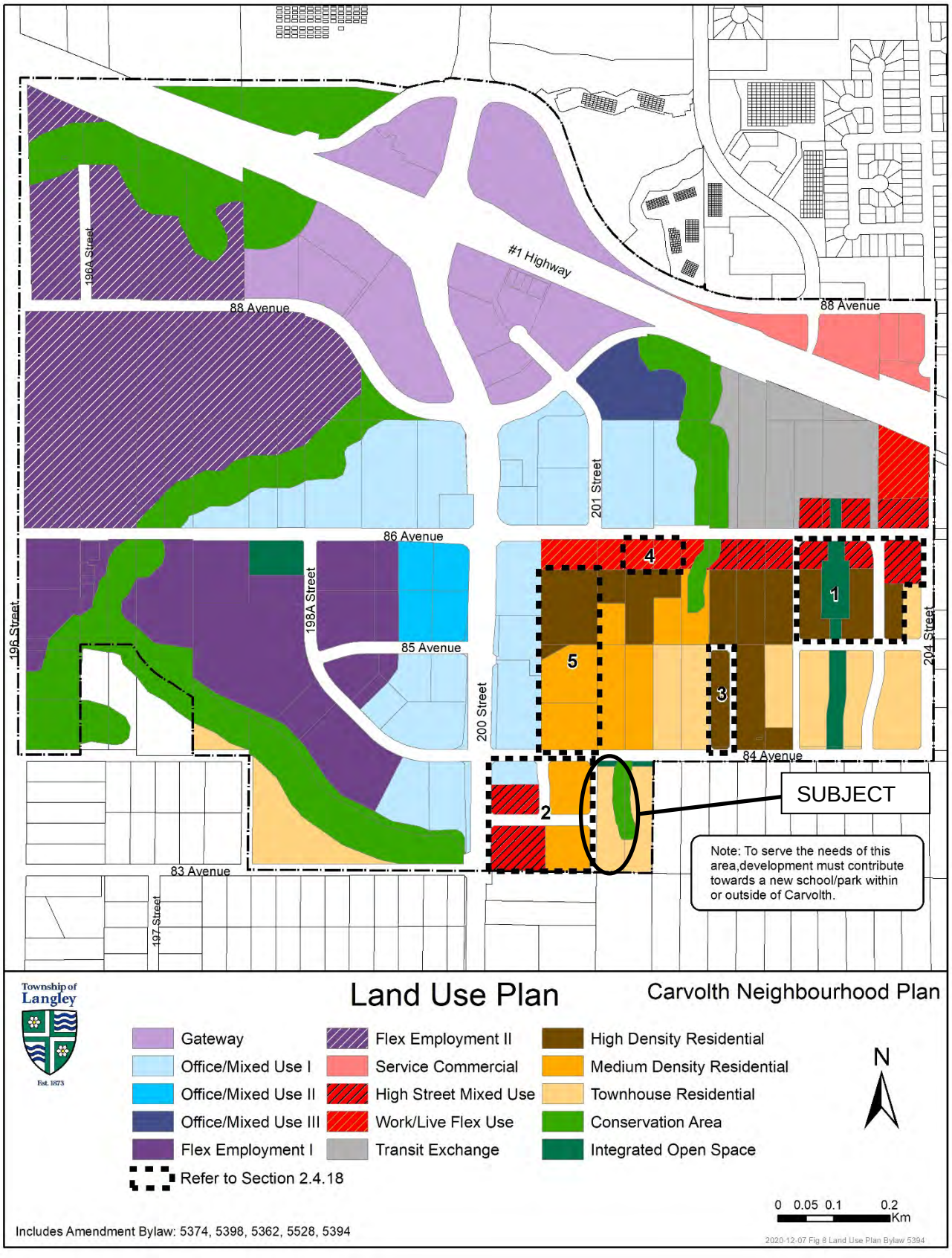
The proponent's application also includes a development permit to provide Council the opportunity to review the form, character and siting of the development. A separate delegated development permit is being processed concurrently with this application to address the Energy Conservation and Greenhouse Gas Emissions Reduction objectives of the Carvolth Neighbourhood Plan.

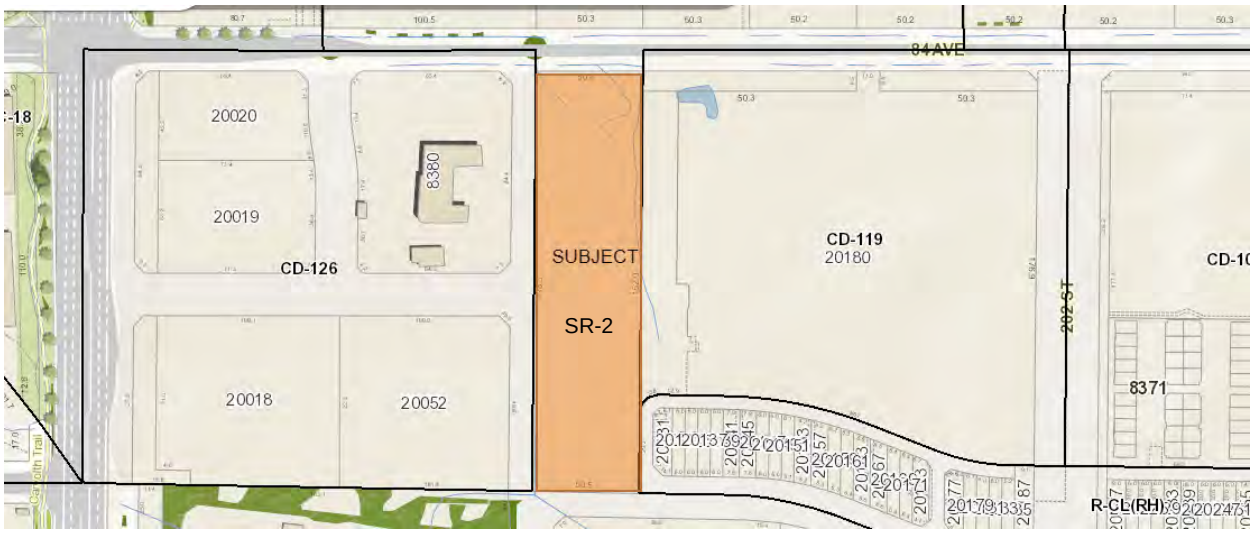
The proposal is consistent with the overall objectives of the Carvolth Neighbourhood Plan. Staff recommend that Council consider the rezoning request, subject to the completion of eight (8) development prerequisites. Staff also recommend that Council authorize issuance (at time of final reading of Bylaw No. 5619) of Development Permit No. 101053.

PURPOSE:

The purpose of this report is to advise and make recommendations to Council with respect to Rezoning Bylaw No. 5619, and Development Permit No. 101053.

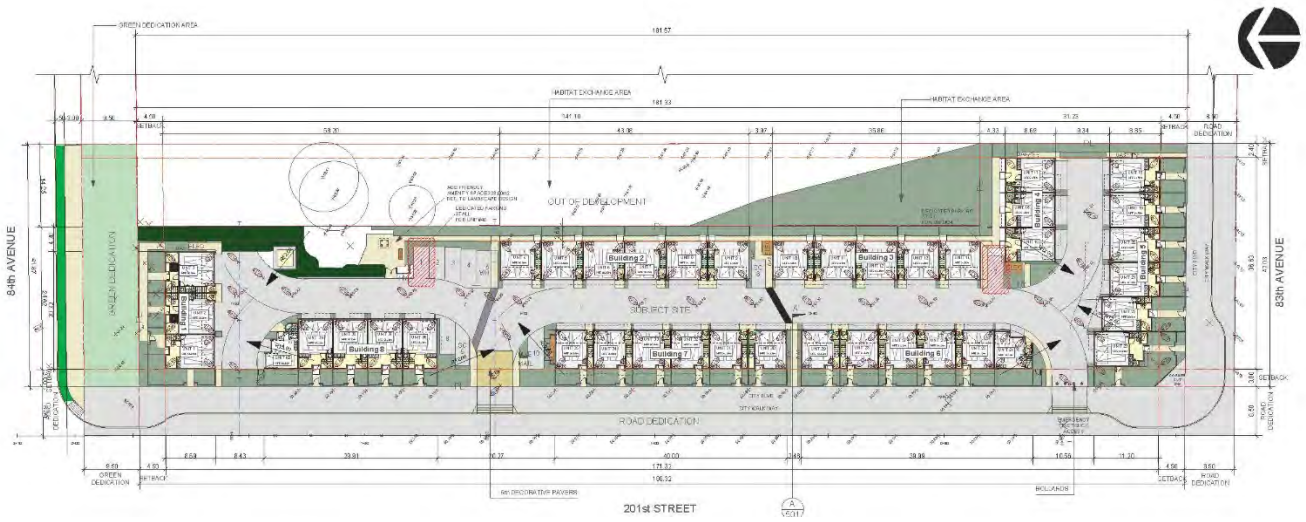

Township of Langley
WILLOUGHBY COMMUNITY PLAN
LONG RANGE LAND USE MAP
Map 1
SUBJECT
#1 Hwy
88 Ave
86 Ave
85 Ave
84 Ave
83 Ave
82 Ave
80 Ave
76 Ave
72 Ave
70 Ave
68 Ave
66 Ave
64 Ave
201 St
202 St
199 St
204 St
206 St
209 St
211 St
212 St
216 St
200 St
202A St
198B St
208 St
196 St
202B St
197 St
Suburban Residential
Residential
Mixed Residential
Multi Family
High Density Multi Family
Commercial
Neighbourhood Commercial
Town Centre
Gateway
High Density Mixed Use
Willoughby Town Centre
Interchange (Proposed)
Transit Vilage
Business Park
Business/Technology Park
Mixed Institutional
Heritage Mixed Use
Major Park (Proposed)
Greenbelt (width is schematic)
Park
School
Greenway
Collector Road
Arterial Road
Institutional/Church (existing)
Includes Amendment Bylaws 4013, 4030, 3991, 4052, 4272, 4190, 4369, 4278, 4475, 4424, 4583, 4586, 4756, 4727, 4841, 4825, 4924, 4940, 4995, 4980, 4981, 5101, 5166, 5202, 5265, 5267, 5335, 5383, 5406, 5539, 5491, 5439
F:\data\Geomatics\Planning\LONG_RANGE\Community_Plans\Willoughby\Map 1\2021-02-22 Map1 Bylaw 5439.mxd


#1 Highway
88 Avenue
88 Avenue
196A Street
201 Street
86 Avenue
196 Street
198A Street
85 Avenue
200 Street
204 Street
84 Avenue
83 Avenue
197 Street
1
2
3
4
5
SUBJECT
Note: To serve the needs of this area,development must contribute towards a new school/park within or outside of Carvolth.
Township of Langley
Est. 1873
Land Use Plan
Carvolth Neighbourhood Plan
Gateway
Office/Mixed Use I
Office/Mixed Use II
Office/Mixed Use III
Flex Employment I
Refer to Section 2.4.18
Flex Employment II
Service Commercial
High Street Mixed Use
Work/Live Flex Use
Transit Exchange
High Density Residential
Medium Density Residential
Townhouse Residential
Conservation Area
Integrated Open Space
N
0 0.05 0.1 0.2
Km
Includes Amendment Bylaw: 5374, 5398, 5362, 5528, 5394
2020-12-07 Fig 8 Land Use Plan Bylaw 5394



ZONING BYLAW NO. 2500





SITE PLAN– SUBMITTED BY APPLICANT

REFERENCE:

Agent:	Flat Architecture Inc. #209, 6321 King George Boulevard Surrey, BC V3X 1G1
Owner:	1230380 BC Ltd. #265, 12899 – 76 Avenue Surrey, BC V3W 1E6
Legal Description:	Lot 61 Section 26 Township 8 New Westminster District Plan 63049
Location:	20100 Block of 84 Avenue
Area:	1.00 ha (2.47 ac)
Existing Zoning:	Suburban Residential Zone SR-2
Proposed Zoning:	Comprehensive Development Zone CD-147
Carvolth Neighbourhood Plan:	Townhouse Residential

DISCUSSION/ANALYSIS:

Flat Architecture Inc. has applied on behalf of 1230380 BC Ltd. to rezone 1.00 ha (2.47 ac) of land located in the 20100 block of 84 Avenue to facilitate development of 40 townhouse units. A Development Permit for the site is being processed in conjunction with the rezoning application to provide Council the opportunity to review the form, character and siting of the development.

The site is currently zoned Suburban Residential Zone SR-2 and is designated Townhouse Residential in the Carvolth Neighbourhood Plan. Five (5) watercourses exist on the site that are proposed to be protected as part of the application. The existing property is currently used for suburban residential purposes, and the overall site slopes down towards the north.

Adjacent Uses:

North:	84 Avenue, beyond which is a property designated Medium Density Residential in the Cavolth Neighbourhood Plan;
South:	83 Avenue, beyond which is the future school and park site to serve the northeast quadrant of the Latimer Neighbourhood Plan;
East:	A development composed of townhomes and rowhomes currently under construction by Vesta Properties “Vesta Phases 3 and 4” (ToL Project No. 08-26-0183); and
West:	201 Street, beyond which is a mixed-use development, composed of apartment, commercial and office space currently under construction by Vesta Properties “Vesta Phase 6” (ToL Project No. 08-26-0186).

Public Consultation:

The applicant hosted a Public Information Meeting (PIM) September 7, 2021. Results of the Developer Held Public Information Meeting were compiled and are provided as Attachment D.

Zoning Amendment:

The subject land is currently zoned Suburban Residential Zone SR-2. The Carvolth Neighbourhood Plan designates the site for "Townhouse Residential" uses which allows for development of ground-orientated housing for families with children, seniors and empty nesters in a density range of 0.9 to 1.2 FSR (floor space ratio). Bylaw No. 5619 proposes to rezone the lands to Comprehensive Development Zone CD-147 to accommodate the proposed development of 40 townhouse units.

The project complies with the provisions of the site's Townhouse Residential designations in the Carvolth NP, and with the provisions of the proposed CD-147 zoning in terms of siting, site coverage (46%), parking, height (3 storeys), use and density (0.95 FSR proposed).

Adaptable Housing:

In accordance with Section 2.4.16 of the Carvolth Neighbourhood Plan, a minimum of 5% of the units in the development shall provide adaptable housing. Council has chosen to implement this provision through the adoption and implementation of the Adaptable Housing Requirements. Two (2) adaptable units are proposed in compliance with the Carvolth Neighbourhood Plan.

Community Amenity Contributions:

Staff note that the Community Amenity Contributions (CAC) Policy (adopted by Council on July 23, 2018 and subsequently revised on April 15, 2019 and November 18, 2019) is applicable to the subject residential rezoning application. The policy specifies target contribution amounts based on unit types. The applicant has reviewed the policy and has agreed to provide the current target contribution amounts specific to this development which are $5,776 per townhouse unit for a total of $231,040.

Ministry of Transportation and Infrastructure:

As the site is located within 800 metres of Highway 1 (a controlled access highway), Ministry of Transportation (MOTI) approval of the rezoning bylaw is required prior to final reading and is included as a condition of rezoning.

Transit:

Transit service is currently provided along 200 Street via the 501 bus route, located 200 metres west of the site.

Environmental Considerations:

The Township's Sustainability Charter includes environmental objectives to protect and enhance rivers, streams, wildlife habitats and environmentally sensitive areas in the Township. These environmental objectives are supported by policy and guidance outlined in the Township's Environmentally Sensitive Areas Study, Wildlife Habitat Conservation Strategy, Schedule 3 of the Official Community Plan (OCP), Erosion and Sediment Control Bylaw, and Subdivision and Development Servicing Bylaw (Schedule I-Tree Protection) which promote sound environmental management practices and outline Township environmental performance expectations.

Township of Langley Official Community Plan Bylaw No. 1842 Schedule 3 Development Permit Areas: Streamside Protection and Enhancement (OCP Schedule 3) was adopted to establish and maintain undisturbed naturally vegetated zones along watercourses. The required widths of these no-disturbance zones, referred to as "Streamside Protection and Enhancement Development Areas" (SPEA), follows the Township watercourse classification system (i.e. Class A, Class B, Class C) which is based on channel type, water flow and fish presence.

Five watercourses are located on, and adjacent to, the project site. A Class B (yellow-coded) constructed watercourse flows along the eastern portion of the site and drains to a Class B roadside watercourse on the south side of 84 Avenue. OCP Schedule 3 designates a 15 m (49 ft) wide SPEA adjacent to the east watercourse and a 6 m (20 ft) wide SPEA adjacent to the north roadside watercourse. Three Class C (green-coded) watercourses are located on the site; one in the southwest corner and two (2) in the north portion of the site that drain to the 84 Avenue roadside watercourse. Class C watercourses provide a drainage function and are not subject to streamside protection requirements.

Section 4.15 of OCP Schedule 3 allows for modification, or "flex", of the SPEA width to accommodate a proposed site plan. OCP SPEA flex guidelines require a SPEA reduction to be offset through an equivalent SPEA increase elsewhere on the project site and SPEA enhancements (e.g. native riparian plantings) to be completed over an area that is two times the area of SPEA reduction. To accommodate the land use and 84 Avenue road improvements, the applicant is utilizing the SPEA "flex" provision of OCP Schedule 3. The applicant's SPEA proposal includes a portion of SPEA being reduced by 316 m^2 (3,401 ft^2), a portion of SPEA being increased by 385 m^2 (4,144 ft^2) and SPEA enhancements proposed over a 686 m^2 (7,384 ft^2) area of SPEA. The SPEA proposal also includes dedication and construction of 9.5 m (31 ft) wide habitat corridor along the south side of 84 Avenue. Staff note the proposal exceeds minimum OCP Schedule requirements by providing an additional 69 m^2 (742 ft^2) of SPEA and 54 m^2 (581 ft^2) of SPEA enhancements.

Based on the results of the applicant’s assessment and proposed streamside enhancements, the proposal is, in staff's opinion, consistent with the objectives of Schedule 3 of the OCP. Protection of the SPEA in a restrictive covenant and acceptance of the streamside enhancement plans, fencing, signage, and security is a development prerequisite.

Development Permit (DP101053):

The subject site is located in Development Permit Area M of the Carvolth Neighbourhood Plan as designated under Section 488 of the Local Government Act to establish objectives for:

- the form and character of development,
- to promote energy conservation,
- to promote water conservation, and
- to promote the reduction of greenhouse gas emissions.

The Carvolth Neighbourhood Plan specifies development permit area guidelines for the subject site (Attachment B). In accordance with Council policy, supporting materials have been submitted detailing the proposed development’s form, character and siting. The supporting materials also address the measures implemented to promote water conservation. Proposed Development Permit No. 101053 is attached to this report (Attachment A).

The development is comprised of 40 townhouse units in eight (8) buildings consisting of two (2) to three (3) bedroom units. The units range is size from 107 m^2 (1,153 ft^2) to 162 m^2 (1,744 ft^2). An outdoor amenity space is proposed north of the site entrance along the eastern property line.

The site fronts the future 201 Street, 83 Avenue and 84 Avenue and the development includes street fronting units along all frontages with varied roof forms and a variety of colours and materials to break up the massing of the buildings and individual units.

The proposed building heights (3 storeys), site coverage (46%), parking and building siting comply with the CD-147 zoning provisions.

Landscaping:

The landscape plans propose planting trees, shrubs and groundcovers around the perimeter of the site. The streetscape landscaping includes low picket fencing for the front yards of the townhouse units to define the private and public realm.

Tree Protection/Replacement:

The tree management plans submitted by the applicant indicate that 49 significant trees exist on the subject site with three (3) trees proposed for retention. Staff note that an additional 11 trees located within the streamside protection area are to be retained, subject to detailed design. In accordance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection), a total of 50 replacement trees are required and 69 replacement trees are proposed. In addition, approximately 33 street trees are required along the road frontages (in compliance with the Township's Street Trees and Boulevard Plantings Policy). Post development approximately 116 trees will be in place. Final tree retention, protection, and replacement plans are subject to the final acceptance of the Township. This requirement has been included in the list of development prerequisites to be completed prior to final reading of the rezoning bylaw.

Enhanced Sidewalk:

The Carvolth Neighbourhood Plan identifies areas where enhanced sidewalks are required. Enhanced sidewalks are multi-use pathways that are wider than typical sidewalks and have additional landscaping on both sides. An enhanced sidewalk is required to provide public pedestrian connections on 84 Avenue. Details of the open space improvements (i.e. required landscaping and fencing including the phasing/treatment/construction) is required to be finalized prior to final reading to the acceptance of the Township.

Age Friendly Amenity Area:

Section 111.5 of the Township's Zoning Bylaw requires provision of Age Friendly Amenity areas (8 m^2 per residential unit) for townhouse developments, resulting in a requirement of 320 m^2 (3,444 ft^2) with 339 m^2 (3,648 ft^2) proposed. The amenity area is located central to the site and includes play equipment, outdoor exercise equipment and barbeque facilities for the use of residents. Final age friendly amenity area plans are subject to the final acceptance of the Township. This requirement has been included in the list of development prerequisites to be completed prior to final reading of the rezoning bylaw.

Access and Parking

As a development prerequisite, the applicant is required to construct portions of 83 and 84 Avenues and 201 Street fronting the site consistent with the mobility network in the Carvolth Neighbourhood Plan. Access to the site is proposed from 201 Street. An emergency only access is also available at the south end of the site to 201 Street. Pedestrian access will be provided from the sidewalks fronting the site.

A total of 89 parking spaces are proposed, which complies with the minimum requirements of the Zoning Bylaw. A summary of the proposed parking is provided below:

	Parking Spaces Required	Parking Spaces Provided
40 double wide 2 spaces required / unit	80	80
Visitor Parking Spaces (0.2 spaces required / unit)	8	9
Total	88	89

Servicing:
Prior to final reading, the applicant is required to enter into a Servicing Agreement to secure works and services such as construction of road works, greenways, tree replacement and utility upgrades and / or extensions to the acceptance of the Township. Road dedications, widening, and necessary traffic improvements will be required in accordance with the Subdivision and Development Servicing Bylaw and the Carvolth NP. The applicant will also be required to provide erosion and sediment control measures in accordance with the Erosion and Sediment Control Bylaw, to the acceptance of the Township.

School and Park Sites:

The Carvolth Neighbourhood currently falls within the catchment area of Willoughby Elementary School (located on the southwest corner of 208 Street and 80 Avenue). In the short term, elementary students from the proposed development are expected to attend Willoughby Elementary School. School District 35 has provided comments (Attachment C) and anticipates that the overall development will generate approximately 11 new students for Willoughby Elementary (located approximately 1.7 km southeast of the site), five (5) new students for Yorkson Creek Middle School (located approximately 1 km east of the site) and 10 new students for R.E. Mountain Secondary School (located approximately 1.1 km south of the site).

In addition to a future neighbourhood park south of the development at 80 Avenue and 201 Street, Willoughby Community Park is located east of the development site. Prior to final reading the proponent is also required to comply with the Township's 5% Neighbourhood Parkland Acquisition Policy.

POLICY CONSIDERATIONS:
The proposed development is located in an area designated Townhouse Residential in the Carvolth Neighbourhood Plan. The proposed development complies with the provisions of the Carvolth NP and with the proposed Comprehensive Development CD-147 zone. The overall form and character of the development and water conservation measures are in keeping with the objectives of the Carvolth NP.

Staff recommend that Council give first and second reading to Bylaws No. 5619 and authorize issuance (at time of final reading of Bylaw No. 5619) of accompanying Development Permit No. 101053 and authorize staff to proceed with the written submission opportunity.

Respectfully submitted,

Colin Moore
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A	Development Permit No.101053
ATTACHMENT B	Development Permit Area M guidelines
ATTACHMENT C	School District 35 Comments
ATTACHMENT D	Public Information Meeting Summary

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Development Permit No. 101053

This Permit is issued this _____ day of _____, 2021 to:

1. NAME: 1230380 BC Ltd.

   ADDRESS: #265, 12899 – 76 Avenue
   Surrey, BC V3W 1E6

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 61 Section 26 Township 8 New Westminster District Plan 63049

   CIVIC ADDRESS: 20100 Block of 84 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 General Manager of Engineering and Community Development:

   a. Building plans being in substantial compliance with Schedule “A”; and
   b. On-site landscaping plans being in substantial compliance with Schedule “B” and in compliance with Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection) and the Township’s Street Trees and Boulevard Plantings Policy; and
   c. All signage being in substantial compliance with Schedule “A”.

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

   a. Issuance of an Energy Conservation and GHG Emissions Reduction Development Permit;
   b. On-site landscaping to be secured by letter of credit at building permit stage;
   c. Written confirmation from the owner and landscape architect or arborist that tree protection fencing identified in the tree management plan is in place;
   d. Submission of a site specific on-site stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw;
   e. An erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw to the acceptance of the Township; and
   f. Payment of supplemental development permit application fees, Development Cost Charges, and building permit administration fees.

4. The land described herein shall be developed strictly in accordance with the terms, conditions and provisions of this Permit and any plans and specifications attached as a schedule to this permit which shall form a part hereof.

This permit is not a building permit.

All developments forming part of this development permit shall be substantially commenced within two years after the date the development permit is issued.

This permit shall have the force and effect of a restrictive covenant running with the land and shall come into force on the date of an authorizing resolution passed by Council.

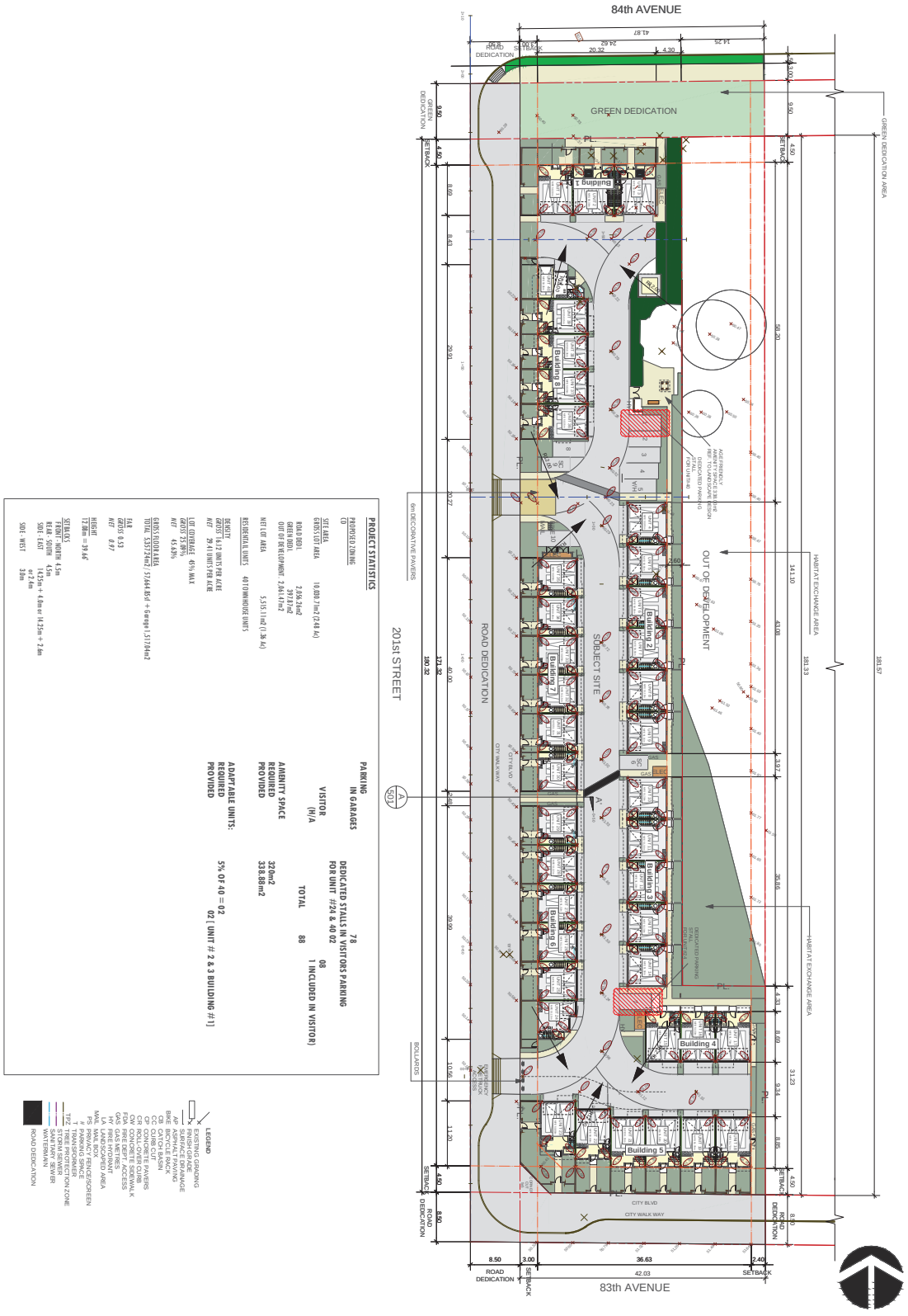
It is understood and agreed that the Municipality has made no representations, covenants, warranties, guarantees, promises or agreement (verbal or otherwise) with the developer other than those in this permit.

This permit shall enure to the benefit of and be binding upon the parties hereto and their respective heirs, executors, administrators, successors and assigns.

AUTHORIZING RESOLUTION PASSED BY COUNCIL THIS ____ DAY OF _____, 2021.

Schedule A	Architectural Drawings
Schedule B	Landscaping Drawings

SCHEDULE A



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SITE PLAN

REV	DESCRIPTION	BY	DATE
04			
03			
02			
01			

SCALE: As Noted
DATE: 7 April 2020
PROJECT NO: 20-206
DRAWN BY: J.G

PROJECT INFO:
40 Units Townhouse Project
Lot 61 84 Ave, Langley, BC

OWNER :

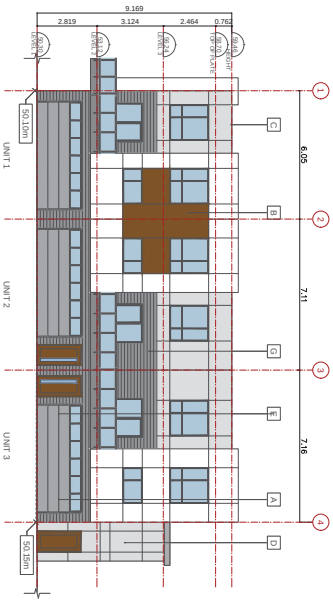
Unit 209- 6321 King George Blvd
Surrey BC, V3X 1G1
www.flatarchitecture.ca
contact@flatarchitecture.ca
PH: 604-503-4484

FLAT ARCHITECTURE INC

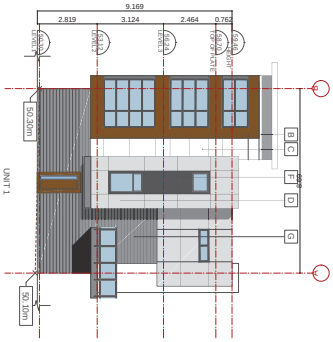
BUILDING 1
NORTH ELEVATION



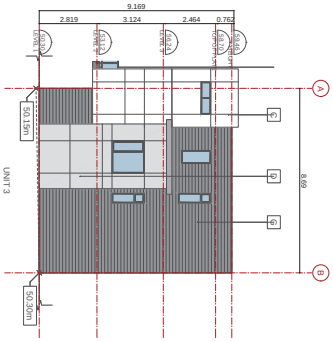
BUILDING 1
SOUTH ELEVATION



BUILDING 1
WEST ELEVATION



BUILDING 1
EAST ELEVATION



COLOUR SCHEME

A. NATURAL RED CEDAR - clear weather protection coating
- Doors & Fascias

B. "AHWANEE" - CLW 1577N LRV 19
- Panels painted, General Paint

C. "NAVAJO WHITE" - 307 LRV 73
- Hardie Flat Panels painted, General Paint

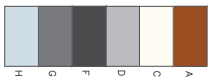
D. "LIGHT GRAY" - prepainted
- Exterior Walls, 6" Hardie Board Siding w/wood texture

E. "ROCK BOTTOM" - CL 3235 LRV22
- Garage door painted and canopy metal cladding
General Paint

F. "IRON GRAY" - prepainted
- Exterior Walls - 6" Hardie Board Siding w/ wood texture

G. "ESTATE" - CL 3236A LRV 15
- Hardie Flat panels painted, General Paint

H. GLAZED BALCONY GUARD



301

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BUILDING 1
ELEVATIONS

REV	DESCRIPTION	BY	DATE
04			
03			
02			
01			

SCALE: As Noted
DATE: 7 April 2020
DRAWN BY: J.G
PROJECT NO: 20-206

PROJECT INFO:
40 Units Townhouse Project
Lot 61 84 Ave, Langley, BC

OWNER :

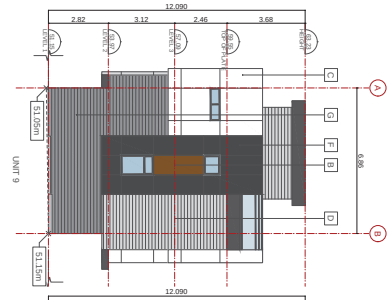
Ph: 604-503-4484
Unit 209- 6321 King George Blvd
Surrey, BC, V3W 1G1
www.flatarchitecture.ca
contact@flatarchitecture.ca

FLAT ARCHITECTURE INC

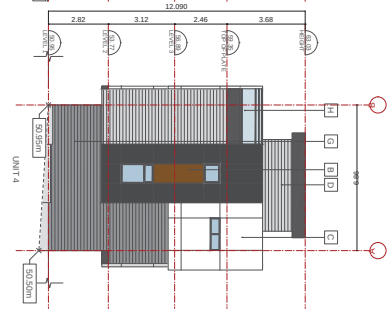
BUILDING 2
WEST ELEVATION



BUILDING 2
SOUTH ELEVATION



BUILDING 2
NORTH ELEVATION



BUILDING 2
NORTH ELEVATION



COLOUR SCHEME

A. NATURAL RED CEDAR - clear weather protection coating
- Doors & Fascias

B. "AHWANEE" - CLW 1577N, LRV 19
- Panels painted, General Paint

C. "NAVAJO WHITE" - 307, LRV 73
- Hardie Flat Panels painted, General Paint

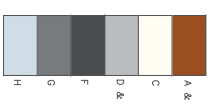
D. "LIGHT GREY" - prepainted
- Exterior Walls - 6" Hardie Board Siding w/wood texture

E. "ROCK BOTTOM" - CL 3235, LRV22
- Garage door painted and canopy metal cladding
General Paint

F. "IRON GRAY" - prepainted
- Exterior Walls - 6" Hardie Board Siding w/ wood texture

G. "ESTATE" - CL 3236A, LRV 15
- Hardie Flat panels painted, General Paint

H. GLAZED BALCONY GUARD



302

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BUILDING 2
ELEVATIONS

REV	DESCRIPTION	BY	DATE
04			
03			
02			
01			

SCALE: As Noted
DATE: 7 April 2020
DRAWN BY: J.G
PROJECT NO: 20-206

PROJECT INFO:
40 Units Townhouse Project
Lot 61 84 Ave, Langley, BC

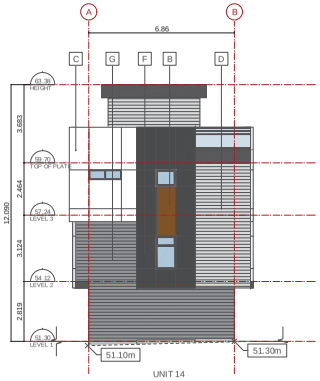
OWNER :

Ph: 604-503-4984
Unit 209- 6321 King George Blvd
Surrey BC, V3X 1G1
www.flatarchitecture.ca
contact@flatarchitecture.ca

FLAT ARCHITECTURE INC



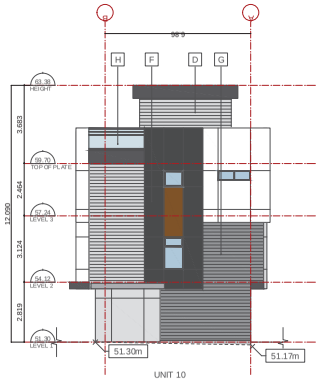
BUILDING 3
WEST ELEVATION



BUILDING 3
SOUTH ELEVATION



BUILDING 3
NORTH ELEVATION



BUILDING 3
NORTH ELEVATION

COLOUR SCHEME

A. NATURAL RED CEDAR - clear weather protection coating
- Doors & Facias

B. "AHWANEE" - CLW 1577N LRV 19
- Panels painted, General Paint

C. "NAVAJO WHITE" - 307 LRV 73
- Hardie Flat Panels painted, General Paint

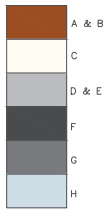
D. "LIGHT GREY" - prepainted
- Exterior Walls, 6" Hardie Board Siding w/wood texture

E. "ROCK BOTTOM" - CL 3235 LRV22
- Garage door painted and canopy metal cladding
General Paint

F. "IRON GRAY" - prepainted
- Exterior Walls - 6" Hardie Board Siding w/ wood texture

G. "ESTATE" - CL 3236A LRV 15
- Hardie Flat panels painted, General Paint

H. GLAZED BALCONY GUARD



FLAT ARCHITECTURE
Unit 209- 6321 King George Blvd
Surrey BC, V3X 1G1
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contact@flatarchitecture.ca
Ph: 604-503-4484

PROJECT INFO:
40 Units Townhouse Project
Lot 61 84 Ave, Langley, BC

OWNER :

DATE
7 April 2020

DRAWN BY
J.G

SCALE
As Noted

PROJECT NO
20-206

NO	DESCRIPTION	DATE
04		
03		
02		
01		

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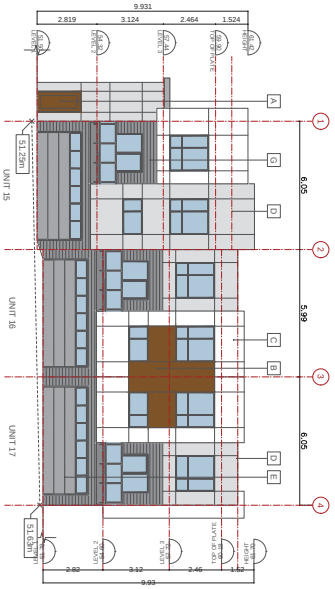
BUILDING 3
ELEVATIONS

303

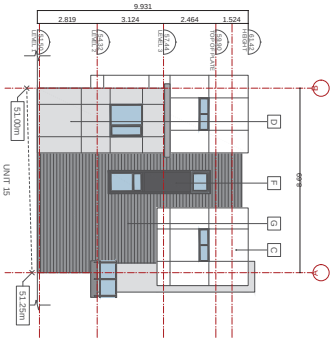
BUILDING 4
NORTH ELEVATION



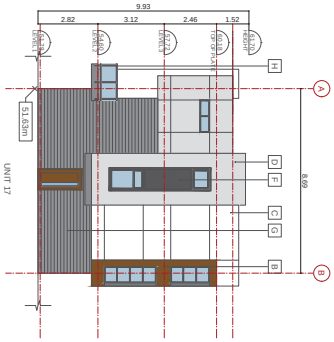
BUILDING 4
SOUTH ELEVATION



BUILDING 4
WEST ELEVATION



BUILDING 4
EAST ELEVATION



COLOUR SCHEME

A. NATURAL RED CEDAR - clear weather protection coating
- Doors & Fascias

B. "HAMMERED" - CLM 1577N LRV 19
- Panels painted, General Paint

C. "NAVAJO WHITE" - 307 LRV 73
- Hardie Flat Panels painted, General Paint

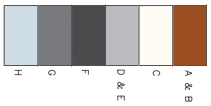
D. "LIGHT GREY" - prepainted
- Exterior Walls, 6" Hardie Board Siding w/wood texture

E. "ROCK BOTTOM" - CL 3235 LRV 22
- Garage door painted and canopy metal cladding
General Paint

F. "IRON GRAY" - prepainted
- Exterior Walls - 6" Hardie Board Siding w/ wood texture

G. "ESTATE" - CL 3238A LRV 15
- Hardie Flat panels painted, General Paint

H. GLAZED BALCONY GUARD



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BUILDING 4
ELEVATIONS

REV	DESCRIPTION	BY	DATE
04			
03			
02			
01			

SCALE: As Noted
DATE: 7 April 2020
DRAWN BY: JG
PROJECTION: 20-206

PROJECT INFO:
40 Units Townhouse Project
Lot 61 84 Ave, Langley, BC

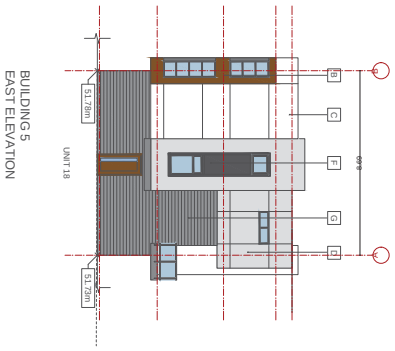
OWNER :

Unit 209, 6321 King George Blvd
Surrey BC, V3X 1G1
www.flatarchitecture.ca
contact@flatarchitecture.ca
Ph: 604-503-4484

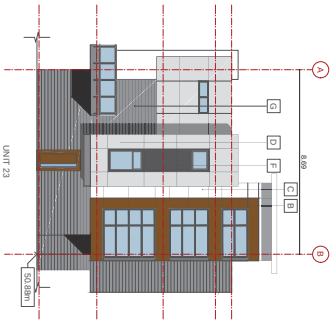
FLAT ARCHITECTURE

304









COLOUR SCHEME

A. NATURAL RED CEDAR - clear weather protection coating
- Doors & Fascias

B. "AHWANEE" - CLW 1577N LRV 19
- Panels painted, General Paint

C. "NAVAJO WHITE" - 307 LRV 73
- Hardie Flat Panels painted, General Paint

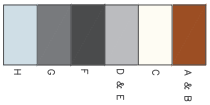
D. "LIGHT GREY" - prepainted
- Exterior Walls, 6" Hardie Board Siding w/wood texture

E. "ROCK BOTTOM" - CL 3235 LRV22
- Garage door painted and canopy metal cladding
General Paint

F. "IRON GRAY" - prepainted
- Exterior Walls - 6" Hardie Board Siding w/ wood texture

G. "ESTATE" - CL 3236A LRV 15
- Hardie Flat panels painted, General Paint

H. GLAZED BALCONY GUARD



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BUILDING 5
ELEVATIONS

REV	DESCRIPTION	BY	DATE
04			
03			
02			
01			

SCALE: As Noted
DATE: 7 April 2020
PROJECTION: 20-206
DRAWN BY: JG

PROJECT INFO:
40 Units Townhouse Project
Lot 61 84 Ave, Langley, BC

OWNER :

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Surrey BC, V3X 1G1
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contact@flatarchitecture.ca
Ph: 604-503-4484

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COLOUR SCHEME

A. NATURAL RED CEDAR - clear weather protection coating
- Doors & Fascias

B. "AAHWANEE" - CLW 1577N LRV 19
- Panels painted, General Paint

C. "NAVAJO WHITE" - 307 LRV 73
- Hardie Flat Panels painted, General Paint

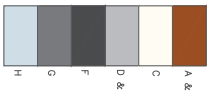
D. "LIGHT GREY" - prepainted
- Exterior Walls, 6" Hardie Board Siding w/wood texture

E. "ROCK BOTTOM" - CL 3235 LRV27
- Garage door painted and canopy metal cladding
General Paint

F. "IRON GRAY" - prepainted
- Exterior Walls - 6" Hardie Board Siding w/ wood texture

G. "ESTATE" - CL 3258A LRV 15
- Hardie Flat panels painted, General Paint

H. GLAZED BALCONY GUARD



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BUILDING 6
ELEVATIONS

REV	DESCRIPTION	BY	DATE
04			
03			
02			
01			

SCALE: As Noted
DATE: 7 April 2020
DRAWN BY: J.G
PROJECT NO: 20-206

PROJECT INFO:
40 Units Townhouse Project
Lot 61 84 Ave, Langley, BC

OWNER :

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Surrey BC, V3X 1G1
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contact@flatarchitecture.ca
Ph: 604-503-4484

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COLOUR SCHEME

A. NATURAL RED CEDAR - clear weather protection coating
- Doors & Fascias

B. "AAHWAHEE" - CLW 1577N LRV 19
- Panels painted, General Paint

C. "NAVAJO WHITE" - 307 LRV 73
- Hardie Flat Panels painted, General Paint

D. "LIGHT GREY" - prepainted
- Exterior Walls, 6" Hardie Board Siding w/wood texture

E. "ROCK BOTTOM" - CL 3235 LRV27
- Garage door painted and canopy metal cloding
General Paint

F. "IRON GRAY" - prepainted
- Exterior Walls - 6" Hardie Board Siding w/ wood texture

G. "ESTATE" - CL 3256A LRV 15
- Hardie Flat panels painted, General Paint

H. GLAZED BALCONY GUARD

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307

BUILDING 7
ELEVATIONS

REV	DESCRIPTION	BY	DATE
04			
03			
02			
01			

SCALE: As Noted
DATE: 7 April 2020
PROJECT NO: 20-206
DRAWN BY: J.G

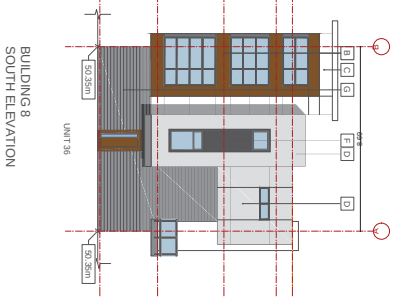
PROJECT INFO:
40 Units Townhouse Project
Lot 61 84 Ave, Langley, BC

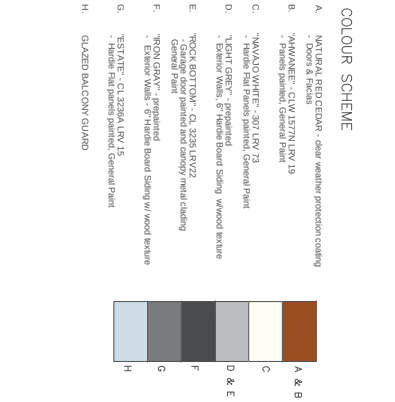
OWNER :

Ph: 604-513-4984
Unit 209 - 6321 King George Blvd
Surrey BC, V3X 1G1
www.flatarchitecture.ca
contact@flatarchitecture.ca

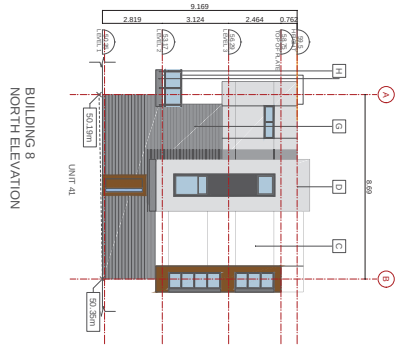
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BUILDING 8
ELEVATIONS

REV	DESCRIPTION	BY	DATE
04			
03			
02			
01			

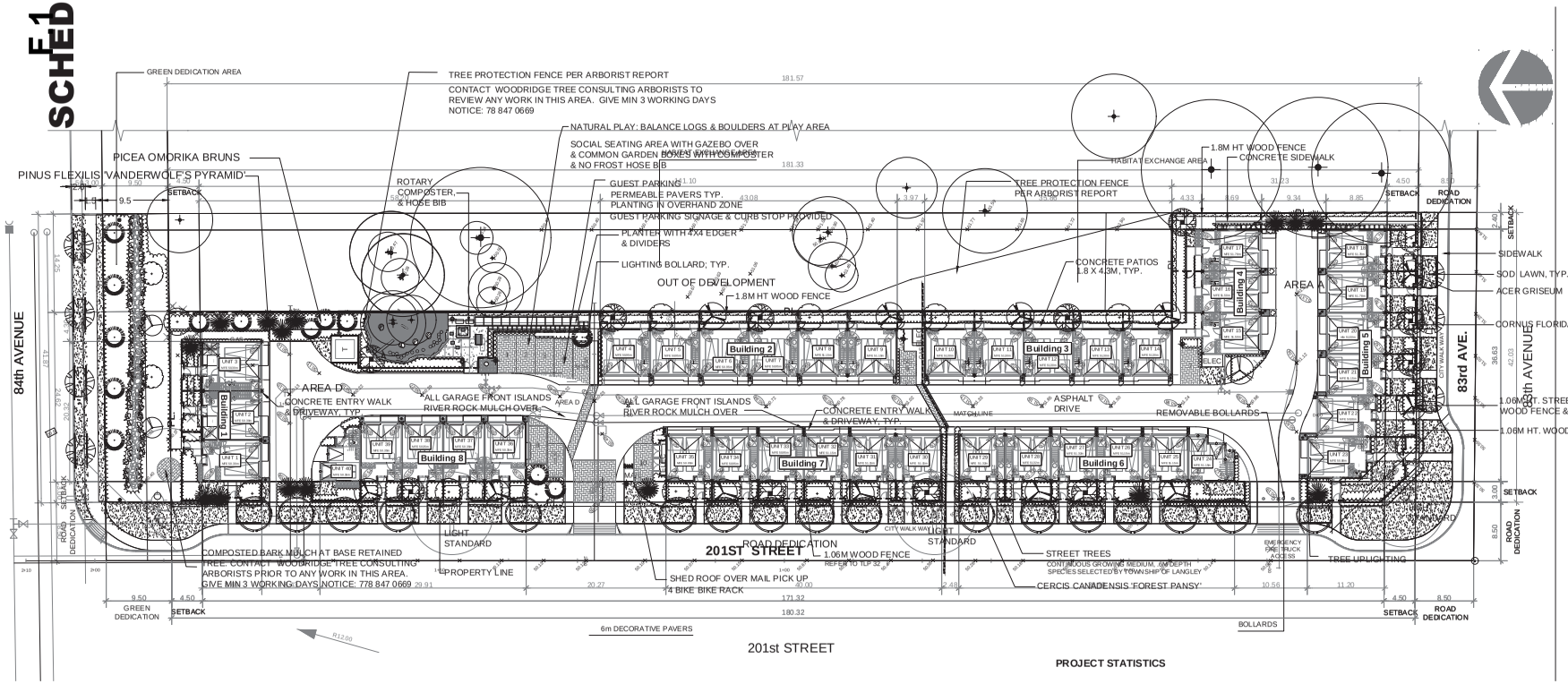
SCALE: As Noted
DATE: 7 April 2020
DRAWN BY: J.G
PROJECT NO: 20-206

PROJECT INFO:
40 Units Townhouse Project
Lot 61 84 Ave, Langley, BC

OWNER :

Unit 209- 6321 King George Blvd
Surrey BC, V3X 1G1
www.flatarchitecture.ca
contact@flatarchitecture.ca
Ph: 604-593-4484

FLAT ARCHITECTURE



PROJECT STATISTICS


LITHONIA LANDSCAPE UPLIGHTING


LITHONIA LANDSCAPE LIGHTING BOLLARD

Lighting Legend

Symbol	Model
	LITHONIA POWDERCOATED LIGHTING BOLLARD: KBR8 LED 30K PE DDBXD
	LITHONIA POWDERCOATED SPOTLIGHT FOR UPLIGHTING LANDSCAPE ELEMENTS: OLBF 30K DDB

TREE SCHEDULE

PMG PROJECT NUMBER: 18-146

KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
TREE	8	ACER GRISEUM	PAPERBARK MAPLE	6CM CAL; 1.8M STD; B&B
	10	CERCIS CANADENSIS 'FOREST PANSY'	FOREST PANSY REDBUD	6CM CAL; 1.5M STD; B&B
	7	CORNUS FLORIDA 'RUBRA'	PINK FLOWERING DOGWOOD	6CM CAL; 1.5M STD; B&B
	1	MALUS 'DOG'O'	CRABAPPLE	5CM CAL; 1.5M STD; B&B
	13	PINUS FLEXILIS 'VANDERWOLF'S PYRAMID'	VANDERWOLF'S PYRAMIDAL LIMBER PINE	2.5M HT;B&B
	7	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	2.5M HT; 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.

REPLACEMENT TREES REQUIRED 39
46 REPLACEMENT TREES PROVIDED; 26 DECIDUOUS, 20 CONIFERS

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pmg LANDSCAPE ARCHITECTS
Suite C100 - 4185 Still Creek Drive
Burnaby, British Columbia, V5C 6G9
p: 604 294-0011 ; f: 604 294-0022

SEAL:

NO.	DATE	REVISION DESCRIPTION	DR.
9	20.MAY.19	UPDATE PER NEW SITE PLAN	CLG
8	19.OCT.22	UPDATE PER NEW SITE PLAN	CLG
7	19.JUN.26	UPDATE PER NEW SITE PLAN	CLG
6	19.JUN.24	UPDATE PER COMMENTS / ISSUE FOR IDC	CLG
5	19.JUN.17	UPDATE PER ARCH SITE PLAN	CLG
4	19.JUN.14	COORDINATE SIDEWALKS TO ARCH. PLAN	CLG
3	19.JUN.12	UPDATE PER NEW CIVIL PLAN	CLG
2	19.MAY.30	UPDATE PER CIVIL PLAN/REISSUE	CLG
1	19.MAR.14	NEW SITE PLAN	MM

CLIENT:

PROJECT:

TOWNHOUSE DEVELOPMENT

84TH AVE. & 201ST STREET
LANGLEY, B.C.

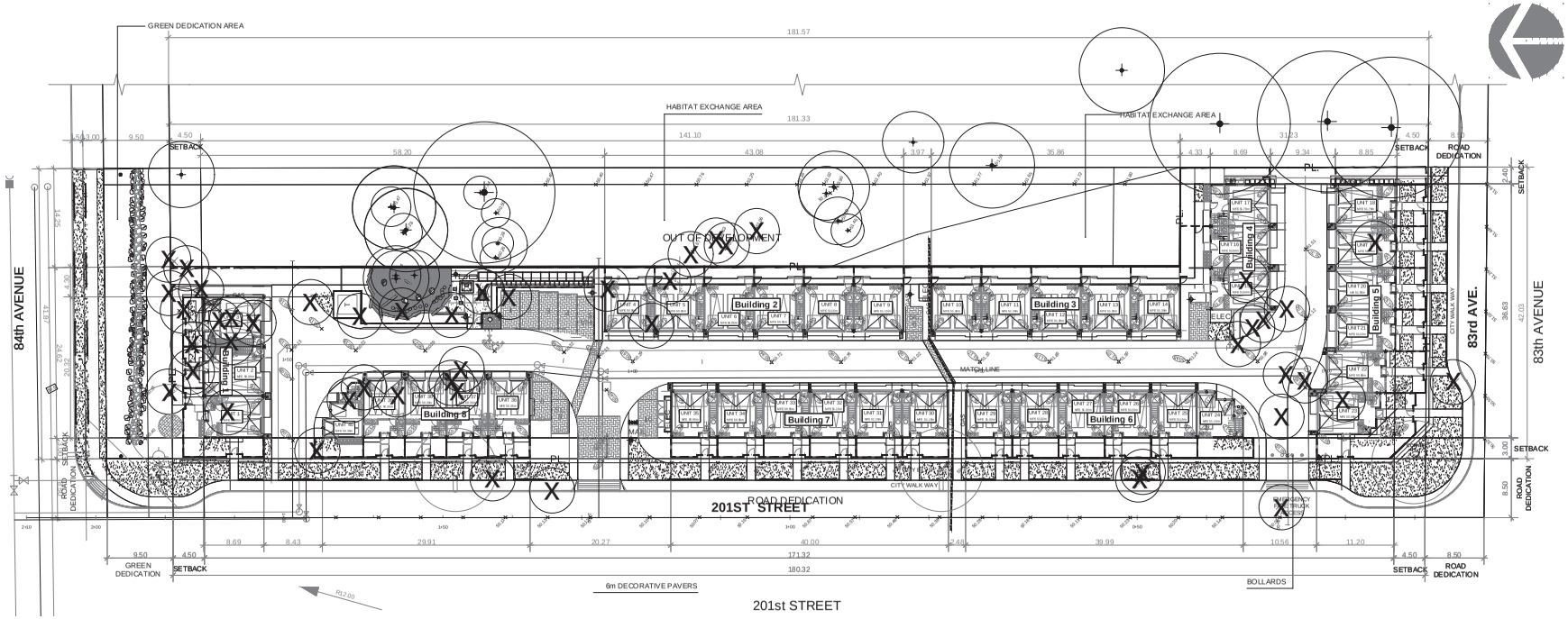
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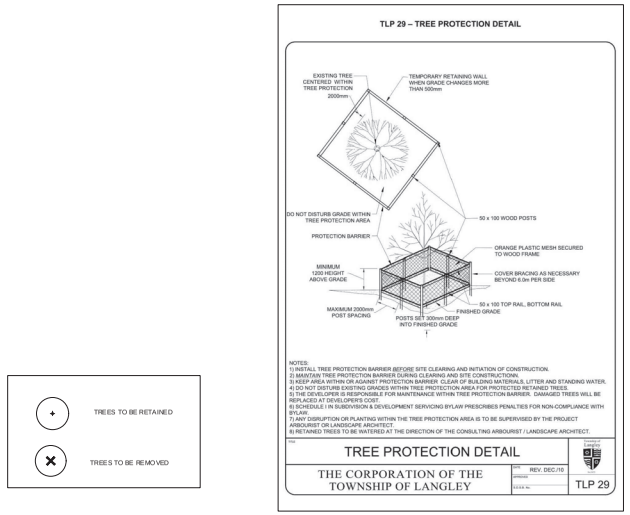
LANDSCAPE TREE PLAN

DATE:	18.SEPT.17	DRAWING NUMBER:
SCALE:	1:300	**L1**
DRAWN:	MM	
DESIGN:	MM	
CHK'D:	PCM	**OF 8**

18146-9.ZIP

PMG PROJECT NUMBER: **18-146**





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pmg LANDSCAPE ARCHITECTS
Suite C100 - 4185 Still Creek Drive
Burnaby, British Columbia, V5C 6G9
p: 604 294-0011 ; f: 604 294-0022

SEAL:

NO.	DATE	REVISION DESCRIPTION	DR.
9	20.MAY.19	UPDATE PER NEW SITE PLAN	CLG
8	19.OCT.22	UPDATE PER NEW SITE PLAN	CLG
7	19.JUN.26	UPDATE PER NEW SITE PLAN	CLG
6	19.JUN.24	UPDATE PER COMMENTS / ISSUE FOR EOC	CLG
5	19.JUN.17	UPDATE PER RAOH SITE PLAN	CLG
4	19.JUN.14	COORDINATE SIDEWALKS TO ARCH. PLAN	CLG
3	19.JUN.12	UPDATE PER NEW CIVIL PLAN	CLG
2	19.MAY.30	UPDATE PER CIVIL PLAN/REISSUE	CLG
1	19.MAR.14	NEW SITE PLAN	MM

CLIENT:

PROJECT:

TOWNHOUSE DEVELOPMENT

84TH AVE. & 201ST STREET
LANGLEY, B.C.

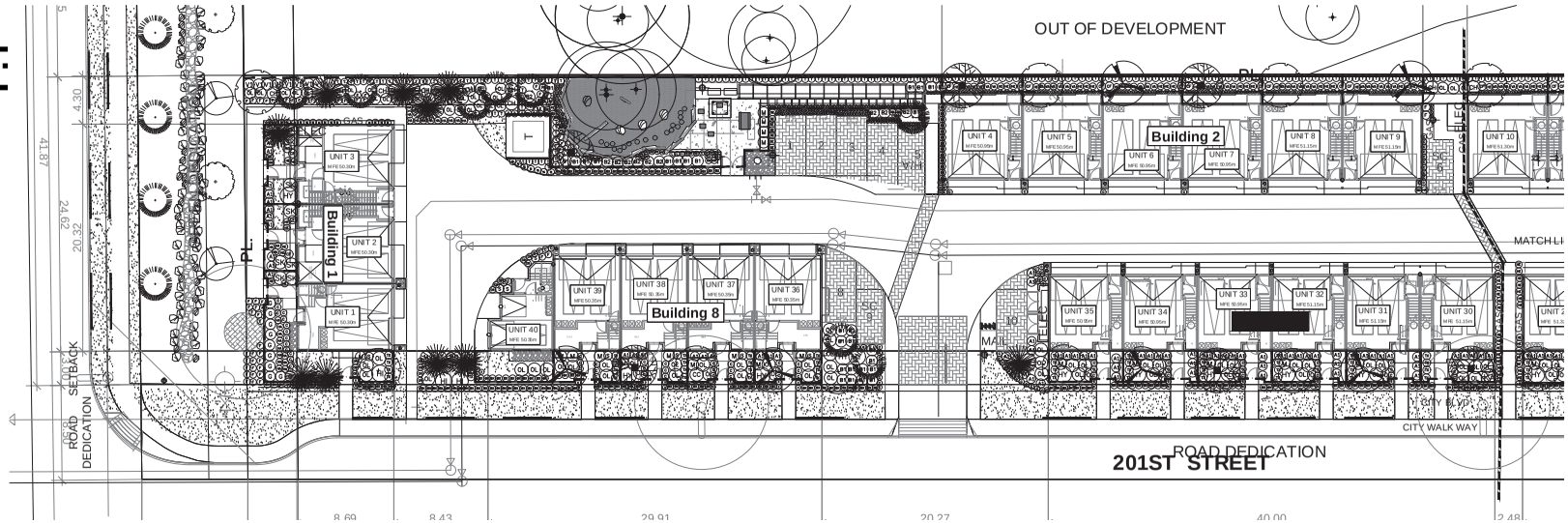
DRAWING TITLE:

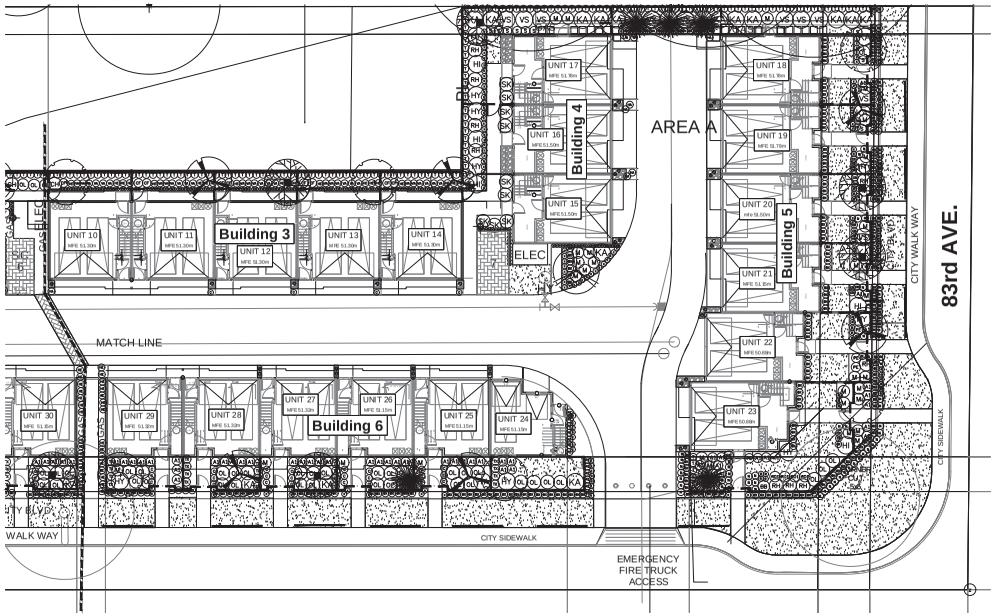
LANDSCAPE TREE MANAGEMENT

DATE:	18.SEPT.17	DRAWING NUMBER:	
SCALE:	1:300		**L2**
DRAWN:	MM		
DESIGN:	MM		
CHK'D:	PCM		**OF 8**

18146-9.ZIP

PMG PROJECT NUMBER: **18-146**





PLANT SCHEDULE

PMG PROJECT NUMBER: 18-146

KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
TREE				
	12	ACER GRISEUM	PAPERBARK MAPLE	6CM CAL; 1.8M STD; B&B
	14	CERCIS CANADENSIS 'FOREST PANSY'	FOREST PANSY REDBUD	6CM CAL; 1.5M STD; B&B
	11	CORNUS FLORIDA 'RUBRA'	PINK FLOWERING DOGWOOD	6CM CAL; 1.5M STD; B&B
	1	MALUS 'DOGO'	CRABAPPLE	5CM CAL; 1.5M STD; B&B
	15	PINUS FLEXILIS 'VANDERWOLF'S PYRAMID'	VANDERWOLF'S PYRAMIDAL LIMBER PINE	2.5M HT; B&B
	8	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	2.5M HT; B&B
SHRUB				
AB	130	AZALEA JAPONICA 'HINO CRIMSON'	AZALEA; SINGLE DEEP CRIMSON	#2 POT; 25CM
BB	399	BUXUS MICROPHYLLA 'WINTER GEM'	LITTLE-LEAF BOX	#3 POT; 40CM
CB	1	CARYOPTERIS x CLANDONENSIS 'DARK KNIGHT'	BLUEBEARD	#2 POT; 40CM
DB	9	CHAENOMELES JAPONICA	FLOWERING QUINCE	#2 POT; 30CM
EB	8	HIBISCUS SYRIACUS 'OISEAU BLUE'	BLUE ROSE OF SHARON	#3 POT; 50CM
FB	21	HYDRANGEA PANICULATA 'LIMELIGHT'	LIMELIGHT HYDRANGEA; LIMEGREEN-PINK	#3 POT; 80CM
GB	20	KALMIA LATIFOLIA 'BULLSEYE'	MOUNTAIN LAUREL	#3 POT; 50CM
HB	128	PRUNUS LAUROCERASUS 'OTTO LUYKEN'	OTTO LUYKEN LAUREL	#2 POT; 30CM
JB	11	RHODODENDRON 'RAMAPO'	DWARF RHODODENDRON;	#3 POT 40CM
KB	5	ROSA MEIDILAND 'BONICA'	MEIDILAND ROSE; PINK	#2 POT; 40CM
LB	17	SKIMMIA JAPONICA (10% MALE)	JAPANESE SKIMMIA	#2 POT; 30CM
MB	23	SPIRAEA JAPONICA 'GOLDMOUND'	DWARF GOLDMOUND SPIREA	#2 POT 30CM;
NB	72	TAXUS X MEDIA 'HICKSII'	HICK'S YEW	1.2M B&B
OB	327	THUJA OCCIDENTALIS 'SMARAGD'	EMERALD GREEN CEDAR	1.5M HT; B&B
PB	28	VACCINIUM 'NORTHCOUNTRY'	BLUEBERRY	#3 POT; 60CM
QB	11	VACCINIUM 'NORTHLAND'	BLUEBERRY	#3 POT; 60CM
RB	69	VACCINIUM OVATUM	EVERGREEN HUCKLEBERRY	#2 POT; 50CM
SB	9	VACCINIUM OVATUM 'THUNDERBIRD'	EVERGREEN HUCKLEBERRY	#3 POT; 60CM
TB	13	VIBURNUM P.T. 'SUMMER SNOWFLAKE'	SUMMER SNOWFLAKE VIBURNUM	#3 POT; 60CM
GRASS				
AC	142	CAREX 'ICE DANCE'	FROSTED SEDGE	#1 POT
BC	35	HAKONECHLOA MACRA 'AUREOLA'	GOLD VARIEGATED JAPANESE FOREST GRASS	#1 POT
CC	51	MISCANTHUS SINENSIS 'MORNING LIGHT'	MORNING LIGHT GRASS	#1 POT
DC	34	PENNISETUM ALOPECUROIDES	FOUNTAIN GRASS	#1 POT
PERENNIAL				
AP	25	CIMICIFUGA RACEMOSA	BLACK SNAKEROOT	15CM POT
BP	35	COREOPSIS VERTICILLATA 'MOONBEAM'	THREADLEAF COREOPSIS; YELLOW	15 CM POT
CP	83	HELLEBORUS x HYBRIDUS	LENTEN ROSE; COLOUR MIX	15CM POT
DP	1	HOSTA 'PATRIOT'	HOSTA; GREEN AND WHITE VARIEGATED	#1 POT; 1 EYE
EP	13	LAVANDULA STOECHAS 'OTTO QUAST'	SPANISH LAVENDER; PURPLE	#1 POT
FP	1	MONARDA 'COLUMBIAN RED'	BEE BALM; RED	15CM POT
GP	100	NEPETA x JR WALKER'	DWARF CATMINT	15 CM POT
HP	1	PEROVSKIA ATRIPLICIFOLIA	RUSSIAN SAGE	15CM POT
IP	43	RUDBECKIA FULGIDA VAR 'SULLIVANTII ``GOLDSTURM'	RUDBECKIA; YELLOW	15CM POT
JP	12	SALVIA SYLVESTRIS 'BLUE HILL'	BLUE HILL SAGE	15 CM POT
KP	7	SEDUM ALBUM VAR. MICRANTHUM 'CORAL CARPET'	CORAL CARPET STONECROP	15CM POT
GC				
AG	12	GAULTHERIA SHALLON	SALAL	#1 POT; 20CM
BG	59	POLYSTICHUM MUNITUM	WESTERN SWORD FERN	#1 POT; 25CM
CG	216	RUBUS CALYCINOIDES	CREEPING RASPBERRY	#1 POT; 10CM HT.
DG	421	VACCINIUM VITIS-IDAEA	LINGONBERRY	#1 POT; 15CM

NOTES: * PLANT SIZES IN THIS LIST ARE SPECIFIED ACCORDING TO THE BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD, LATEST EDITION. CONTAINER SIZES SPECIFIED AS PER CNLA STANDARD. BOTH PLANT SIZE AND CONTAINER SIZE ARE THE MINIMUM ACCEPTABLE SIZES. * REFER TO SPECIFICATIONS FOR DEFINED CONTAINER MEASUREMENTS AND OTHER PLANT MATERIAL REQUIREMENTS. * SEARCH AND REVIEW: MAKE PLANT MATERIAL AVAILABLE FOR OPTIONAL REVIEW BY LANDSCAPE ARCHITECT AT SOURCE OF SUPPLY. AREA OF SEARCH TO INCLUDE LOWER MAINLAND AND FRASER VALLEY. * SUBSTITUTIONS: OBTAIN WRITTEN APPROVAL FROM THE LANDSCAPE ARCHITECT PRIOR TO MAKING ANY SUBSTITUTIONS TO THE SPECIFIED MATERIAL. UNAPPROVED SUBSTITUTIONS WILL BE REJECTED. ALLOW A MINIMUM OF FIVE DAYS PRIOR TO DELIVERY FOR REQUEST TO SUBSTITUTE. SUBSTITUTIONS ARE SUBJECT TO BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD - DEFINITION OF CONDITIONS OF AVAILABILITY. * ALL LANDSCAPE MATERIAL AND WORKMANSHIP MUST MEET OR EXCEED BC LANDSCAPE STANDARD AND CANADIAN LANDSCAPE STANDARD LATEST EDITION. * ALL PLANT MATERIAL MUST BE PROVIDED FROM CERTIFIED DISEASE FREE NURSERY. * BIO-SOLIDS NOT PERMITTED IN GROWING MEDIUM UNLESS AUTHORIZED BY LANDSCAPE ARCHITECT.

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p: 604 294-0011 ; f: 604 294-0022

SEAL:

NO.	DATE	REVISION DESCRIPTION	DR.
9	20.MAY.19	UPDATE PER NEW SITE PLAN	CLG
8	19.OCT.22	UPDATE PER NEW SITE PLAN	CLG
7	19.JUN.26	UPDATE PER NEW SITE PLAN	CLG
6	19.JUN.24	UPDATE PER COMMENTS / ISSUE FOR BDC	CLG
5	19.JUN.17	UPDATE PER RAWOH SITE PLAN	CLG
4	19.JUN.14	COORDINATE SIDEWALKS TO ARCH. PLAN	CLG
3	19.JUN.12	UPDATE PER NEW CIVIL PLAN	CLG
2	19.MAY.30	UPDATE PER CIVIL PLAN/REISSUE	CLG
1	19.MAR.14	NEW SITE PLAN	MM

CLIENT:

PROJECT:

TOWNHOUSE DEVELOPMENT

84TH AVE. & 201ST STREET
LANGLEY, B.C.

DRAWING TITLE:

LANDSCAPE SHRUB PLAN

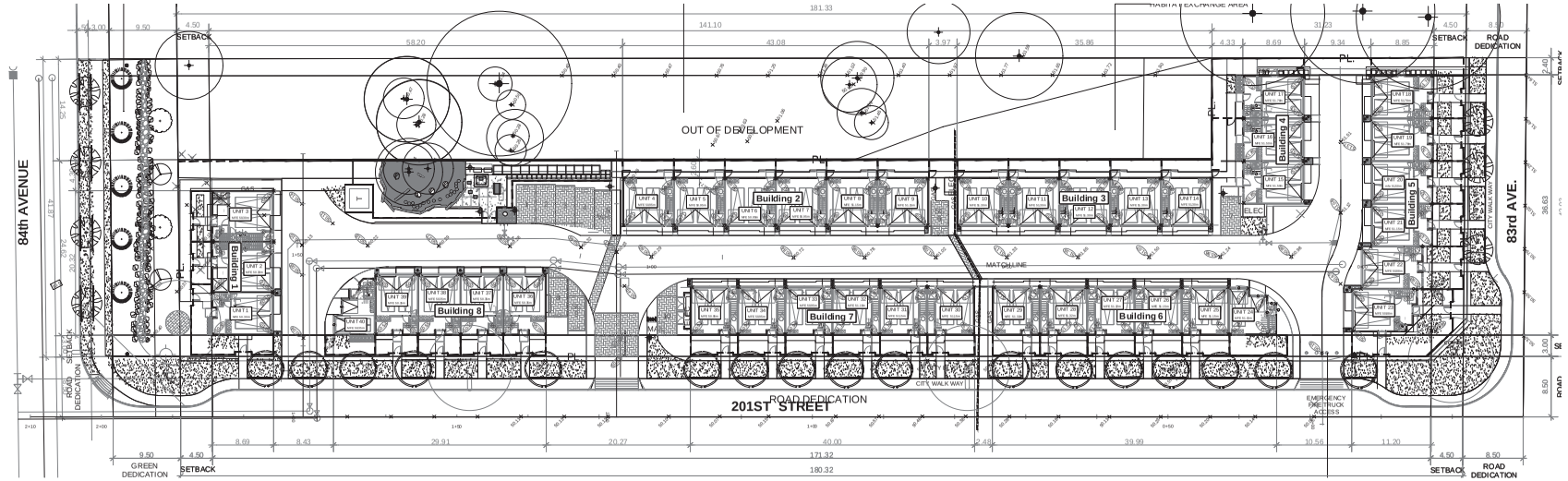
DATE: 18.SEPT.17
SCALE: 1:200
DRAWN: MM
DESIGN: MM
CHK'D: PCM

DRAWING NUMBER: **L3**

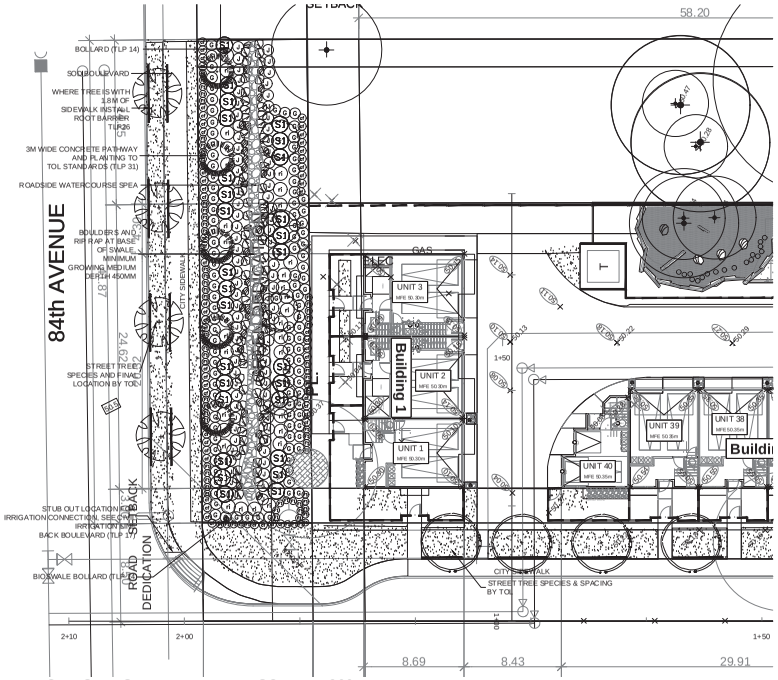
OF 8

18146-9.ZIP

PMG PROJECT NUMBER: **18-146**



OFFSITE TREE PLAN SCALE 1:300



OFFSITE SHRUB PLAN SCALE 1:200

NOTES:
A. LANDSCAPE DRAWING AND CIVIL DRAWINGS SHALL BE COORDINATED
B. LANDSCAPE FORMWORK LAYOUT TO BE REVIEW AND CONFIRMED BY GREEN INFRASTRUCTURE SERVICES STAFF (TEL: 604.533.6034) PRIOR TO INSTALLATION OF CONCRETE.
C. LAYOUT, MATERIALS AND CONSTRUCTION OF MUNICIPAL GREENWAYS SHALL BE TO THE SATISFACTION OF MANAGER OF GREEN INFRASTRUCTURE SERVICES.

OFF SITE WALKWAY NOTE:

THE LOCATION OF OFF SITE WALKWAYS, BENCHES AND STREET TREES TO BE CONFIRMED THROUGH ON SITE FIELD REVIEWS WITH GREEN INFRASTRUCTURE SERVICES AND THE PARKS DEPARTMENT.

PLANT SCHEDULE - WATERCOURSE RESTORATION

PMG PROJECT NUMBER: 18-146

KEY	QTY	BOTANICAL NAME	COMMON NAME	PLANTED SIZE / REMARKS
TREE				
	2	ACER CIRCINATUM	VINE MAPLE	2.5M HT; B&B; 3 STEM CLUMP
	2	ACER GLABRUM VAR. DOUGLASII	DOUGLAS MAPLE	2.0M HT; B&B
	5	PSEUDOTSUGA MENZIESII	DOUGLAS FIR	2.5M HT; B&B
SHRUB				
(R)	32	RIBES SANGUINEUM	RED FLOWERING CURRANT	#2 POT; 60CM
(S)	28	SYMPHORICARPOS ALBUS	SNOWBERRY	#2 POT; 30CM
GRASS				
(C)	58	CAREX PLACCA	BLUE SEDGE	#1 POT
(J)	82	JUNCUS EFFUSUS	COMMON RUSH	#1 POT
GC				
(FR)	71	FRAGARIA CHILOENSIS	BEACH STRAWBERRY	9CM POT
(G)	111	GAULTHERIA SHALLON	SALAL	#1 POT; 20CM

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CLIENT:

PROJECT:

TOWNHOUSE DEVELOPMENT

84TH AVE. & 201ST STREET
LANGLEY, B.C.

DRAWING TITLE:

OFFSITE LANDSCAPE PLAN

DATE:	18.SEPT.17	DRAWING NUMBER:	
SCALE:	AS NOTED		**L6**
DRAWN:	MM		
DESIGN:	MM		
CHK'D:	PCM		**OF 8**

18146-9.ZIP

PMG PROJECT NUMBER: **18-146**

3.2 JUSTIFICATION AND INTENT

The broad intent of these design guidelines is to help shape and support high quality, attractive, functional urban design and a unique sense of place in the various Carvolth character areas. Specifically, the intent of the Carvolth Design Guidelines is:

- To emphasize building and open space design that enhances pedestrian activity, amenities, and safety.
- To encourage energy efficiency and low carbon building and neighbourhood design.
- To foster transit oriented design.
- To guide development of the Carvolth Neighbourhood as a major urban gateway to the Township with a high quality of design and a unique identity and sense of place.

The Carvolth Design Guidelines translate Township objectives and policies and into a set of design strategies and approaches to help guide the development review process for both private and public realm development.

3.3 DESIGNATION

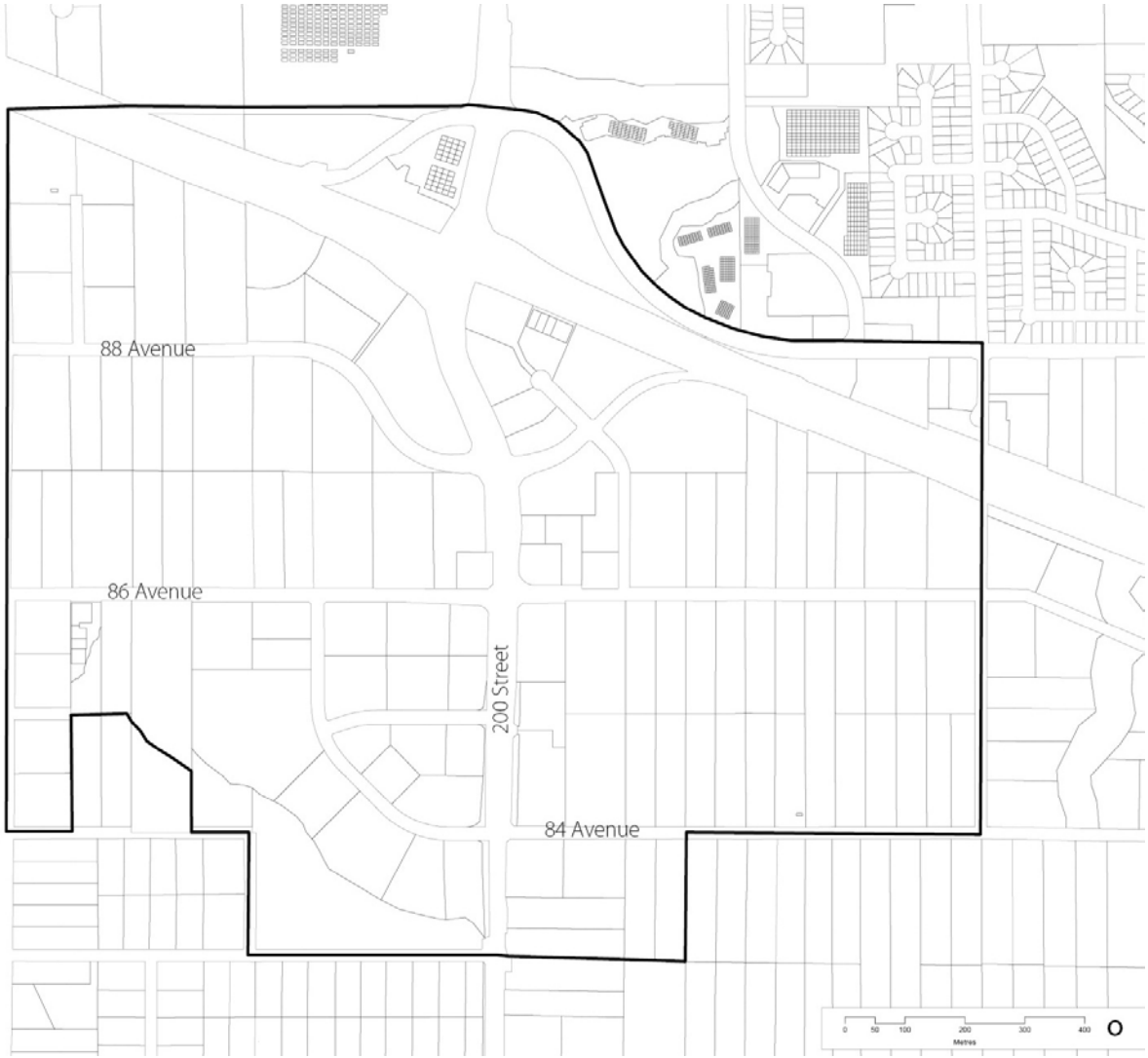
The Carvolth Development Permit Area is identified in the Willoughby Community Plan as Development Permit Area “M”. The lands identified on Figure 42: Carvolth Development Permit Area are designated under the following sections of the Local Government Act:

- 919(1) (e) establishment of objectives for the form and character of intensive residential development.
- 919(1) (f) establishment of objectives for the form and character of commercial, industrial or multi-family residential development.
- 919(1) (h) establishment of objectives to promote energy conservation.
- 919(1) (i) establishment of objectives to promote water conservation.
- 919(1) (j) establishment of objectives to promote the reduction of greenhouse gas emissions.

These sections of the Local Government Act allow regulation respecting the character of development within the Development Permit Area, including landscaping, and the siting, form, exterior design and finish of buildings and other structures, as justified by the special conditions and objectives in Section 3.2 of this Plan.

In addition, Development Permit Area “F” - Agricultural Land Reserve, as identified in the Willoughby Community Plan, also applies to the Carvolth Neighbourhood Plan area. See Section 4.3.2 of the Willoughby Community Plan for details.

Figure 42. Carvolth Development Permit Area.



3.4 GENERAL GUIDELINES

The general guidelines described below will apply to all new development in the Carvolth area. They are premised on urban design principles that will create a vibrant and accessible urban environment that promotes pedestrian activity and street life.



Figure 43. Mid-block pedestrian pathways increase connectivity.

3.4.1 Connectivity

The intent of these guidelines is to ensure a highly connective street and open space network that creates more route options for pedestrian and bicycle traffic traveling to, from and within the downtown, and direct connections to key amenities and destinations within and adjacent to Carvolth.

- Look for opportunities to create additional mid-block pedestrian pathways to increase the number of pedestrian connections within and through the site.

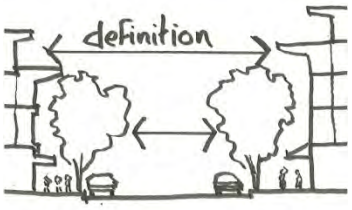


Figure 44. Buildings and street trees can be used to create "street definition".

3.4.2 Street Definition

The intent of these guidelines is to site and design buildings to positively frame and define streets and other public open spaces, and to ensure a positive response to specific site conditions and opportunities.

- Minimize the distance buildings are set back from the sidewalk to create good street definition and a sense of enclosure.
- Build ground floor commercial uses up to the front property line to maintain a continuous commercial street frontage and positive street definition. A setback may be considered where there is a courtyard or other feature that benefits the pedestrian experience or responds to the building setback of an adjacent property.
- New developments with tall buildings (over 4 storeys in height) should incorporate a base building or street-wall at a scale similar to adjacent buildings and appropriate to the street width.
- Buildings should be sited and designed to create the following general building height to street width proportions:
  - » 1:1 - 1:5 for mews or courtyards.
  - » 1:2 - 1:3.5 for residential and commercial streets.
  - » 1:3 - 1:5 for squares, plazas or wide boulevards.

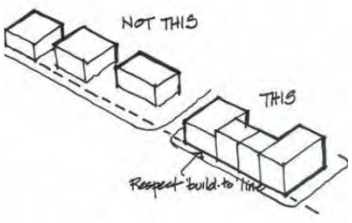


Figure 45. Use a common "build to line" to create a street definition and a sense of enclosure.

3.4.3 Height and Massing

The intent of these guidelines is to reduce the visual mass of large buildings, and ensure the sensitive transition from new development or redevelopment to existing adjacent buildings and open spaces.

- Site and design buildings to respond to specific site conditions and opportunities, including: prominent intersections, corner lots, steep topography, natural features, prominent open spaces and views.
- New development should reflect significant natural topographic features. Buildings should be designed to step down hillsides to accommodate significant changes in elevation and to connect with and transition well to the sidewalk and street.
- Break up the visual mass of large buildings to reduce their visual impact on the pedestrian realm and create variation along the street. Limit the visual mass of building facades to lengths of 40m or less.
- Buildings over 3 storeys in height shall have a maximum frontage length of 80m.
- Buildings 3 storeys in height or lower shall have a maximum frontage length of 40m.
- Buildings up to 4 storeys in height should step back the top storey back by a minimum of 1.5m.
- Building of 5 to 6 storeys in height should step back the top two storeys by a minimum of 1.5m.
- Minimize impacts from sloping sites on neighbouring development. Examples of treatments to minimize impacts include using terraced retaining walls of natural materials, or stepping a building to respond to the slope.

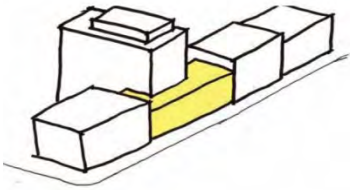


Figure 46. The base massing of this taller building should complement setbacks and heights of adjacent buildings.



Figure 47. Step buildings down to respond to the natural topography of the site.

3.4.4 Active Frontages

The intent of these guidelines is to ensure buildings are sited and designed to be welcoming, and encourage street vitality, visual interest, and safety.

- Site and orient buildings to overlook public streets, parks, walkways and communal spaces.
- Incorporate frequent entrances into commercial frontages facing the street with a maximum spacing of 15m. Ensure that these are active entrances. A maximum spacing of 10m for entrances is desired along retail high streets.

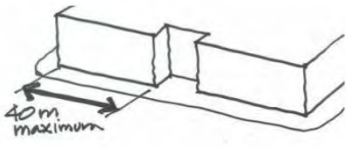


Figure 48. Limit the visual mass of building façades to lengths of 40 m or less.

- Recess building entrances by a minimum of 0.6m to provide for door swings, weather protection and to visually emphasize the building entrance.
- Large floor plate commercial developments shall respond to the prevailing street character along all commercial streets by incorporating small, transparent storefronts with frequent entrances.
- Large format commercial buildings with compatible uses should incorporate smaller shops wrapped around outside edges to better integrate these buildings and uses and make them more compatible with the desired character of the Carvolth area.
- Avoid expansive blank walls (over 5m in length) and retaining walls adjacent to public streets. When blank walls and retaining walls are unavoidable, use design treatments to break up the visual impact such as:
  - » A vertical trellis with climbing vines or other plant materials.
  - » Wall setbacks to provide room for planters.
  - » Wall murals, mosaics or other artistic features.
  - » Quality materials of different colours and textures.
  - » Special lighting, canopies, awnings, horizontal trellises or other human-scale features.
- Provide pedestrian access to buildings from the adjacent public street, and orient upper-storey windows and balconies to overlook adjoining public open spaces.
- On corner sites, develop street-facing frontages for both streets and design front elevations with pronounced entrances oriented to the corner and/or primary streets.
- Maintain site lines from inside the buildings to public open space to allow for casual surveillance of the street and sidewalk.
- Ensure a minimum glazing area of 75% for frontages at grade along all commercial streets.



Figure 49. Vertical setbacks break up the visual mass of buildings.



Figure 50. When unavoidable, blank walls should be screened to make it more visually interesting.

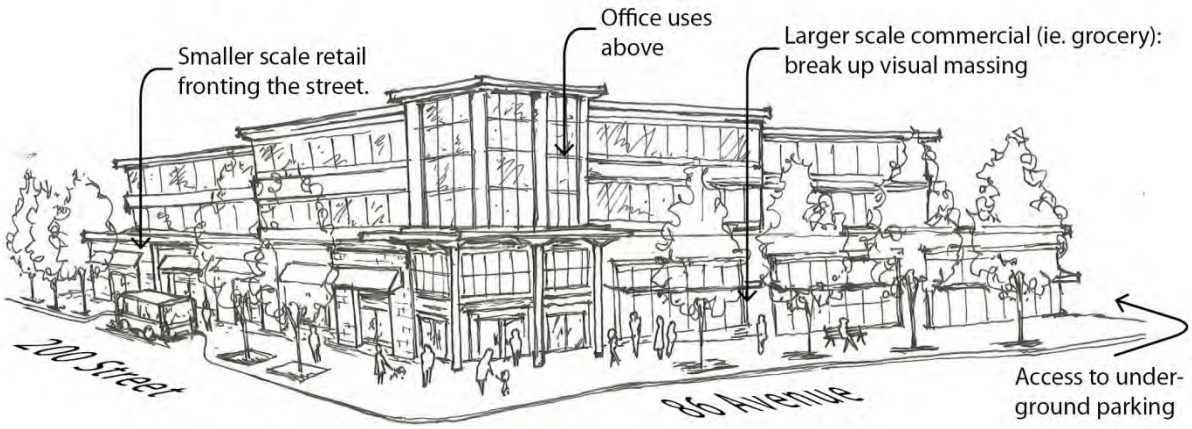


Figure 51. Orient buildings to, and provide direct pedestrian access from, the adjacent public street/sidewalk.



3.4.5 Weather Protection

The intent of these guidelines is to provide comfort for pedestrians and enhance the pedestrian function of public streets through the provision of weather protection.



- Provide continuous weather protection along building frontages immediately adjacent to public streets, sidewalks or open space.
- Ensure that the depth, height and angle of weather protection are adequate to protect pedestrians from rain or snow that may be blown by the wind.
  - » The width to height ratio should be 1:1 to 1:1.4.
  - » The minimum height should be 2.5 m.
- Where sloping sidewalks occur, break up awnings and canopies into modules, and terrace them down to follow the profile of the street.
- Design canopies extending over building frontages greater than 30 m to reduce their apparent scale and length by, for example, breaking up the canopy to reflect the architecture and fenestration pattern of the building facade.



Figure 52. Weather protection to enhance pedestrian comfort.



Figure 53. Canopies provide weather protection over a large area in front of buildings.

3.4.6 Green Development

The intent of these guidelines is to encourage building design and site planning that maximizes livability, daylight access, and energy efficiency and reduces the overall “ecological footprint” (energy use, waste, and pollution) of development.

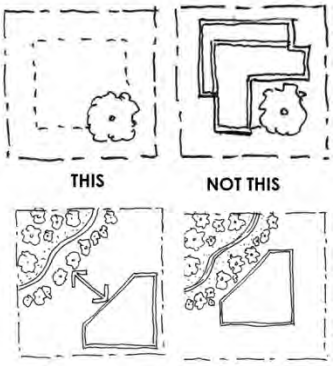


Figure 54. Retain existing trees and buffer ecologically sensitive areas.

Site Design

The intent of these guidelines is to preserve or enhance the natural habitat, energy performance and ecosystem processes of the site and the neighbourhood.

- Creating sustainable buildings starts with proper site selection. The location of a building affects a wide range of environmental factors such as ecosystem function, energy consumption and mobility. If possible, locate buildings in areas of existing development to concentrate development and take advantage of existing infrastructure. Consider conserving resources by renovating existing building for new uses. Maximize the restorative impact of site design. Additional guidelines related to landscaping and stormwater control can be found in Section 3.4.11 and 3.4.12 respectively.
- Minimize site disturbance during construction and retain or enhance existing vegetation where possible, particularly remnant riparian zones, watercourses, and urban forests.
- Enhance habitat, biodiversity and ecosystem processes through plant selection and landscape design. Include native or adaptive plant species.
- Minimize impervious surfaces such as roads, parking lots and sprawling buildings and infiltrate rainwater on-site using retention and infiltration best management practices as appropriate (bioswales, infiltration trenches, rain gardens, etc.).
- Incorporate green roofs, where appropriate, to help absorb stormwater, improve thermal efficiency, and provide outdoor amenity space for residents and workers.
- Improve service, minimize light pollution and maximize energy efficiency through the use of full cut-off lighting (avoiding light reflectance) and by directing lighting downwards. Exceptions may be made for signage and architectural lighting.

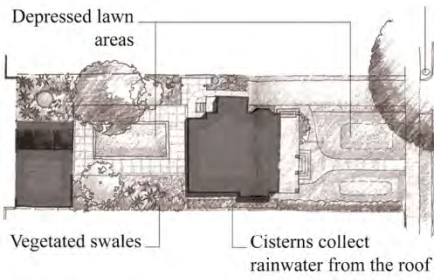


Figure 55. Landscape design can contribute to local ecosystem health.

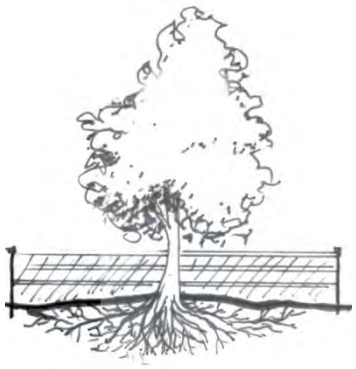


Figure 56. Protective barriers around existing trees.

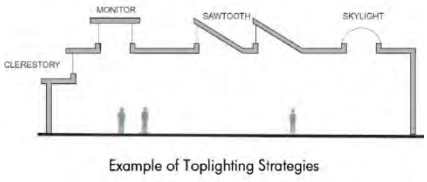


Figure 57. Roof openings can provide lighting where typical side lighting is restricted.

- Where possible, locate new buildings within a five minute walk (400 metres) of frequent public transit and provide alternative transportation incentives such as bike storage, change rooms and priority parking for bicycles, carpool vehicles or alternative fuel vehicles.
- Retrofit existing building where possible and look for opportunities to intensify use adjacent to existing infrastructure.

Energy Performance

The intent of these guidelines is to optimize building energy performance and where possible use energy from renewable sources.

- In this section it is important to balance complementary and competing priorities for passive design (efficiency, heating, cooling, daylighting and ventilation) to optimize energy performance and cost. Consider site and building constraints and the specific commercial, residential and institutional application in building design.
- Orient buildings to optimize passive solar energy potential. Most solar energy gain can be achieved when facing within around 20 degrees of solar south. For single loaded buildings, orient the building on an east-west axis and/or ensure a south facing roof aspect. For buildings that are double loaded, consider orienting the building on a north-south axis to ensure that units on both sides of the building receive some amount of solar exposure.
- To cost-effectively limit heat loss, limit fenestration to 40% of the total facade area (window to wall ratio). If higher fenestration ratios are desired, compensate with highly efficient windows. Fenestration should be emphasized on southern and western exposures and be minimized on northern and eastern exposures.
- Maximize daylight penetration by locating windows high on walls or by using clerestories and light shelves.
- Ensure solar shading with an emphasis on those buildings with high window to wall ratios. The benefits of reducing solar gains in summer should be balanced with the benefit of solar gains in the winter by taking advantage of the different seasonal sun angles. External shading such as recessed balconies, overhangs, and louvers are preferable over internal shading such as internal blinds.

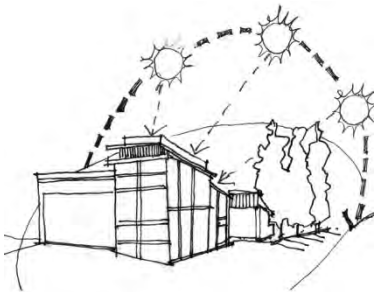


Figure 58. Buildings oriented to maximize use of solar energy.

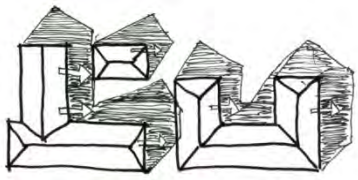


Figure 59. Corner and through units facilitate natural ventilation and daylight access.

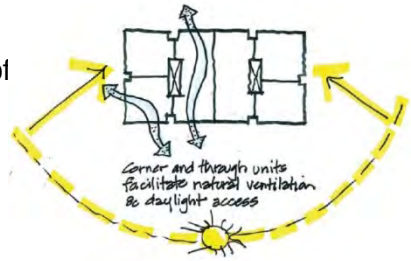


Figure 60. Sun shade diagrams can help determine the siting of buildings to minimize overshadowing of adjacent open

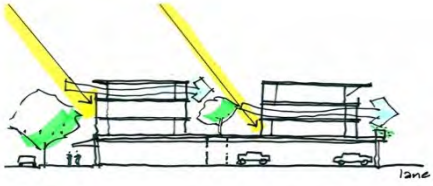


Figure 61. Through units allow for natural ventilation and increased daylight access.

- Balance narrow floor plans that increase the potential for cross ventilation and penetration of daylight into the building with minimizing the envelope to floor area ratio to optimize thermal efficiency.
- Design with greater floor-to-ceiling heights to increase the amount of interior space that can be lit from windows.
- Buildings should be narrow to increase the amount of interio space with access to day-lighting and winds for passive ventilation. Buildings with through units (i.e., units with exterior walls on at least two sides) can be created by incorporating a mews or central courtyard into the form and design of low rise buildings or into the base massing of tall buildings.
- Design residential buildings to receive daylight and natural ventilation from at least two sides of the building, or from one side and a roof. Where possible, dwellings should have a choice of aspect: front and back, or on two sides (for corner units).
- Ensure that the siting, form, and scale of buildings do not block significant views and solar access from existing or anticipated development, and that shadowing impacts on adjacent residential buildings and usable open spaces are minimized. Proposals for new projects should include sun/shade diagrams of the subject development and the surrounding properties at the following times:
  - » Equinox: 8 a.m., 12 noon, 4 p.m.
  - » Winter Solstice: 9 a.m., 12 noon, 3 p.m.
- Incorporate courtyards and greenways in residential and mixed-use projects to maximize the amount of direct sunlight received.
- Landscaping and building design should ensure solar access in winter and in summer provide shading of afternoon sun and reduce the urban heat island effect. Provide deciduous landscaping and/or shading devices on southern and western exposures.
- For all outdoor lighting, use efficient lighting design such as LEDs and motion or photo-sensitive lighting.
- Use energy efficient fixtures and design lighting for specific needs to reduce ambient lighting requirements.

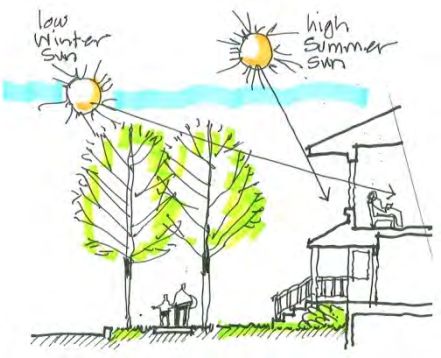


Figure 62. Ensure light penetration into interior living spaces in winter, and protection from direct sunlight in the afternoon hours of summer.

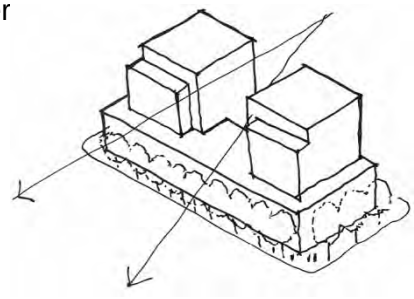


Figure 63. Slender building forms enhance daylight penetration and cooling through cross ventilation.



Figure 64. Sun shading devices reduce lighting and cooling demands and protect the building envelope from pre-mature aging.

- Acquire at least 5% of the building's total energy through the use of on-site renewable energy systems with an emphasis on heating and cooling systems such as geo-exchange, air-source heat pumps, heat recovery from wastewater, biomass, or solar thermal. If a District Energy system is established in Carvolth, connection to the system could be considered to meet this guideline.



Figure 65. Shared composting facilities.

Water

The intent of these guidelines is to protect and conserve fresh water resources.

- Limit or eliminate the use of potable water for landscape irrigation by using high-efficiency irrigation technology, captured rain or recycled site water and/or drought tolerant plant species.
- Design landscaping and select plants that are appropriate for the local climate, minimizing irrigation needs.
- Design lawns for residential and commercial use, rather than aesthetics, minimizing unnecessary irrigation.
- Reduce the generation of wastewater and potable water demand by using captured rainwater for sewage conveyance or by treating wastewater on site to tertiary standards.
- Employ water efficiency strategies such as water-conserving plumbing fixtures, appliances and control technologies.

3.4.7 Public Realm

The intent of these guidelines is to ensure that the design of streets and open spaces creates visual interest, comfort and safety for pedestrians and contributes to a unique local identity and sense of place.

- Provide a continuous planting of street trees along both sides of streets in residential, commercial and office neighbourhoods.
- Provide a zebra- or ladder-painted crosswalks, or crosswalk made of special paving materials, at all key pedestrian crossings to increase driver awareness.
- Curb to curb widths of local streets should be as narrow as practical to accommodate expected traffic and services.
- Incorporate corner bulges into streetscape design to enhance pedestrian crossings and provide space for landscaping, stormwater management, seating and public art.
- Ensure a continuous public sidewalk on both sides of the street throughout the Carvolth area.



Figure 66. Buildings should be designed and oriented to encourage casual surveillance and "eyes on the street."

- Provide street furnishings, including transit shelters, benches, lighting, and waste receptacles to enhance the public realm.
- Cafes are permitted and encouraged on public sidewalks in commercial areas provided that safe passage for pedestrian and emergency services is maintained.
- Pedestrian-oriented lighting should be provided throughout residential, commercial and office areas.
- Distinctive bus shelters or deep canopies should be provided along major transit routes to provide comfort for transit users.
- Hydro kiosk/utility boxes to be incorporated wherever possible into landscape areas to reduce visual impact.

3.4.8 Safety, Security and Accessibility

The intent of these guidelines is to enhance personal safety and security through building siting, orientation, and design, and to ensure buildings and open spaces accommodate and provide access for all users and abilities.



Figure 67. Buildings oriented to the street with clear definition of the transition from public to private realm help to promote neighbourhood safety and security.

- Ensure the design of new development increases “eyes on the street” with the placement of windows, balconies and street-level uses, and allows for casual surveillance of parks, open spaces, and children’s play areas.
- Avoid blank, windowless walls that do not permit residents or workers to observe public streets and open spaces.
- Incorporate the creative use of ornamental grilles over ground-floor windows or as fencing, as necessary/appropriate.
- Provide adequate lighting along streets and at entrances to enhance the sense of personal safety and security.
- Design parking areas to allow natural surveillance by retaining clear lines of sight to and between public sidewalks and building entrances for those who park there and for users of nearby buildings.
- Ensure CPTED principles are adhered to with respect to landscape design and construction.
- Ensure all pedestrian routes including those leading to building entrances are safe and easy to use by a wide range of pedestrian abilities. Generally, such routes should be direct, level, obstacle-free, easily identifiable and clearly separated from vehicular routes.

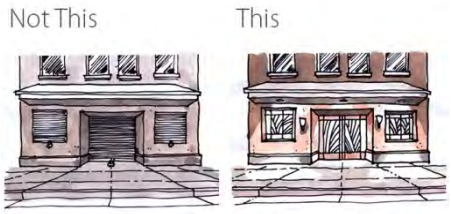


Figure 68. Security grilles can be incorporated in an attractive way.

3.4.9 Tall Buildings

The intent of these guidelines is to encourage siting, massing and design that minimizes negative impacts on views, privacy, and solar access for individual units, reduce the perceived bulk of tall buildings, and minimize impacts of tall buildings on adjacent public streets and open spaces.

Tall Buildings are defined as buildings over 6 storeys or 18 m in height. In addition to the preceding general guidelines (Sections 3.1 - 3.12), the following tall building guidelines are applicable to development proposals that include buildings over 6 storeys in height.

- An open spacing of tall buildings should be maintained to ensure adequate light, air, access and views for residents.
- The minimum facing distance between tall buildings should be 40 m.
- The placement of tall buildings should achieve a diagonal spacing to avoid tall buildings looking directly into each other.
- Tall buildings should have a maximum floor plate size of 700 sq. m.
- Tall buildings should have a maximum floor plate width of 24 m.
- The bulk of towers should be minimized using vertical and horizontal articulation, for example, by incorporating changes of plane, stepped terraces or modulated plan and facade forms.
- Tall buildings should have a maximum height of 50 m, excluding appurtenances and mechanical equipment.
- Tall buildings should generally be aligned parallel to the street in a north-south direction.
- New developments with tall buildings should incorporate a base building sited and scaled to complement adjacent buildings and to create a strong street edge definition. (See section Street Definition Guidelines, section 3.3).
- Tall buildings should incorporate ground floor uses that have views into and, where possible, access to, adjacent streets, parks and open spaces.
- Tall buildings should be set back a minimum of 5 m from the fronting public street or open space, while still achieving good address on the fronting public street or open space.

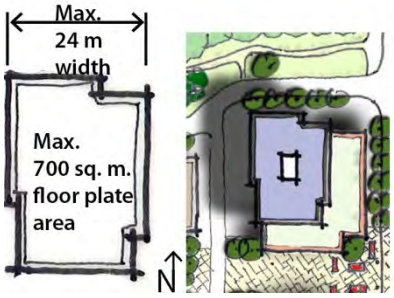


Figure 69. Tall buildings.

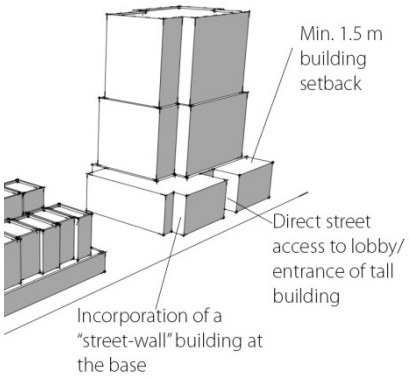


Figure 70. Ensure vertical and horizontal articulation.

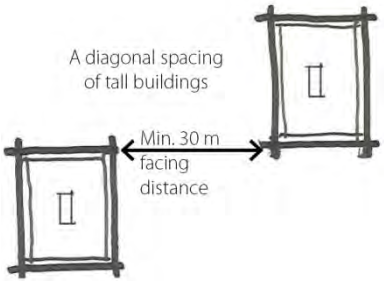


Figure 71. Spacing of tall buildings.

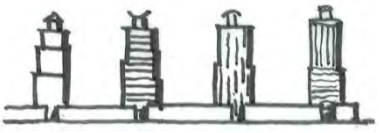


Figure 72. Variation in tower form and design should be achieved.

- Tall building address should be achieved by stepping back the base building (podium) at the primary entrance of tall buildings to allow the tall building to meet the street and by locating main building entrances so that they are clearly visible and directly accessible from the public sidewalk, plaza or other open space.
- An interesting and varied roof form should be achieved, for example, by incorporating a top pent house or amenity space to conceal appurtenances and mechanical equipment.

3.4.10 Master Planning Tall Buildings and Large Sites

The intent of these guidelines is to ensure the integration of larger sites and sites with tall buildings with adjacent areas.

Proposals for Large Sites and sites with Tall Buildings should include a master plan. Master planning will enable tall buildings to be sited and organized in a way that provides desirable transitions to adjacent areas and ensures appropriate tall building separation. More broadly, a master planning process will help knit the public realm into a single, cohesive whole as demonstrated by the illustrative concept plan and encouraged by the design guidelines.

A Master Plan is to be provided at both the neighbourhood scale and the site or block scale and should reflect the intent of the Integrated Area Concept Plan (Figure 7) and Design Guidelines.

Tall Buildings are defined as buildings over 6 storeys or 18 m in height. Large Sites are defined as those over 5000 sq. m in size. However, the Township may, at its discretion, identify other sites with special characteristics or conditions where master plans will be required. A Master Plan for Large Sites and sites with Tall Buildings should describe in drawings and words for the site and its context the following issues:



Figure 73. Master planning should reflect the pattern of streets, open spaces and built form described in this plan.

- The location and dimensions of public streets, parks and accessible open spaces.
- General location and dimensions of pedestrian circulation and relationship to pedestrian sidewalks and paths, transit stops and shelters.
- General location of building footprints - base buildings and taller buildings.
- General layout and dimensions of setbacks from streets, parks and open spaces, as well as dimensions between base and tall buildings on the same site.
- General location of building entrances for each building.
- General location and dimensions of site access, service areas, ramps, drop-off and parking for each building.
- The location of watercourses including non-disturbance areas.
- Phasing plan and schedule.
- Perspective showing important views.

- Shadowing impacts on adjacent buildings and open spaces using sun/shade diagrams at the following times:
  - » Equinox: 8 a.m., 12 noon, 4 p.m.
  - » Winter Solstice: 9 a.m., 12 noon, 3 p.m.

3.4.11 Parking, Servicing and Access

The intent of these guidelines is to ensure the provision of adequate servicing, vehicle access, and parking while minimizing negative impacts on the safety and attractiveness of the pedestrian realm.

- Structured underground or “tuck-under” parking is preferred over off-street surface parking.
- Where off-street surface parking is unavoidable, it should be located to the rear of the building with parking access from the lane or side street.
- Off-street parking located between the front face of a building and the public sidewalk is not permitted.
- If surface parking is located beside the building and adjacent to the public sidewalk, screen these areas from sidewalks and other active open spaces using materials that provide a visual buffer while still allowing clear visibility into the parking areas to promote passive surveillance.
- Locate public on-street parking at the curb to provide convenient and easy access to commercial/residential entrances.
- In general, vehicular access should be from the lane. Where there is no lane, and where the reintroduction of a lane is not possible, access may be provided from the street, provided that:
  - » The street is not a primary retail high street.
  - » Access is from the long face of the block.
  - » There is no more than one interruption per block face and only one curb cut on the street.
- Any vehicular entrance and its associated components (doorways, ramps, etc.) should be architecturally integrated into the building so as to minimize the visual impact.
  - » Avoid ramps located directly off the street or lane.
  - » Use treatments such as screening, high-quality finishes, sensitive lighting and landscaping to minimize the visual impact of parking ramps and entrances.
- Incorporate pedestrian pathways and landscaping into surface parking areas. Pedestrian sidewalks should be incorporated into islands to minimize conflict with vehicles.

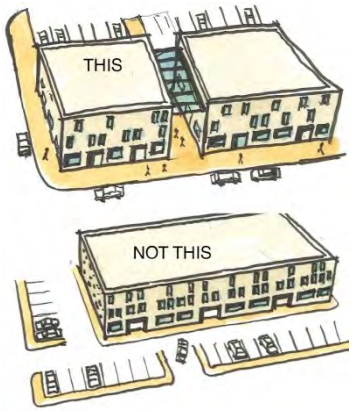


Figure 74. Off-street parking uses should not be located between the front of a building and the public sidewalk.



Figure 75. Access to underground parking should be architecturally integrated to minimize the visual impact.



Figure 76. Screen surface parking using a trellis, landscaping, or climbing vines that maintain site lines.

- Bicycle parking should be located in a visible, active and well lighted area convenient to primary building access and bike route access.

3.4.12 Lighting

The intent of these guidelines is to contribute to the overall quality, character and safety of the Carvolth area.

- Illuminate building facades and features by providing architectural lighting on the face of commercial and office buildings and at the main entrances to multi-family residential buildings to help create a sense of safety and intimate space around the building.
- Light paths and entry areas sufficiently to ensure pedestrian comfort and safety while avoiding visible, glaring light sources.



Figure 77. A combination of wall-mounted lights and up lighting animate the building façade and adjacent pedestrian areas.

3.4.13 Landscaping

The intent of these guidelines is to contribute to the overall quality, character and ecological function of the Carvolth area.

- Use landscaping to create a positive interface between buildings and streets by using perennials, shrubs, and trees to soften buildings where appropriate.
- Use hard landscape features such as terraced retaining walls and planters to transition between grades.
- Provide a continuous planting of street trees along both sides of all public streets with a maximum tree spacing of 10 meters.
- Use native or adaptive plant species to enhance ecological function and reduce the need for external inputs such as additional watering and fertilizers.
- Irrigate landscape material during plant establishment.
- Existing healthy trees should be preserved where possible.

3.4.14 Stormwater Source Control

The intent of these guidelines is to provide guidance and inspiration on innovative means of achieving stormwater management objectives.

Absorbent Landscape:

- Maximize the area of absorbent landscape on site and conserve as much existing vegetation and undisturbed soil as possible.
- Disconnect impervious areas (such as roofs and parking lots) from the storm sewer system and have them drain into an absorbent landscape.
- Maximize the vegetation canopy cover over the site and provide multi-layered canopies where possible.
- Ensure adequate growing medium depth for horticulture and stormwater needs: a minimum of 150 mm for lawn areas, and 450 mm for shrub/tree areas.

Infiltration Swale:

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

Infiltration Rain Garden:

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



Figure 78. Stormwater infiltration as an amenity for residents.



Figure 79. Weirs and check-dams help to slow the flow of water and facilitate infiltration.



Figure 80. Storm water source controls like these rain gardens reduce pollutant run-off.

Pervious Paving:



- Ensure protection of pervious paving from sedimentation during and after construction.
- Surface slow should be at least 1% to avoid ponding and related sedimentation of fine particulate matter.
- Wrap paver bedding material with geotextile filter cloth on bottom and sides to maintain water quality performance.

Extensive Green Roof



- Ensure at least 2% slope for drainage.
- Avoid monocultures to increase success of establishing a self-maintaining plant community.
- Provide plan free zones along the perimeter, adjacent facades, expansion joints, and around each roof penetration.
- Ensure intensive maintenance during establishment (2 years).

Infiltration Trench

- Locate infiltration trenches at least 3.0 m from any building.
- Provide access for periodic inspection and clean-out.
- Install the infiltration trench in native ground, and avoid over-compaction of the trench sides and bottom.

3.5 CHARACTER AREA GUIDELINES

The character area guidelines described below will provide additional detail about the unique character and urban design of the various character areas in Carvolth. These guidelines are intended to supplement the general design guidelines described in the previous section.

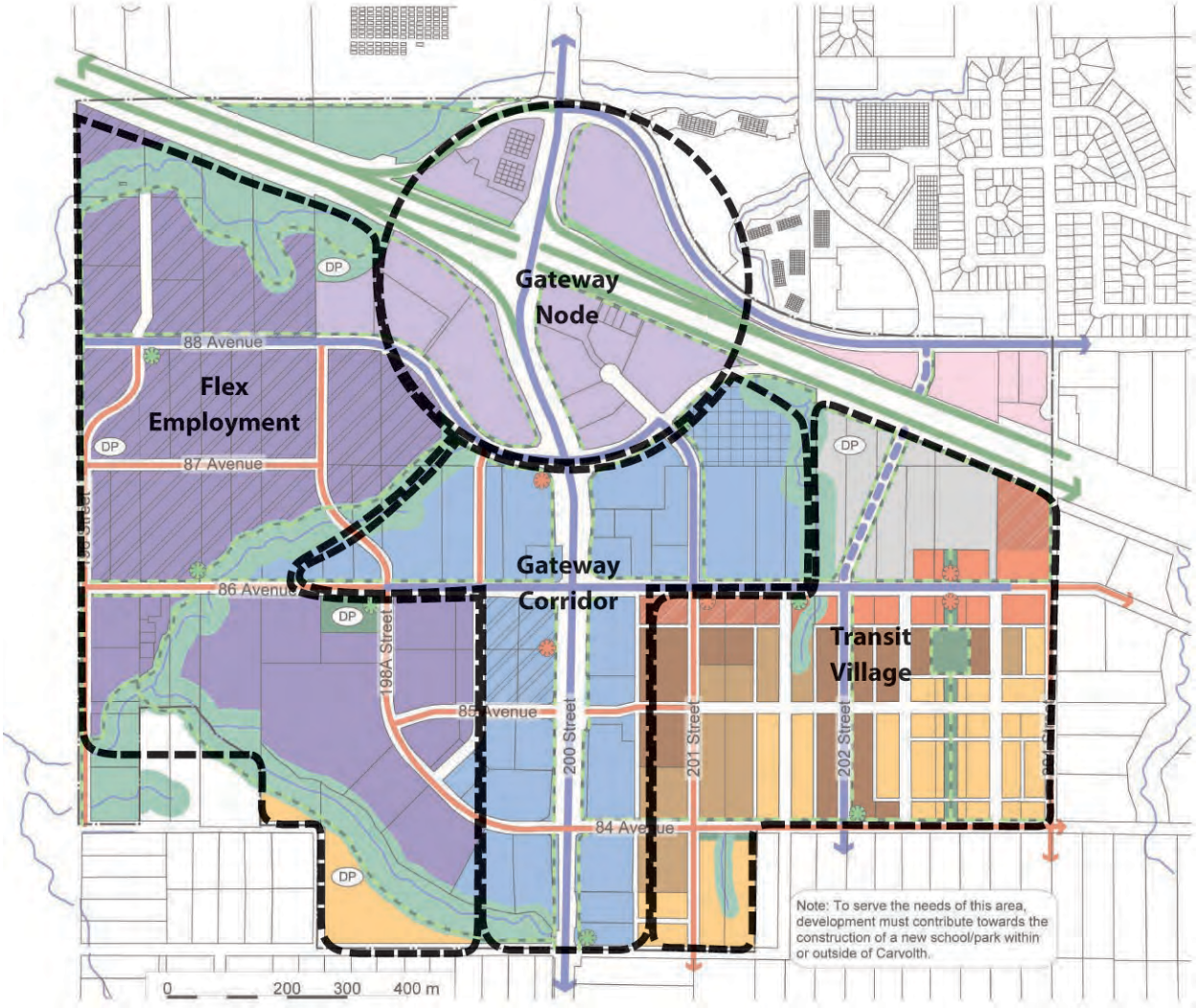


Figure 81. Map of Character Areas.

Figure 82. Illustrative Concept Plan: Gateway Node.





Figure 83. View of Carvolth Gateway Looking West From Highway 1.

3.5.1 Gateway Node

The subject planning area, or 'node', is comprised of properties adjacent to the 200 Street Interchange at Carvolth. The location presents a significant opportunity to evoke a strong sense of arrival to this emerging community within the Township of Langley BC. The vehicle interchange is a strategic access point to the Township from the regional transportation network. Approximately 80,000 vehicles travel through this interchange every day and for many visitors it is their first impression of the community.

It is intended that the area adjacent to the roadway interchange be developed as an urban Gateway. It will serve as a landmark that builds anticipation and celebrates arrival at Carvolth. Thoughtful urban design can improve the quality of experience and convenience of a street and a district. It can establish the physical character of Carvolth as a unique and definable place. Its image and identity can be partially formed by the placement, scale and architectural design of the buildings, open spaces and streetscapes.

The composition and aesthetics of these elements can visually communicate the transition from highway to urban community. Along with individual expressive components overlaid on the buildings and spaces, the initiatives and activities of the people living and working Carvolth will animate the place and provide visual cues to motorists of a vital commercial, cultural and pedestrian- friendly precinct.

To achieve the visual qualities and experience of an urban gateway, start with the following:

- Site prominent buildings with signature architecture in areas of key visibility. Design gateway buildings to emphasize the focal nature of these locations.
- Maintain a minimum facing distance between tall buildings of 35 m to ensure adequate light, air and views.
- Orient buildings so that they present an attractive facade toward the highway.
- Utilize buildings and landscaping to effectively screen large parking areas, service and loading areas.
- Where possible buildings should be aligned parallel to the street. At intersections, buildings should be placed at or near the sidewalk of both streets to "hold the corner."
- Provide visual design cues to motorists that they are entering an area with higher pedestrian activity (i.e., change in paving patterns, narrower lane $_{\text{widths}}$, street trees etc.).

Figure 84. Illustrative Concept Plan: Gateway Corridor.





Figure 85. View of Carvolth Gateway Corridor along 200 Street.

3.5.2 Gateway Corridor

The 200 Street corridor between 88 Avenue and 83 Avenue is intended to be a high quality employment node and urban gateway into the Township of Langley. It is intended as part of a major transit oriented, high density, mixed use corridor along 200 Street, building on the existing office mixed use developments already located here and the status of 200 Street as part of TransLink's Frequent Transit Network.

The gateway corridor will allow corporate headquarters and business and professional offices to locate in a contemporary business park with complimentary commercial facilities and other amenities that support the employment area. It will be a high quality, well designed business park at this major gateway that will stimulate and promote economic growth in the Township.

Office-Mixed Use Design Guidelines

- Provide a high standard of building and site design appropriate for a prestigious business park.
- Promote a development form which is sensitive to the natural environment and creates new natural features which can become part of the parks and open space network.
- Create visually attractive streetscapes and views along 200 Street.

Figure 86. Illustrative Concept Plan: Transit Village.







3.5.3 Transit Village

The Carvolth Transit Village is comprised of a compact mix of housing, local shops and services, parks and plazas. An interconnected network of pathways, pedestrian streets and greenways creates safe, attractive and accessible pedestrian and cycling connections to the Carvolth Transit Exchange, local shops and services, and the employment node/Frequent Transit Corridor along 200 Street.



Residential Buildings:

- Site and orient townhouses and apartments to overlook public streets, parks, walkways, and communal spaces, while ensuring the security and privacy of residents.
- Ground floor residential uses should emphasize ‘doors on the street’ by incorporating individual entrances to ground floor units in residential buildings that are accessible from the fronting street. This provides easy pedestrian connections to buildings, encourages street activity and walking, and enhances safety.
- Residential entries should be clearly visible and identifiable from the fronting public street to make the project more approachable and create a sense of association amongst neighbours.
- Set back residential buildings on the ground floor by a minimum of 2 m and a maximum of 4 m, and elevate by a minimum of 0.6 m to create a semi-private entry or transition zone to individual ground floor units. For these units, ensure an alternate access point that is accessible by wheelchair (as required by the B.C. Building Code).
- A landscaped transition zone in between the entryway and public sidewalk should be considered on streets with high traffic volumes.



- Apartment lobbies and main building entries shall be clearly visible from the fronting street with direct sight lines into them. Where possible, apartment lobbies should have multiple access points to enhance building access and connectivity with adjacent open spaces.
- Lobbies and main building entries should be clearly visible from the street, and have direct sight lines into them. Seating in the lobby should be provided to ensure people with mobility issues have a comfortable secure place to sit while waiting for rides.
- Incorporate lobbies with multiple access points to enhance building access and connectivity with adjacent open spaces.

Human Scale:

- The design of new buildings and renovated existing buildings should express a unified architectural concept that incorporates both variation and consistency in façade treatments (for example, by articulating façades into a series of intervals).
- Design buildings to express their internal function and use.
- Incorporate into building façades a range of architectural features and design details that are rich and varied to create visual interest when approached by pedestrians.
- Examples of architectural features include:
  - » Building height, massing, articulation and modulation.
  - » Bay windows and balconies.
  - » Corner features accent, such as turrets or cupolas.
  - » Decorative rooflines and cornices.
  - » Building entries.
  - » Canopies and overhangs.
- Examples of architectural details include:
  - » Treatment of masonry (ceramic tile, paving stones, brick patterns, etc.).
  - » Treatment of siding (for example, the use of score lines, textures, and different materials or patterning to distinguish between different floors).
  - » Articulation of columns and pilasters.
  - » Ornament or integrated artwork.
  - » Integrated architectural lighting.
  - » Detailed grilles and railings.
  - » Substantial trim details and moldings.
  - » Trellises and arbors.



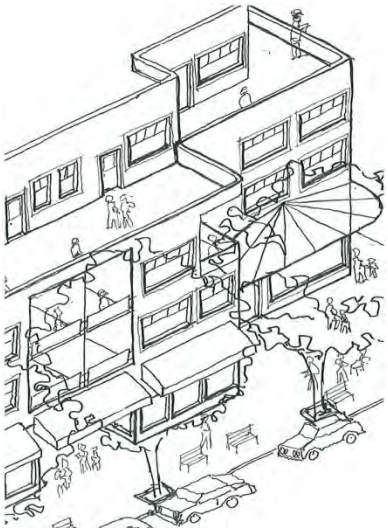


Figure 87. Architectural details and features help to create visual interest when approached by pedestrians.



Figure 88. Architectural features and details combined in a simple and pleasing composition.

- Locate and design entrances to create building identity and to distinguish between individual commercial and/or residential ground floor units. Use a high level of architectural detail and, where appropriate, landscape treatment to emphasize primary entrances and to provide “punctuation” in the overall streetscape treatment.
- Design balconies as integral parts of buildings and to maximize daylight access into dwellings through the use of glazed or narrow metal spindle guardrails.
- Clearly distinguish the roofline from the walls of buildings (for example, through the use of a cornice, overhang, or decorative motif).



Windows and Doors

- Windows can be used to reinforce the human scale of architecture by incorporating individual windows in upper storeys that:
  - » Are vertically proportioned and approximately the size and proportion of a traditional window.
  - » Include substantial trim or molding.
  - » Are separated from adjacent windows by a vertical element.
  - » Are made up of small panes of glass.
  - » Are separated with moldings or jambs but grouped together to form larger areas of glazing.
- The use of figured or frosted glass or tinted glazing is discouraged for windows facing the street except for compatible use of stained glass or where figured or frosted glass comprises a maximum 20% of the glazing. This creates a welcoming, visually interesting and transparent street frontage.

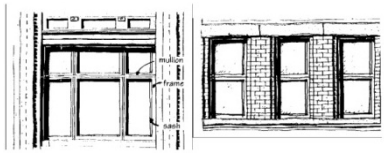


Figure 89. Punched windows with vertical proportions create variation and texture in the façade and help achieve a human scale.



Exterior Materials

- A key objective is to encourage the use and expression of wood as a renewable resource. This can be achieved through the use of wood in façade design and the architectural expression of buildings.
- In general, new buildings should incorporate natural building materials into façades to avoid a “thin veneer” look and feel, incorporated with more modern treatments, including glass curtain walls for office buildings.

The following materials are recommended, acceptable, or discouraged for use:

- Recommended:
  - » Natural wood materials, including:
    - Milled and un-milled timbers.
    - Window and door trim.
    - Canopy structures and signage.
  - » Brick masonry, glazed tile, stone, concrete (painted).
  - » Flat profile “slate” concrete tiles.
  - » Glass and wood for window assemblies.
  - » Standing seam metal roofing.
- Acceptable:
  - » Pre-finished metal, non-corrugated type, emphasizing either vertical or horizontal arrangements but not both.
  - » Limited amounts of stucco.
- Discouraged:
  - » Vinyl siding or window frames.
  - » Swirl Type Stucco.

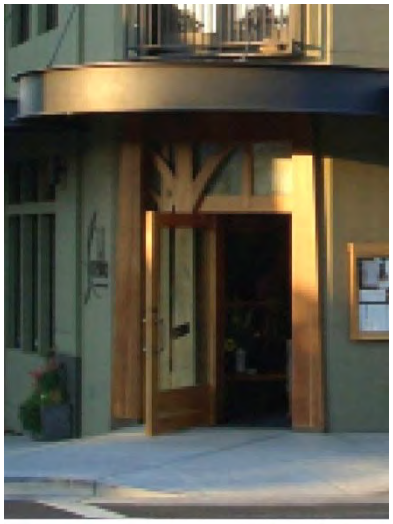


Figure 90. Tasteful use of timbers integrated with a range of complimentary colours and materials.



Landscaping

- Landscaping should be used to create a positive interface between buildings and streets by using perennials, shrubs, and trees to soften buildings, where appropriate.
- Hard landscape treatments such as terraced retaining walls and planters should be used to transition between grades, where necessary. The following are preferred approaches for achieving this guideline:
  - » Incorporate a planter guard or low planter wall as part of the building design.
  - » Use distinctive landscaping in open areas created by building articulation.
  - » Include a special feature such as a courtyard, fountain, or pool.
  - » Emphasize entries with special planting in conjunction with trellises, decorative paving and/or lighting.

Langley Schools

7 May 2019

Colin Moore
Development Planner
Township of Langley
20338 65 Avenue
Langley, BC V2Y 3J1

Development Application Project 08-26-0205/1111737 BC LTD/WG Architecure

CIVIC: 20100 Block of 84 Avenue

LEGAL: Lot 61 Section 26 Township 8 NWD Plan 63049

We have reviewed the above proposal.
We calculate the approximate number of students generated by this proposal will be as follows:

Type of Housing	Number of Units	Elementary K-5	Middle 6-8	Secondary 9-12
Townhouses	**40**	**11**	**5**	**10**

Given the current school catchments this development would impact Willoughby Elementary School, Yorkson Creek Middle School and R.E. Mountain Secondary School. As you know, while the Langley School District is not responsible for the amount or pace of development we work closely with the Township of Langley in order to advocate to the Ministry of Education for the development of joint sites to benefit our students.

We make every effort to keep students in their catchment schools, but if there is insufficient space in the catchment school we will find them a space at another school in the district.

Please advise if you need any other information.

Yours sincerely,

Brian Iseli, CPA, CMA
Secretary Treasurer

FLAT ARCHITECTURE INC.
www.flatarchitecture.ca

Jaswinder Gadhi Architect AIBC
Principal
Unit 209, 6321 King George Blvd
Surrey BC V3X 1G1
Ph: 778-891-0167
jaswinder@flatarchitecture.ca

28th September, 2021

Township of Langley
Planning & Development
20338 65 Avenue
Langley, BC V2Y 3J1

Planner: Colin Moore

Attention: Colin,

Re: Public Information Meeting for 20100 Block 84 Avenue. Application # 08-26-0205

On Tuesday, September 7th 2021 a virtual Public Information Meeting was held for the above-mentioned development proposal. Notification letters were emailed out to the surrounding residents, as prescribed by the Township of Langley. In addition, ads were placed on August 12th and August 19th in the Langley Advance Times to announce the event. The proposed development requires a rezoning application.

For the virtual meeting, a website was created which had all the information regarding the proposed project. In the attendance were the developer's representatives (Malkeet Saran and Manmohan Jawandha), Applicant (Jaswinder Singh from Flat Architecture) and City Staff (Colin Moore).

No members of the public have engaged in the virtual public information meeting .We have only received one query from FOIPPA s. 22(1) regarding the landscaping proposal and tree retentions. We have responded back to the query and sent the relevant information required. For reference, I am attaching the query we have received.

Best Regards,

Flat Architecture Inc.

Manmeet Mann

From: Jaswinder Gabri
Sent: September 7, 2021 9:17 AM
To: Manmeet Mann
Subject: FW: Enquiry From Sunny Side Willoughby

Fyi.....for todays PIM.

-----Original Message-----
From: info@sunnysidewilloughby.ca <info@sunnysidewilloughby.ca>
Sent: September 7, 2021 9:15 AM
To: Jaswinder Gabri <Jaswinder@flatarchitecture.ca>
Subject: Fwd: Enquiry From Sunny Side Willoughby

-------- Original Message --------
Subject: Enquiry From Sunny Side Willoughby
Date: 2021-08-31 20:53
From: FOIPPA s. 22(1)
To: info@sunnysidewilloughby.ca
Reply-To FOIPPA s. 22(1)

Name: FOIPPA s. 22(1)
Email_Id FOIPPA s. 22(1)
Mobile: FOIPPA s. 22(1)
Message: Would like to see landscaping proposal and buffers between existing developments (any tree retention? etc).

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500 AMENDMENT (1230380 BC LTD. / FLAT ARCHITECTURE INC.) BYLAW 2021 NO. 5619

EXPLANATORY NOTE

Bylaw 2021 No. 5619 rezones land in the 20100 Block of 84 Avenue from Suburban Residential Zone SR-2 to Comprehensive Development Zone CD-147 to facilitate the development of a 40 unit townhouse project.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500
AMENDMENT (1230380 BC LTD. / FLAT ARCHITECTURE INC.)
BYLAW 2020 NO. 5619

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 (1230380 BC Ltd. / Flat Architecure Inc.) Bylaw 2021 No. 5619".

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-147" after the words "Comprehensive Development Zone CD-146"
   b. Adding to Section 110.1 after the words "CD-146" the words "CD-147 – 5000 m^2"
   c. Adding after Section 1046 "Comprehensive Development Zone CD-146" the following as Section 1047 "Comprehensive Development Zone CD-147"

1047 **COMPREHENSIVE DEVELOPMENT ZONE CD-147**

Uses Permitted

1047.1 In the CD-147 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) *residential uses* in accordance with Section 1047.2

Density

1047.2 The *floor space ratio* permitted shall not be less than 0.9 *or* greater than 1.2.

Lot Coverage

1047.3 *Building* and structures shall not exceed a *lot coverage* of 49%.

Siting of Buildings and Structures

1047.4 *Buildings* and *structures* shall be sited in accordance with the provisions of a Development Permit.

Height of Buildings and Structures

1047.5 Except as provided for in Section 104.5 the *height* of principal *buildings* and *structures* shall not exceed three *storeys* plus a rooftop patio access and will be in accordance with a Development Permit. The *height* of *accessory buildings* and *structures* shall not exceed 3.75 metres or one *storey*, whichever is lesser.

Subdivision Requirements

1047.6 All *lots* created by *subdivision* shall comply with Section 110 of this Bylaw and the Subdivision and Development Servicing Bylaw 2019 No. 5382 as amended.

Landscaping, Screening and Fencing

1047.7 Landscaping areas, landscaping screens and fencing shall be provided in accordance with Section 111 and in accordance with the Development Permit.

Parking and Loading

1047.8 Parking and loading shall be provided in accordance with Section 107.

Age Friendly Amenity

1047.9 Age Friendly Amenity areas shall be provided in accordance with Section 111.5 and in accordance with the Development Permit.

Development Permit Requirements

1047.10 A Development Permit shall be issued by Council prior to issuance of a Building Permit.

3. The "Township of Langley Zoning Bylaw 1987 No. 2500" as amended is further amended by rezoning the lands described as:

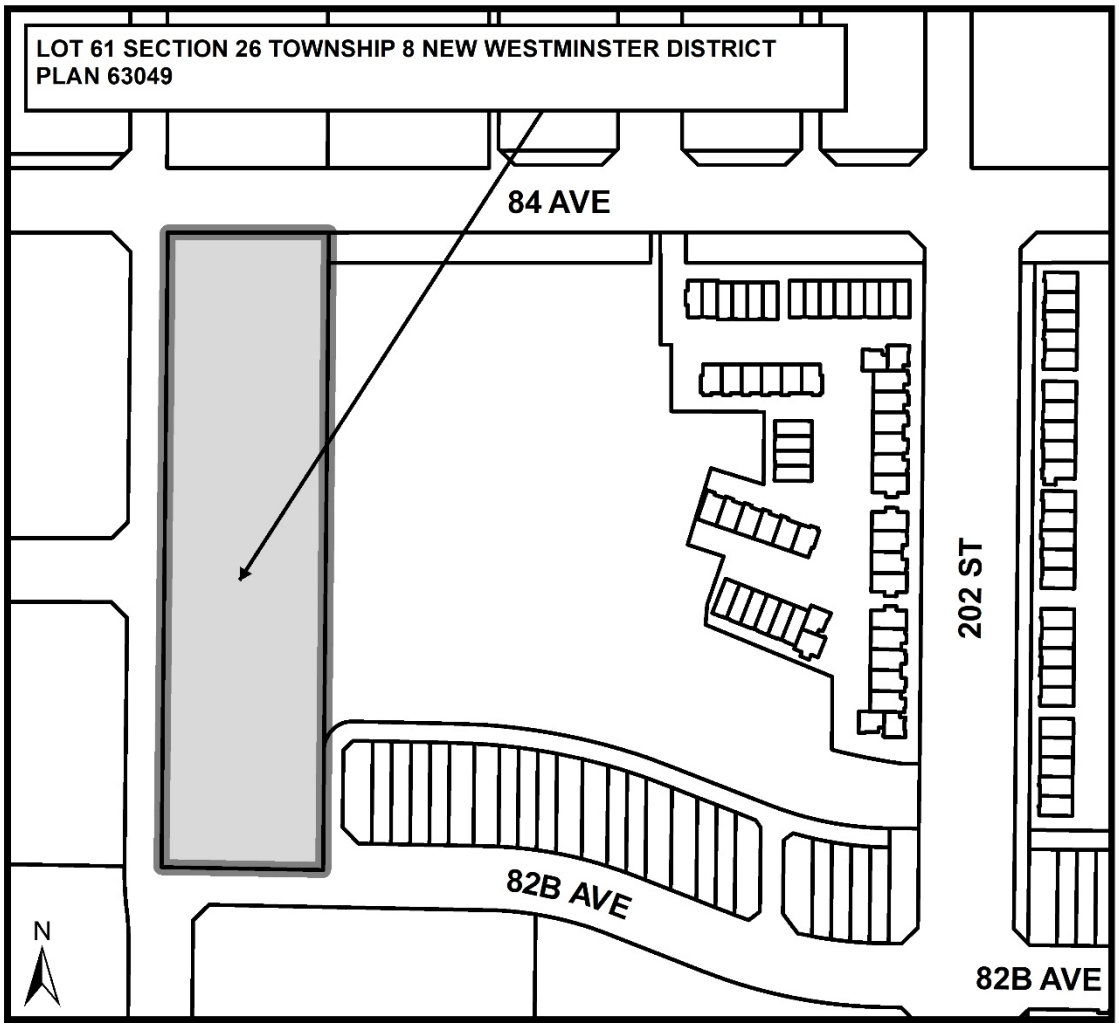
Lot 61 Section 26 Township 8 New Westminster District Plan 63049

as shown delineated on Schedule "A" attached to and forming part of this Bylaw to Comprehensive Development Zone CD-147.

READ A FIRST TIME the	day of	, 2021.
READ A SECOND TIME the	day of	, 2021.
NOTICE WAS ADVERTISED the	day of	, 2021.
READ A THIRD TIME the	day of	, 2021.
ADOPTED the	day of	, 2021.

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 5619



Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	OCTOBER 18, 2021 - REGULAR MEETING	**REPORT:**	21-113
FROM:	ENGINEERING DIVISION	**FILE:**	5260-26-019
SUBJECT:	ZONING BYLAW AMENDMENTS - PARKING REGULATIONS TOWNSHIP-WIDE EXCLUDING FORT LANGLEY		

RECOMMENDATIONS:

That Council give first and second reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment Bylaw 2021 No. 5698 to amend the Township of Langley's Zoning Bylaw with respect to parking requirements in the Township, excluding Fort Langley, and authorize the Public Hearing; and further

That Council endorse staff reviewing and developing a cash-in-lieu fee structure for on-site parking as an option for developments in the Aldergrove Commercial Core Area based on most current construction and land costs, and economic conditions.

EXECUTIVE SUMMARY:

Council identified a review of parking regulations and parking options as part of 'Strategic Priorities' early in 2019. More specifically, a review of the Township's Zoning Bylaw requirements associated with parking, bicycle and accessible parking, and potential options to reduce parking to incentivize development were identified as areas of focus for the review.

As directed by Council, staff engaged the services of an external consultant to undertake a review of existing regulations and to provide recommendations regarding proposed amendments. The review was concluded in February 2021 and included an assessment of existing policies, guidelines, parking regulations, best management practices in other jurisdictions, and potential future parking supply and demand, with recommended changes to parking requirements.

Based on a review of other municipalities' requirements and the Institute of Transportation Engineers (ITE) guidelines, staff recommend amending the parking rates for retail, office, and financial institutions with a reduction from the current requirement of one (1) space per 20 m^2 and 28 m^2 respectively of gross floor area (gfa), to one (1) space per 35 m^2 gfa, consistent throughout the Township, excluding Fort Langley, which is the subject of a separate report, as directed by Council.

Staff also recommend developing a cash-in-lieu fee structure, as an option when parking cannot be accommodated on-site for development in the Aldergrove Core Area with consideration of current construction costs and economic conditions. Other recommended amendments include a requirement to increase the minimum number of accessible stalls for persons with disabilities and further, to require bicycle parking and end-of-trip facilities in new developments. Any proposed amendments will ensure supply meets anticipated demands and will avoid impacts to parking on nearby residential streets.

At its July 12, 2021 Regular Meeting, Council referred Bylaw 5698 back to staff to bring forward reports and bylaws with the community of Fort Langley in a separate report.

PURPOSE:

This report is in response to Council direction and provides information and recommendations.

BACKGROUND/HISTORY:

At its meeting on July 12, 2021, Council received proposed Zoning Bylaw amendments related to parking regulations and requirements throughout the Township (Report No. 21-90); and resolved to refer the Bylaw back to staff to bring forward reports and Bylaws with Fort Langley separated.

At its Regular Afternoon Meeting on July 24, 2017, Council directed staff to pursue specific strategies, as outlined below, to manage the demand for parking in the Township and bring forward for Council's consideration of approval as needed:

- Amendments to the Zoning Bylaw to include such considerations as: bicycle parking and end of trip facilities; Electric Vehicle (EV) parking; shared parking; and Transportation Demand Management incentives;
- Development of a plan for implementation of time-restricted parking at strategic locations, including near key high demand areas such as major civic and recreational facilities, transit exchanges, and the hospital;
- Implementation of a more proactive enforcement regime using advanced technology; and
- Review of the feasibility and impact analysis of implementing preferred parking for car-share, carpool, and EV vehicles at major civic facilities such as the Langley Events Centre.

Since then, some of the specific strategies identified have been adopted and implemented with corresponding allocation of financial and staff resources, as needed, as approved by Council as part of the annual budget process. These include the implementation of the Automated License Plate Reader (ALPR) System since early 2019 and the gradual, progressively expanding, installation of EV charging stations at major municipal public facilities over the past few years.

In December of 2018, Council referred a motion directing staff to undertake a process to consider a reduction in the commercial off-street parking and loading requirements within the Aldergrove Core Area Plan by up to 75% to a Council Priorities Committee. Subsequently, the review of parking requirements and regulations were identified by Council as 'Strategic Priorities' in 2019.

The Township's Zoning Bylaw includes requirements for the provision of on-site parking as a condition of development projects. With the construction of a parking structure in the Aldergrove Core Area, a cash-in-lieu system can be considered for development projects that cannot provide all the required parking on-site. However, staff note this must be considered in the context of other factors and implemented with sensitivity as excessive reduction may result in negative effects and impacts to on-street parking.

The Climate Action Strategy (CAS), adopted by Council, includes the provision for a reconsideration of parking supply in the Township. The 2015 Cycling Plan, as well as the more recently adopted CAS, both include actions intended to encourage active transportation modes such as cycling necessitating the provision of bicycle parking and end-of-trip facilities such as showers and storage rooms intended to reduce reliance on motor vehicles. However, potential reductions to the parking requirement for new developments should balance the need to ensure there is an adequate supply of parking to meet the market community and public demand to alleviate the potential impact on nearby residential neighbourhoods and local streets.

DISCUSSION/ANALYSIS:

As directed by Council, staff engaged the services of a qualified professional engineering consultant with expertise in the field of transportation and traffic engineering (Urban Systems Limited - USL) in May of 2020, to undertake a review of parking regulations currently in effect in the Township, specifically in Aldergrove and Fort Langley (Attachment A).

The scope of the review included studying existing policies, guidelines, and parking regulations, best practices, projecting future parking demand, projecting future parking supply, and recommending changes to parking requirements contained in the Township's Zoning Bylaw. The assessment was completed in February 2021 with some of the key findings summarized below.

The Township's Official Community Plan (OCP), the relevant Community Plans and accompanying Engineering Servicing Plans, development standards, Zoning Bylaw requirements, and guiding principles were reviewed in preparation for the analytical assessment of parking standards in town centres. Factors such as transit supply and improvements, areas with pedestrian and transit-oriented development, and availability of on-street parking were also considered.

Existing Parking Regulations

The parking regulations for mixed-use residential/commercial, recreational, retail/service, office/financial and restaurant uses were reviewed in relation with available on-street parking. The following table summarizes current parking requirements for retail, office and restaurant uses based on gross floor area (gfa) of buildings for the Township of Langley generally, excluding the Fort Langley Commercial Core Area.

Land Use	Township-Wide Parking Requirement (excluding Fort Langley)
Retail & Service Comm., inc. Restaurants	1 space per 20 m^2 of gfa
Office uses, inc. Financial Institutions	1 space per 28 m^2 of gfa

Best Management Practices and Guidelines

A review of several municipalities' parking bylaw requirements including those in the City of Langley, City of Chilliwack, District of Mission, City of Abbotsford, City of Maple Ridge, and City of Surrey, was undertaken as part of the assessment. The review confirmed that the parking requirements of other municipalities associated with retail commercial and office uses are lower than those in the Township suggesting that a reduction of the Township's parking requirements would be warranted, given the general trends and approaches in other municipalities.

However, a comparison of restaurant uses found the Township's parking requirements are within and comparable to the range of other municipalities indicating appropriateness of the standards with no justification for an amendment. Similarly, a review of parking requirements associated with recreational uses did not indicate the need for a change of parking requirements for such uses.

A review of the Canadian Institute of Transportation Engineers (ITE) Trip / Parking Generation Manual was undertaken, which found that the Township's Zoning Bylaw requirements associated with parking are generally higher than most recently projected demands anticipated for most commercial uses.

Proposed Parking Regulations

The consultants recommended the parking rate for office/financial institutions for all the Township be established at one (1) space per 35 m^2 of gfa. This would represent a reduction in parking requirements that would be consistent throughout the Township. However, Council has directed that parking requirements in Fort Langley be considered in a separate report, and as such, the proposed Bylaw amendments in this report do not include Fort Langley.

The consultant did not recommend a reduction of the parking requirements for restaurant uses generally, nor in the core commercial areas of Fort Langley and Aldergrove. As such, the parking requirement for restaurants is not recommended to be reduced and remains unchanged at one (1) space per 20 m^2. Based upon the comparison of Township parking requirements with those of other municipalities, the Township has a greater requirement for on-site parking for office uses including financial institutions and other related retail uses.

Growth in local office, financial institutions, and retail uses can lead to more local jobs for residents, reduced travel time, reduced usage of motor vehicles and potentially increased demand and use of other modes of active transportation, as well as development of a compact, sustainable, and complete community. Given the goals of the Township's Sustainability Charter and Climate Action Strategy of reducing reliance on motor vehicles and the cost associated with the provision of on-site parking that may impact viability of development, it is recommended that on-site parking requirements for such uses be reduced. Accordingly, staff recommend amending the Bylaw parking requirements for office, financial institutions, and other retail uses (excluding restaurants). The proposed rates are outlined in the table below:

Land Use	Township-Wide Parking Requirement (excluding Fort Langley)
Retail & Service Comm., exc. Restaurants	1 space per 35 m^2 of gfa
Office Uses, inc. Financial Institutions	1 space per 35 m^2 of gfa
Restaurants	1 space per 20 m^2 of gfa

Projected Parking Demand Management

The projected future land use designations, particularly the Aldergrove Community Plan Core Area, was used to project the future commercial parking demand based on the existing Bylaw average rate (one (1) space per 24 m^2 of gfa) versus a reduced rate (one (1) space per 35 m^2 of gfa) to understand the impact of proposed amendments on the overall parking supply. Whereas the current Bylaw would trigger the need for approximately 1,300 off-street parking stalls, the proposed reduction of parking requirements within the recommended bylaw amendments would result in approximately 900 off-street parking stalls representing an overall reduction of requirements for parking of approximately 30% in the Aldergrove core area.

Subject to Council's approval, this would represent an acceptable and reasonable adjustment in staff's opinion, in consideration of the desire to provide an incentive to trigger development in the commercial core area of Aldergrove without negatively affecting the overall available street parking supply.

Accessible Parking Requirements

The Township's Zoning Bylaw currently stipulates a requirement of one (1) accessible parking stall for developments that have greater than 50 total parking stalls and one (1) additional accessible stall for every 100 spaces. Other municipalities require at least one (1) stall for developments with more than 10 or 12 stalls or a minimum percentage of the total number of stalls.

In comparison with other municipalities, Township requirements for accessible parking are lower. Staff recommend the accessible stall requirements be amended to require one (1) accessible parking space for the first 50 total required spaces; and one (1) additional accessible parking space required for each additional 50 parking spaces or part thereof.

Bicycle Parking Requirements

The review of the practices of other municipalities with respect to bicycle parking requirements revealed a trend in such provisions. This trend reinforces the Township's Cycling Plan and the Climate Action Strategy, as approved by Council, identifying the need for bicycle parking as part of the Township's Zoning Bylaw requirements.

Other municipalities have introduced long-term and short-term bicycle parking requirements for retail/ commercial, restaurant and office use. Long-term parking is suitable for residents and employees while short-term parking would be more suitable to meet the needs of visitors.
Long-term Bicycle parking includes secured locker rooms or areas with end-of-trip facilities including a variety of clothing lockers, water closets, wash basins, showers; with short-term facilities including bicycle racks.

Staff reviewed the off-street bicycle parking requirements of the City of Surrey and the City of Vancouver in detail as they are believed to be the most comprehensive in the Lower Mainland (Attachment B). They include items such as definitions of bicycle spaces, bicycle storage, counting rules, general requirements, visitor bicycle spaces and secure bicycle parking areas. They also include bicycle space requirements for various land uses including multi-family residential, general service use, eating establishments, hospitals, tourist accommodations, and schools. Staff recommend incorporating elements of both the City of Surrey and the City of Vancouver's Zoning Bylaw requirements for off-street bicycle parking regulations into the Township's Zoning Bylaw, excluding the Fort Langley Commercial Core.

The proposed amendments include definitions of bicycle spaces, bicycle storage, secure bicycle parking, and counting rules. Guidelines are included for bicycle spaces for locations, lighting and interaction with pedestrians and parking areas. Similarly, guidelines are included for secure bicycle parking areas for locations inside or outside of buildings, access to outside areas and proximity to building entrances. Mixed use developments must provide a sum of the above referenced spaces for each individual component of the development.

In addition, the proposed amendments include requirements for bicycle spaces for multi-family residential apartments, seniors housing, assembly uses, community care facilities (excluding seniors housing), educational and government institutional buildings, recreational, hospitals, commercial and industrial uses. Multi-family and mixed-use buildings are required to provide both bicycle spaces and secure bicycle parking based on the size of the building. Assembly uses are only required to provide six (6) bicycle spaces near each public entrance. Community care facilities, excluding seniors housing, are required to provide one space per 100 beds.

Bicycle spaces are required for educational uses based upon the type of facility such as kindergarten, elementary, middle school, group children's day care, secondary schools, and other higher learning institutions. Bicycle spaces required are based on the number of classrooms provided with a higher requirement for secondary and higher education institutions (eight (8) per classroom versus five (5) per classroom).

Secure bicycle parking is also required based on the number of students, with secondary and higher education institutions having a greater requirement (0.4 spaces vs. 0.6 spaces per student). Government institutional building, recreational use facilities, and hospitals have similar bicycle space requirements (six (6) at each public entrance) and secure bicycle parking requirements (0.06 spaces per 100 m^2) to serve both visitors and employees. Commercial and industrial use are also required to have bicycle spaces at each public entrance and secure bicycle parking for employees.

End-of-trip facilities are required to facilitate and support cycling as an alternative mode of transportation for visitors and employees. The Bylaw amendment includes requirements for lockers where secure bicycle parking areas are required for a non-dwelling (1.4 times the number of secure bicycle parking spaces) as well as the dimensions for the lockers. The bylaw amendment also includes requirements for water closets, wash basins, shower facilities, and grooming stations for non-dwelling uses. The number of water closets, showers, and grooming stations is based on the number of secure bicycle parking spaces required. The additional requirement for bicycle spaces, secure bicycle parking, and end of trip facilities will have an impact on the space, size, and configuration of new development sites. However, the impact for most uses is mitigated by the proposed reduction in vehicle parking proposed.

Future Reviews

The review recommends monitoring the impact of proposed amendments and market response with a view to potential future amendments to achieve policy objectives. It is recommended that a future review include the development of a parking variance policy, whereby criteria such as Transportation Demand Management (TDM) measures, transit access, opportunities for shared parking, etc. would be assessed to consider anticipated requests for reducing parking requirements. Presently, individual development projects may request a parking variance which is typically considered in light of a supporting traffic study undertaken using industry standards that provide reasonable justification for staff to recommend Council approve of the variance.

As discussed at a high-level above, a potential cash-in-lieu system could be developed to accommodate proposed requests for reducing off-street parking requirements. These are typically considered in areas where it is difficult to accommodate on-site parking due to physical, topographic, or other constraints. The Local Government Act notes that revenue received can be placed in a fund for the purpose of providing new or existing off-street parking spaces.

Staff note that the provision of off-street parking in the core area of Aldergrove can be difficult for some properties, in the context of highest and best use and the surrounding uses. In other municipalities where such cash-in-lieu systems are currently in place the rates range from approximately $8,000 to $25,000 per parking space not being provided. However, this may not reflect the cost of land or the costs associated with construction of a structured parking facility. For contextual purposes the provision of 188 parking stalls as part of the Aldergrove Mall (Town Centre) redevelopment project, with a potential municipal contribution of $8.5M, would equate to approximately $45,000 per stall.

A cash-in-lieu system similar to that currently in place in Fort Langley and other municipalities could be devised based on current economic conditions to offset the costs related to the provision of public parking spaces but should be considered carefully in the context of potential negative impact on development activity.

Future reviews can de undertaken to verify efficacy and appropriateness with potential revisions as needed. This future review would be particularly relevant and more justified in light of the anticipated parking structure required as part of the redevelopment of the Aldergrove Mall with approximately 188 parking stalls allocated for public parking and potential impact on the overall supply and demand in the Aldergrove core area. A cash-in-lieu system could also be considered at a future date that would offset some of the costs associated with provision of public parking as part of the development process. However, such should be considered carefully and judicially in the context of potential negative impact on development activity.

Staff recommend Bylaw amendments to add new requirements for bicycle parking and end-of-trip facilities, as described above, and to increase parking requirements to accommodate persons with disabilities. It is recommended that Council endorse staff to bring forward a cash-in-lieu fee structure as an option for development in Aldergrove Core, based on costs and economic conditions.

Respectfully submitted,

Paul Cordeiro
MANAGER, TRANSPORTATION ENGINEERING
for
ENGINEERING DIVISION

ATTACHMENT A	Aldergrove and Fort Langley Parking Review
ATTACHMENT B	Surrey and Vancouver Bicycle Parking Requirements
ATTACHMENT C	Zoning Bylaw Parking Amendments Report of July 12, 2021

MEMORANDUM

ATTACHMENT A

Date:	February 10, 2021
To:	Tammy Liu
cc:	Paul Cordeiro, James Sun
From:	Niraj Sunuwar
File:	1013.0094.01
Subject:	Aldergrove and Fort Langley Parking Review

1.0 INTRODUCTION

Urban Systems was retained by the Township of Langley to conduct a study on the existing on- and off-street parking requirements and the future on- and off-street parking supply and demand in the Aldergrove Core Area (Core Area), in light of the future commercial developments planned for this area. While this study primarily focuses on addressing future off-street parking requirements, the effects of available on-street parking spaces is also considered and discussed. The scope of the study also includes a review of the existing parking requirements that are in place in the Fort Langley neighbourhood. It should be noted that this study only considers commercial uses (and mixed commercial/residential uses) and does not speak to the current residential parking requirements or future residential parking demand and supply in areas that are solely residential. The study area is shown in **Figure 1-1**.



Figure 1-1: Study Area

2.0 EXISTING POLICIES AND GUIDELINES

There are several existing policies and guidelines that shape the strategy to update the parking standards in the Aldergrove Core Area. The two plans that were reviewed in particular are the Townships' Official Community Plan (OCP) and Aldergrove Community Plan. The guiding principles for adjusting parking standards in town centres include the following.

- *"Encourage transit improvements in all centres and Frequent Transit Development Areas. As transit service improves in these areas, consider reducing parking requirements for residential and commercial uses based on a review of parking needs."*
- *"Incorporate on-street parking where possible and appropriate, particularly adjacent to pedestrian-oriented retail uses and ground-oriented residential projects."*
- *"Consider reducing parking requirements as transit service improves, based on a review of parking needs."*

Section 3.5 in the Aldergrove Community Plan includes guidelines for parking, servicing, and access. The intent of the guidelines, as listed below, is "to ensure the provision of adequate servicing, vehicle access and parking in the downtown while minimizing negative impacts on the safety and attractiveness of the public/pedestrian realm".

- *"A welcoming pedestrian environment with continuous street edge definition is critical to the character of the downtown. Therefore, it is important that vehicular and service functions and other 'back of house' activities remain primarily on the lane where possible, so as not to conflict with pedestrian oriented street activity, particularly on downtown commercial streets."*
- *"Structured underground or 'tuck-under' parking is preferred over off-street surface parking."*
- *"Where off-street surface parking is unavoidable, it should be located to the rear of the building with parking access from the lane or side-street."*
- *"Locate public on-street parking at the curb to provide convenient and direct access to commercial and residential entrances along the street."*
- *"Off-street parking shall not be located between the front face of a building and the public sidewalk."*
- *"If located beside the building and adjacent to the public sidewalk, screen surface parking areas from sidewalks and other active open spaces using materials that provide a visual buffer while still allowing clear visibility into the parking areas to promote personal safety and security. Screening could include landscaping, a trellis, or grillwork with climbing vines."*
- *"In general, vehicular access should be from the lane. Where there is no lane, and where the re-introduction of a lane is difficult or not possible, access may be provided from the street, provided:*
    - *Access is from the long face of the block;*
    - *There is minimal interruption of the pedestrian realm and streetscape treatment;*
    - *Waiting, or pick-up drop-off areas are located internal to the site, not in the public right-of-way; and*
    - *There is no more than one interruption per block face and only one curb cut on the street."*
- *"Any vehicular entrance and its associated components (doorways, ramps, etc.), whether from the street or lane, should be architecturally integrated into the building so as to minimize its exposure. In particular, avoid ramps located directly off the street or lane. Minimize negative impacts of parking ramps and entrances through treatment such as enclosure, screening, high quality finishes, sensitive lighting, and landscaping."*
- *"Vehicular entrances and curb cuts are not permitted along the Fraser Highway within the downtown plan area."*

- *"Clear lines of site should be provided at access points to parking, site servicing, and utility areas to enable casual surveillance and safety."*
- *"Share parking and access is encouraged where possible."*

3.0 EXISTING PARKING REGULATIONS

3.1. ALDERGROVE CORE AREA PARKING REGULATIONS

The current vehicular parking requirements pertaining to commercial and recreational uses stated in the Township's zoning development bylaws are summarized in **Table 3-1**.

Table 3-1: Relevant Township of Langley Existing Parking Requirements (Source: Zoning Bylaw 2500)

Land Use	Vehicular Parking Requirement Rates
Mixed-Use Residential/Commercial	1.5 spaces per dwelling unit
Recreational Uses	1 space per 45m^2 gross floor area + 1 space per 10 spectator seats
Retail/Service Establishments	1 space per 20m^2 gross floor area
Office/Financial Institutions	1 space per 28m^2 gross floor area
Restaurants	1 space per 20m^2 gross floor area

The existing parking conditions in the Aldergrove Core Area has been summarized in the recently completed Engineering Services Plan (ESP, April 2020). As part of the parking conditions review, a site visit was conducted in November 2019. The review indicated that few commercial and recreational establishments along Fraser Highway and 272nd Street provide surface parking spaces accessed from laneways, meanwhile, other older properties directly fronting Fraser Highway lack off-street parking supply. According to Township staff, many of these properties were constructed or developed prior to introduction of the existing bylaw and do not provide the number of off-street parking spaces required by the bylaw contributing to the current on-street parking demand, particularly along Fraser Highway. Currently, ground level parking lots cover more than half of the surface area in the northern commercial properties of the downtown core. One major contributor to the large amount of surface parking is the Aldergrove Mall, which is undergoing redevelopment. The future parking demands of this site are being evaluated separately.

The recently constructed Aldergrove Credit Union Community Centre (ACUCC) consists of several popular programs that attract higher than normal visitors compared to other community recreational centres. These programs include an outdoor pool, water park, and hockey rink. As such, parking spillover issues have been reported by Township staff and the parking lot at the Aldergrove Community Secondary School (ACSS) is being used for overflow parking.

On-street parking is permitted on most of the local and collector roads in the Core Area. Some segments along Fraser Highway with commercial frontages also allow temporary on-street parking with time and duration restrictions along both sides. Parking restricted locations are clearly designated by yellow painted curb sections or with signs throughout the Core Area. The permitted on-street parking locations are summarized in **Figure 3-1**. As can be seen from the figure, most of the on-street parking is not regulated. The on-street parking restrictions (2-hour time restrictions) are primarily imposed along Fraser Highway and short segments of271 Street and 272 Street. Minor sections on 271 Street and 29A Avenue are the only locations with a 1-hour time restriction.

A cursory review of the existing on-street parking inventory was conducted based on the parking designations shown in Figure 3-1. An average length of 6.5 metres per parking space was assumed for this calculation. Driveways, fire hydrants and other restricted segments were excluded from this approximation wherever identified. The results showed that there are approximately over 250 on-street parking spaces currently available within the core area.

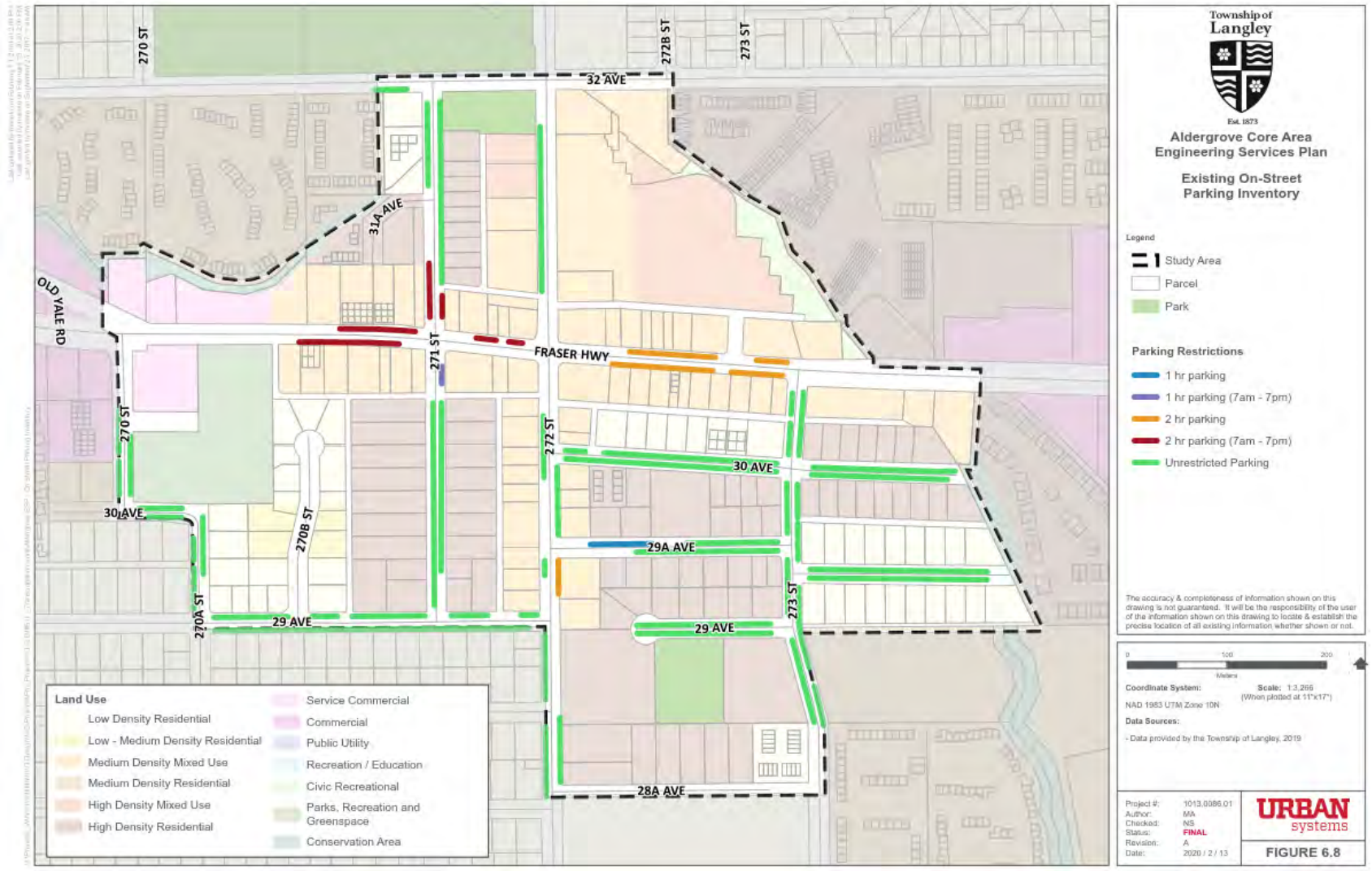


Figure 3-1: Existing On-Street Parking Inventory (Source: Aldergrove Core Area ESP, Urban Systems, April 2020)

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3.2. FORT LANGLEY PARKING REGULATIONS

In 1995, the Township of Langley implemented several amendments in the parking requirements and zoning bylaws for the Fort Langley core area due to growing challenges in off-street parking demand in the area. One of the amendments (Bylaw #3488) established commercial off-street parking requirements for new developments in the area to be 50% that of the rest of the Township. This was a significant change as prior to this amendment, downtown Fort Langley was the only commercial area in the Township that did not have any parking and loading requirement in the Zoning Bylaw. Based on this policy, **Table 3-2** compares the existing parking requirement rates within Fort Langley and the rest of the Township. It is noted that along with this amendment, the Township also introduced a cash in-lieu system for commercial developments in the area, where developers may opt to provide cash in place of providing off-street parking spaces on their development.

Table 3-2: Existing Parking Requirements

	Use	Fort Langley	Rest of the Township
Township of Langley	Retail	1 space per 40 m^2	1 space per 20 m^2
	Office	1 space per 56 m^2	1 space per 28 m^2
	Restaurant	1 space per 40 m^2	1 space per 20 m^2

A desktop review indicates that the transportation and parking infrastructure in this area currently do not justify the reduced parking requirements in the area. Only a limited number of public parking spaces in the Fort Langley Marina Park currently provide additional off-street parking supply outside of the developments. As such, businesses rely on the on-street parking spaces where off-street parking supply is inadequate. The cash in-lieu of parking has also not been pursued by the developers due to the low parking requirement rates, which has resulted in minimal reserve fund to support construction of a public parking facility.

4.0 BEST PRACTICES

One of the goals of this study is to review the Township's current bylaw requirements for required commercial off-street parking spaces and determine if an update or modification is warranted given the specific context of the Aldergrove Core Area. The Core Area is an area with significant redevelopment potential and substantial growth in residential and commercial density is expected in the future. The Township envisions this area to become a more walkable, cycle friendly, and transit-oriented neighbourhood with continuous, street-facing, store frontage along the major corridors (Fraser Highway and 272 Street). Given these characteristics, it may become more challenging for future commercial developments to provide sufficient off-street parking supply to meet the existing bylaw requirements.

A review of several other municipal bylaws in the Lower Mainland and Fraser Valley was performed to compare the range of parking requirements currently in place elsewhere. Of the municipalities reviewed, City of Chilliwack and City of Maple Ridge were identified as having characteristics most similar to the Township in terms of mode share, walkability and land use density. Additionally, the parking requirements for the City of Langley, City of Surrey, City of Abbotsford, and District of Mission were also included. The mode share of these communities is summarized in **Table 4-1** for comparison. Note that the mode share presented for the Township includes areas outside of Aldergrove.

Table 4-1: Mode Share in different communities within Lower Mainland and Fraser Valley (Source : 2016 Census)

Mode	Township of Langley	City of Langley	City of Chilliwack	District of Mission	City of Abbotsford	City of Maple Ridge	City of Surrey
Auto	89%	89%	91%	93%	93%	90%	81%
Bike	1%	0%	1%	0%	1%	0%	0%
Transit	2%	4%	2%	3%	2%	3%	15%
Walk	7%	6%	5%	3%	3%	6%	3%
Other	1%	1%	1%	1%	1%	1%	1%

Due to commercial use encompassing different sub-types of uses and given the limited information on the specific types of future developments in the Core Area, "Retail", "Office", and "Restaurant" (or equivalent definitions) were selected as primary representative uses under commercial land use.

4.1. RETAIL AND OFFICE USE

Table 4-2 summarizes municipal bylaw parking requirements for Retail and Office use in comparison to the Township's current bylaw.

Table 4-2: Retail and Office Parking Requirements in Similar Municipalities

	Land Use	Parking Requirement Rate
Abbotsford	Retail	Less than 400 m² GFA: **1 space per 36 m²** 400 m² to 4000 m² GFA: **1 space per 33 m²** Higher than 4000 m² GFA: **1 space per 40 m²**
Chilliwack	Retail/Office	**1 space per 40 m²**
City of Langley	Retail/Office	**1 space per 31 m²**
Maple Ridge	Retail	**1 space per 30 m²**
	Office	**1 space per 40 m²**
Mission (Parking requirements may be further reduced by 35% in Commercial Core Area for these uses)	Retail	Less than 375 m² GFA: **1 space per 40 m²** 376 m² to 4500 m² GFA: **1 space per 33 m²** Higher than 4501 m² GFA: **1 space per 40 m²**
	Office	**1 space per 33 m²**
Surrey	Retail	Less than 372 m² GFA: **1 space per 36 m²** 372 m² to 4645 m² GFA: **1 space per 33 m²** Higher than 4645 m² GFA: **1 space per 40 m²**
	Office	Within City Centre: **1 space per 71 m²** Outside City Centre: **1 space per 40 m²**
Township of Langley	Retail	**1 space per 20 m²**
	Office	**1 space per 28 m²**

Based on review of other examples in the Lower Mainland and Fraser Valley, it was found that local municipalities typically stipulate Retail and Office land use parking rates between one space per 30 m² gross floor area (GFA) and one space per 40 m² GFA, with Chilliwack and Maple Ridge generally in the upper bound of this range. This is notably lower than the rates found in the Township's bylaw, which currently stipulates a parking rate of one space per 20 m² GFA for retail uses and one space per 28 m² GFA for office uses. It is also worth to note that the District of Mission further provides an additional 35% reduction to the requirement in its Commercial Core Area, recognizing the higher densities and space constraints in this area. Based on the comparison with other municipal bylaws, Township's current bylaw requirements for retail and office uses were determined to be relatively aggressive for today's environment, and thus a reduction in current rate is justified. Based on the comparison with the rates of other municipalities in the region, a requirement of 1 space per 35 m² GFA is recommended as a more suitable base rate for the Aldergrove Core Area for both office and retail use. Consideration should also be given to stipulates separate rates for retail use based on sizes.

4.2. RESTAURANT USE

A similar approach was used to analyze the restaurant parking requirements. The sample parking requirements for this use type of other municipalities in comparison to the Township's requirement are summarized in **Table 4-3**.

Table 4-3: Restaurant Parking Requirements in Similar Municipalities

	Land Use	Parking Requirement Rate
Abbotsford	Restaurant	First 100 m² GFA: **1 space per 50 m²** GFA above 100 m²: **1 space per 33 m²**
Chilliwack	Restaurant	**1 space per 20 m²**
City of Langley	Restaurant	**1 space per 31 m²**
Maple Ridge	Restaurant	**1 space per 30 m²**
Mission	Restaurant	**1 space per 10 m²**
Surrey	Restaurant	Less than 150 m² GFA: **1 space per 33 m²** 150 m² to 950 m² GFA: **1 space per 10 m²** Higher than 950 m² GFA: **1 space per 7 m²**
Township of Langley	Restaurant	**1 space per 20 m²**

A review of the parking requirements of local municipalities for restaurant land uses showed that the parking rates vary quite notably between different locations. As shown in Table 4-3, other municipalities typically stipulate rates that are between once space per 10 m² GFA to one space per 50 m² GFA. In terms of municipalities that are similar to Aldergrove Core Area (e.g. Chilliwack and Maple Ridge), the parking requirements is about one space per 20-30 m² GFA, which is comparable with the Township's current requirements of one space per 20 m². As such, the Township's rate for restaurant establishments is considered to fall within the typical requirement and no change to the parking rate is recommended. However, considering the differences in peak occupancy of restaurant establishments (typically middays and evenings) and retail/office (typically mornings and afternoons), there is opportunity to encourage shared parking arrangements between these two types of uses wherever possible.

4.3. RECREATIONAL USE

The sample parking requirements for recreational types of uses of other municipalities in comparison to the Township's requirement are summarized in **Table 4-4**. Unlike the retail, office, and restaurant uses, the parking requirements for recreational uses vastly vary between municipalities. The specific land uses within each bylaw also doesn't cover all types of recreational uses that could have various parking demands. As such, the parking supply requirements for facilities such as ACUCC should be decided by determining the parking demands for individual programs with consideration of shared parking. Some of these uses are expected to inherently have peak parking demands that cannot be accommodated by average parking supply rates and therefore require overflow parking plans and parking management strategies.

Table 4-4: Parking Requirements in Similar Municipalities

	Land Use	Parking Requirement Rate
Abbotsford	Recreational	Same as Retail Use Less than 400 m² GFA: **1 space per 36 m²** 400 m² to 4000 m² GFA: **1 space per 33 m²** Higher than 4000 m² GFA: **1 space per 40 m²**
Chilliwack	Recreational	**1 space per 40 m²**
City of Langley	Recreational	Skating/Roller Rink, Swimming Pool - **1 space per 31 m²** Racquet Court, Curling Rink, Bowling Alley – **3 spaces per court, rink or alley + 1 space per spectator seat** Community Centre – **1 space per 31 m²**
Maple Ridge	Recreational	Indoor **- 1 space per 30 m²** Outdoor **- 1 space per 20 m²**
Mission	Recreational	Indoor - **1 space per 4 seats of total capacity of assembly area + 1 space per 33 m² of other Floor Space**
Surrey	Recreational	**1 space per 28 m² + parking requirements for all accessory uses**
Township of Langley	Recreational	**1 space per 45m² gross floor area + 1 space per 10 spectator seats**

4.4. CONSULTATION WITH SIMILAR MUNICIPALITIES

As part of this study, some of the comparable municipalities were consulted to gauge their views on the effectiveness of their current bylaw parking requirements. Based on conversations with the City of Chilliwack and the City of Maple Ridge, both municipalities have expressed that their current commercial parking requirements are generally adequate in meeting demands.

The City of Chilliwack also expressed that they found their commercial parking rates were often too onerous for developers to satisfy and tend to be relatively conservative. In fact, the City of Chilliwack had recently (August 2020) made a substantial revision of their zoning bylaws in which they had streamlined their parking requirements. The update included reducing the parking rate requirements for commercial uses compared to the previous requirements. They also stipulated a 10% reduction to parking requirements if the development is within 400 metres of a Frequent Transit Route. Note that the parking rates for Chilliwack shown in the previous tables are based on their updated requirements.

The City of Maple Ridge has not completed a major review of their parking bylaw since 1990. However, amendments were made after a comprehensive study was undertaken for their Town Centre Area in 2008. This study included a parking review on the utilization of public and private parking in the Town Centre Area and determined that there was an oversupply of parking. The review further determined that based on future projected land use, the parking requirements could be reduced within the Central Business District.

4.5. ITE PARKING GENERATION RATES

The Institute of Transportation Engineers (ITE) publishes a Parking Generation Manual that includes parking rates organized by different land uses, time periods, and locations. The information is based on parking generation studies submitted voluntarily to the ITE by public agencies, developers, consulting firms, student chapters, and associations. These rates are provided for informational purposes only and are not considered as recommendations. However, the data included in this manual provides a better understanding of observed parking demand for similar land uses as proposed in the Core Area. It is noted that the site and area characteristics can affect parking demand (e.g. availability of transit services, transportation demand management measures, parking pricing, shared parking). A list of average parking rates (non-holiday, general urban/sub-urban) for relevant commercial uses are provided in **Table 4-5**. The parking demand rates documented in the ITE Parking Generation Manual indicate that the current Township's bylaw rates are generally higher than expected demand for most commercial uses.

Table 4-5: ITE Parking Generation rates (Source: ITE Parking Generation Manual, 5th Edition)

Land Use	ITE Code	Average Parking Rate
General Office Building	710	**1 space per 39 m²**
Single Tenant Office Building	715	**1 space per 30 m²**
Small Office Building	720	**1 space per 36 m²**
Variety Store	814	**1 space per 83 m²**
Free Standing Discount Store	815	**1 space per 72 m²**
Supermarket	850	**1 space per 32 m²**
Convenience Market	851	**1 space per 45 m²**
Pharmacy/Drugstore without Drive-Through	880	**1 space per 43 m²**
Marijuana Dispensary	882	**1 space per 43 m²**
Liquor Store	899	**1 space per 55 m²**
Fast Casual Restaurant	930	**1 space per 31 m²**
Quality Restaurant	931	**1 space per 9 m²**
High-Turnover (Sit Down) Restaurant	932	**1 space per 10 m²**
Fast-Food Restaurant without Drive-Through Window	933	**1 space per 10 m²**
Fast-Food Restaurant with Drive-Through Window	934	**1 space per 11 m²**
Coffee/Donut Shop without Drive-Through Window	936	**1 space per 9 m²**
Coffee/Donut Shop with Drive-Through Window	937	**1 space per 18 m²**
Automobile Parts and Service Center	943	**1 space per 56 m²**
Multipurpose Recreational Centre	435	**9.5 spaces per acre (Friday)** **16 spaces per acre (Saturday)**
Water Slide Park[1]	482	**43 spaces per acre (Weekdays)** **79 spaces per acre (Saturday)**
Recreational Community Centre	495	**1 space per 45 m² (Weekdays)** **1 space per 49 m² (Saturday)**

[1] Only 2 studies reported for Water Slide Park

5.0 FUTURE PARKING DEMAND IN ALDERGROVE

The future land use information for the Aldergrove Core Area was based on the information provided by the Township for the Engineering Service Plan prepared by Urban Systems (2020) and the latest available revision of the Aldergrove Mall Mixed-Use Development Traffic Impact Study prepared by CTS (2020). The land uses were broken into seven analysis zones for ease of reference, as shown in **Figure 5-1**.

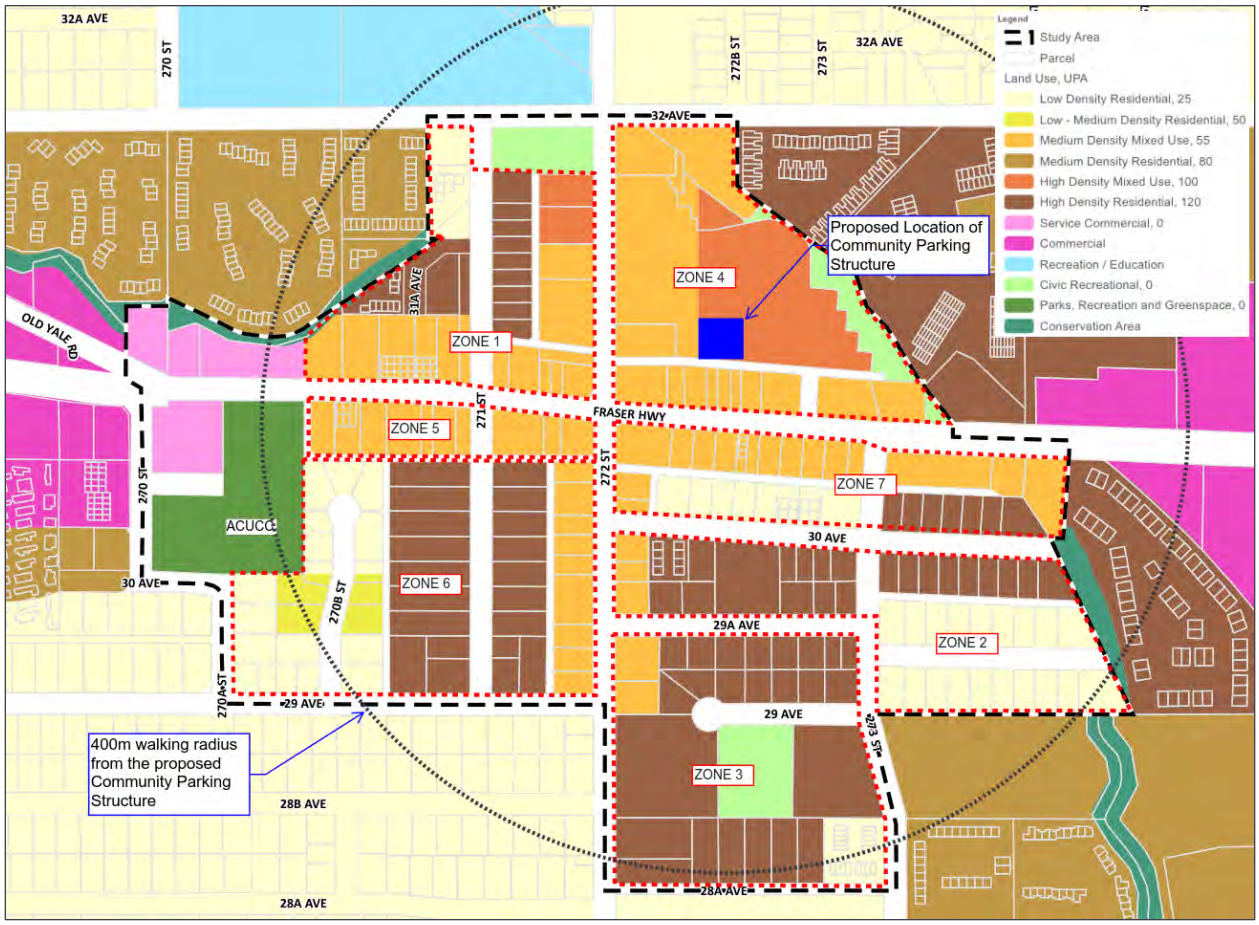


Figure 5-1: Land Use Analysis Zones Breakdown (Source: Aldergrove Core Area ESP, April 2020)

As shown in the figure, a community parking structure is proposed to be constructed in Zone 4 as part of the Aldergrove Mall redevelopment that is currently in its design phase. The parking structure is expected to support part of the future commercial parking needs in other parts of the Core Area. Based on a 400-metre, or five-minute, walking distance (the general maximum walking distance drivers are willing to travel from parking to store[2]), the coverage of the community parking structure is able to service the commercial establishments in all of the analysis zones. As such, it was determined that the location of the parkade structure will be able to serve most, if not all, commercial areas.

[2] Car drivers' characteristics and the maximum walking distance between parking facility and final destination, Peter van der Waerden, Harry Timmermans and Marloes de Bruin-Verhoeven, Journal of Transport and Land Use, 2017, Vol. 10, No. 1 (2017), pp. 1-11

It should be noted that the ACUCC falls just outside of the five-minute walking distance and the current overflow parking area at ACSS is also located at a similar walking distance as the proposed parkade facility. This would indicate the parking spillover issues during peak demand at ACUCC is expected to affect Zone 1, 5, and 6.

The future parking demands for the proposed commercial areas in each zone are estimated using an average of the existing bylaw rates for retail and office use and a rate of 1 space per 35 m^2 GFA. The future demand is summarized in **Table 5-1**. It should be noted that the parking demand at the planned Aldergrove Mall redevelopment is excluded from the total as it is assumed that the site will be able to meet its own parking demands as per the latest information. Additionally, the parking rates were applied assuming general commercial uses and therefore parking demand for restaurant use was not individually estimated.

Table 5-1: Future Commercial Parking Demand within the Aldergrove Core Area

Zone	Commercial GFA (m^2)	Number of Spaces Required (Based on existing bylaw's average or retail and office – 1 space per 24 m^2 GFA)	Number of Spaces Required (Based on 1 space per 35 m^2 GFA)
1	9,164	384	262
2	993	42	29
3	1,292	54	37
4	4,470*	187	128
5	4,627	193	133
6	3,455	144	99
7	7,126	298	204
Total	**31,127**	**1,302**	**892**

**The area for Zone 4 excludes the Mall redevelopment as it is assumed that the parking requirements for this development is already accommodated for per the current bylaw requirements (as stated in the CTS study).*

Based on the current bylaw requirements, approximately 1,302 off-street parking spaces will be required for commercial developments within the Core Area. However, an updated parking requirement rate of 1 space per 35 m^2 would require approximately 892 off-street parking spaces (410 less stalls).

6.0 FUTURE PARKING SUPPLY

The future parking supply in the Core Area was estimated based on available information from the ESP and other recent studies. According to the recommendations from the ESP, Fraser Highway is expected to be widened to four lanes through out the Core Area, which requires removal of current on-street parking. Although approximately 75 on-street parking spaces will be lost due to proposed future improvements in the area, the on-street parking supply is still expected to be ample with roughly 175 total spaces remaining along other local and collector roads in the neighbourhood (based on current parking designations).

Additionally, as noted, a centralized parking facility is proposed to be constructed as part of the Aldergrove Mall redevelopment. As discussed, this site will be fully self sufficient in meeting its own generated parking demands and this proposed parking structure is aimed to accommodate the parking needs arising from future developments in other parts of the Aldergrove Core Area. Based on the memorandum[3] prepared by CTS in 2019, the community parking facility is expected to provide 188 spaces for this purpose. Although the parking facility is able to offset some of the future commercial parking demand within a 5-minute walking radius, additional on-site parking is still required at each individual property to meet the requirement.

Table 6-1 summarizes the future parking demand with an average of the existing bylaw rates for retail and office use and 1 space per 35 m^2 GFA parking supply rate, along with the supply of 188 spaces in the parkade structure to determine approximate parking requirement rates within the Aldergrove Core Area.

Table 6-1: Future Parking Supply Summary

	Demand based on existing bylaw average rate of 1 space per 24 m^2 GFA	Demand based on 1 space per 35 m^2 GFA
Required total parking spaces	1,302	892
Number of spaces available (parking structure)	188	188
Additional spaces needed at sites of development to meet requirement	1,114	704
Equivalent parking density to meet additional spaces requirement	**1 space per 28 m^2**	**1 space per 44 m^2**

Based on the calculations shown in Table 6-1, the 188 spaces provided in the parking structure will marginally absorb the future parking demand of the area and results in a lower parking requirement rate of 1 space per 44 m^2 including both retail and office uses.

[3] Aldergrove Mall Mixed-Use Development Traffic Impact Study, CTS, April 2020.

7.0 RECOMMENDATIONS

The following section identifies recommended parking regulations and policies based on the review summarized in the previous sections. Although most recommendations apply to both communities of Aldergrove and Fort Langley, specific recommendation for each individual community has been identified where applicable.

7.1. UPDATE VEHICULAR PARKING RATES FOR RETAIL USE (ALDERGROVE AND FORT LANGLEY)

The current bylaw parking requirements for retail use in Aldergrove (1 space per 20 m^2) was found to be high while the rate in Fort Langley (1 space per 40 m^2) was found to low. In addition, the parking demand can vary depending on the type of retail use as outlined in Table 4-5. For example, a large supermarket would require significantly more parking spaces compared to a large furniture or home furnishing retailer of similar size.

One approach to address this was to consider breaking down the parking requirements based on the type of retail use. However, discussion with Township staff indicated that the nature of retail use isn't usually known during the development application stage when these rates are being applied. As such, the vehicular parking rates for retail use is recommended to be updated based on the size of development into a three-tier system, as outlined below.

- Less than 400m^2 Gross Floor Area (GFA) - convenient store or independent retailer
    - generally constrained in terms of space, therefore usually allowed lower parking rate requirements
- 400m^2 to 4000m^2 GFA - small to median sized grocery store
    - Generally highest parking rate requirements
- Greater than 4000m^2 GFA - large supermarket or shopping centre
    - Larger floor area generally leads to less intense use of space and therefore generally reduced parking rate requirements compared to medium tier

Based on the breakdown above and considering the Township context, the recommended minimum bylaw parking requirements for retail use in Aldergrove and Fort Langley are listed below.

- Less than 400m^2 GFA- **1 space per 35 m^2**
- 400m^2 to 4000m^2 GFA - **1 space per 30 m^2**
- Greater than 4000m^2 GFA - **1 space per 35 m^2**

7.2. UPDATE VEHICULAR PARKING REQUIREMENT RATE FOR OFFICE USE (ALDERGROVE AND FORT LANGLEY)

Based on the review of parking rates for office use from other municipalities in the region and the scan of parking demand as reported in the ITE Parking Generation Manual, the vehicular parking requirement rate for the office use should be adjusted to **1 space per 35 m^2** in Aldergrove and Fort Langley.

7.3. UPDATE VEHICULAR PARKING REQUIREMENT RATE FOR RESTAURANT USE (FORT LANGLEY ONLY)

The transportation and parking infrastructure in Fort Langley currently do not justify a reduced vehicular parking requirement rate for the restaurant use and should be adjusted to **1 space per 20 m^2**, matching the requirement with the rest of the Township.

7.4. DEVELOP PARKING MANAGEMENT PLAN FOR ACUCC (ALDERGROVE ONLY)

Based on the discussion with the Township staff, the current parking supply for ACUCC has been found to exceed the parking supply during infrequent peak demand periods that occur during limited time periods and days. With limited options to increase the parking supply, a parking management plan should be developed to address the parking spillover issues. This plan would include improving walkability between the facility and overflow parking area, and encouragement of non-auto mode choice for local visitors by promoting or providing incentives. Directional signs identifying the overflow parking area at Aldergrove Community Secondary School on 29 Avenue have already been implemented at the facility.

7.5. ESTABLISH BICYCLE PARKING REQUIREMENTS (TOWNSHIP WIDE)

The Township 2015 Cycling Plan identifies the need to introduce bicycle parking requirements in the Township Zoning Bylaw. In addition to the requirements for residential use, the requirements should also be stipulated for retail, office, and restaurant uses. These include specifying long-term (secure locker rooms) and short-term (bike racks) parking requirements.

Long-term parking is suitable for residents and employees while short-term parking is suitable for visitors. Appropriate end-of-trip facility requirements may also be integrated into the regulations to further promote the use of cycling. Some examples include clothing lockers, water closets, wash basins, and showers.

The bicycle parking requirements in similar municipalities for retail, office, and restaurant use are shown in **Table 7-1** for reference and range between 1 space per 500m^2 to 1000m^2.

Table 7-1: Bicycle Parking Requirements in Similar Municipalities

	Land Use	Bicycle Parking Rate
Abbotsford	Commercial	For each 500 m^2 GFA than 100 m^2: **1 space per 500 m^2**
Chilliwack	Commercial	Up to 10,000 m^2 GFA: **1 space per 500 m^2** Additional area above 10,000 m^2 GFA: **1 space per 1000 m^2**
City of Langley	Retail/Restaurant	Long-term parking: **1 space per 500 m^2 or 1 space per 10 employees** Short-term parking: **6 spaces per unit**
	Office	Long-term parking: **1 space per 750 m^2** Short-term parking: **6 spaces per unit**
Maple Ridge	Commercial/Office	Long-term parking: **1 space per 750 m^2** Short-term parking: **6 spaces per 1500 m^2**
Surrey	Retail	Long-term parking: **1 space per 1000 m^2** Short-term parking: **6 spaces**
	General Service/ Restaurant	Long-term parking: **1 space per 1667 m^2** Short-term parking: **1 space per 833 m^2 (City Centre)** **or 1 space per 1667 m^2 (outside City Centre)**

7.6. UPDATE ACCESSIBLE PARKING REQUIREMENTS (TOWNSHIP WIDE)

The Township's Zoning Bylaw currently only stipulate accessible parking requirements for properties with greater than 50 total required parking spaces. The BC Building Code 2018 update has discontinued requirements for accessible parking spaces and recommend that the local authority bylaws regulate these parking spaces. As such, the bylaw requirement rate should be updated ensure they meet local needs and reflect emerging best practices. The accessible parking requirements in similar municipalities and current Township's requirement are provided in **Table 7-2** for reference.

Table 7-2: Accessible Parking Requirements in Similar Municipalities

	Accessible Parking Requirement
Abbotsford	One accessible parking space for the first 10-50 total required spaces One additional space for each additional 50 parking spaces (or part thereof)
Chilliwack	Minimum of 1 accessible parking space or 1% of total required parking spaces, whichever is greater.
City of Langley	Minimum of 5% of total required parking spaces should be accessible parking spaces
Maple Ridge	26-75 total required spaces: **1 accessible parking space** 76-125 total required spaces: **2 accessible parking spaces** 126-200 total required spaces: **3 accessible parking spaces** For every 100 spaces in excess of 200: **1 additional accessible parking space**
Surrey	For properties with greater than 12 total required parking spaces, minimum of 2% of total required parking spaces, rounded upward to nearest whole number, must be accessible parking spaces
Township of Langley	For properties with greater than 50 total required parking spaces, accessible parking spaces provided in the ratio of 1 for every 100 total spaces (or part thereof)

7.7. DEVELOP PARKING VARIANCE POLICY (ALDERGROVE AND FORT LANGLEY)

A parking variance policy that can be used specifically for Aldergrove and Fort Langley should be developed that outlines the criteria that the Township can consider in evaluating a parking variance request. The key components to the variance policy should include the following:

- **Transportation Demand Management (TDM)** – Provision of targeted programs/strategies that result in reduced parking demand, including carshare, public transit, bikeshare, and bicycle facilities beyond what is required in the Bylaw.
- **Transit Access** – Where access to public transit is anticipated to result in a measurable decrease in parking demand due to increased transit use.
- **Shared Parking** – Where it can be demonstrated that the land uses of a particular mixed-use development exhibit complementary parking demand between different uses and the overall parking demand can be met by fewer parking spaces due to sharing.

A technical study prepared by a qualified transportation professional is recommended to accompany any variance request that demonstrates how the proposal meets the identified criteria, the impact of each on reducing parking demands, and that the proposed parking supply is appropriate.

7.8. DEVELOP CASH IN-LIEU OF PARKING POLICY (ALDERGROVE AND FORT LANGLEY)

The Local Government Act (LGA) permits municipalities in BC to establish regulations allowing a prospective developer to pay cash in-lieu of required parking spaces. Cash in-lieu of parking is at land developer's discretion and is typically pursued where off-street parking is not needed or is difficult to accommodate on-site parking due to physical or other constraints. Per the LGA, all monies received must be placed in a reserve fund for the purposes of providing:

- New and existing off-street parking spaces, or
- Transportation infrastructure that supports walking, cycling, public transit, or other alternative forms of transportation.

For both communities of Aldergrove and Fort Langley, the provision of off-street parking spaces is expected to be problematic for smaller lots. As such, criteria should be set prioritizing developments with small lot sizes and located closer to a public parking facility. In addition, a maximum amount of parking supply that can be replaced through cash in-lieu of parking should be set by the Township to ensure a basic parking provision on-site, prevent spillover parking issues, and manage parking demand on future parking facility.

The cash-in-lieu rate should be reviewed and set by the Township to ensure that the developers are encouraged to pursue cash in-lieu. **Table 7-3** provides a comparison of cash in-lieu rates in similar municipalities and shows that the rates generally range from $8,000 to $25,000 per parking space. The lower rates correspond to the surface parking and higher rates correspond to the structured parking. In order to fully finance the cost aof land and parking structure, the Township would need to establish a cash in-lieu rate in excess of $45,000 per parking space. However, the rate should be reviewed and set by the Township to ensure that the developers would pursue cash in-lieu option when the rates are set this high.

Table 7-3: Cash in-Lieu Rates in Similar municipalities

	Notes	Cash in-Lieu Rate
Abbotsford	Cash in-lieu only permitted within designated Historic Downtown Abbotsford area, up to a maximum of 10 parking spaces.	**$3,000 per parking space**
Maple Ridge	Cash in-lieu available for non-single-family/duplex properties situated within **930 metres** radius of the Municipally owned and operated parking lot.	Non-residential: **$12,500 per parking space** Residential: **$8,000 per parking space**
Surrey	Cash in-lieu available for **multi-family residential** uses, up to 10% of the minimum required off-street spaces, with an additional 10% reduction available if satisfactory TDM measures are provided	**$20,000 per parking space**
New Westminster	Cash in-lieu received go towards upgrading transit, pedestrian and cycling infrastructure (cash in-lieu from properties within 1,500 feet of City owned parking facility can be used for alternative transportation or for new/existing parking spaces)	Structured Parking: **$25,000 per parking space** Surface Parking: **$8,000 per parking space**
Vancouver	Cash in-lieu available for commercial and industrial properties in designated areas in and near Downtown	**$24,700 per parking space**

8.0 OTHER CONSIDERATIONS

In addition to the recommendations provided in the previous section, the following considerations should be taken in the development of the parking regulations and policies in Aldergrove and Fort Langley communities.

Aldergrove

- Consult with Aldergrove Business Association to seek feedback on the proposed recommendations.
- Collect an inventory of off-street parking spaces by address/land use designation.
- Conduct employee survey to determine mode choice and parking use in commercial area.
- As redevelopment occurs, adjust on-street parking regulations to address spillover problems into residential area.
- Develop specific regulations for off-street passenger spaces to allow taxis, freight, and other private vehicles to load and unload in designated spaces if these activities are affecting through motor vehicle, cycle, and transit traffic.

Fort Langley

- Review and update the existing parking policies for Fort Langley to reflect the proposed recommendations.
- Consult with local businesses to seek feedback on the proposed recommendations.
- Collect an inventory of off-street parking spaces by address/land use designation.
- Conduct parking demand and utilization study to identify seasonal peak demand and to determine appropriate mitigations measures such as overflow parking plans.
- Conduct employee survey to determine mode choice and parking use in commercial area.
- As redevelopment occurs, adjust on-street parking regulations (time restricted parking) to address spillover problems into residential area.
- Consider developing specific regulations for off-street passenger spaces to allow taxis, freight, and other private vehicles to load and unload in designated spaces if these activities are affecting through motor vehicle, cycle, and transit traffic.

9.0 NEXT STEPS

Based on the review and findings of this assignment, the next steps for the Township are to update the zoning bylaw for accessible parking, bike parking and end trip facilities, and the parking requirement rates for office and retail uses.

10.0 CLOSING

This memorandum summarizes the findings and recommendations for parking requirements and supply in Aldergrove Core Area and Fort Langley with a focus on commercial uses. We hope that there is sufficient information provided in this memo that will further assist in developing the parking regulations and policies in these two communities of the Township of Langley.

URBAN SYSTEMS LTD.



Niraj Sunuwar, P.Eng., PTOE
Transportation Engineer

cc: Paul Cordeiro, James Sun

/fl, ns
\\uslsur\proj\1013\0094\01\R-Reports-Studies-Documents\R1-Reports\2021-01-20 Aldergrove Core Parking Review Final Draft Memo R1.docx

City of Surrey Zoning Bylaw Bicycle Requirements:

Bicycle Space
means a space to secure one bicycle and must include a device that is anchored to a hard surface.

Bicycle Storage
means a secured, enclosed area for *bicycle spaces*.

***Secure Bicycle Parking Area*:**
A *secure bicycle parking area* provided in a separate bicycle room located within a *building,* whether located at or above *finished grade*, with convenient access to the outside of the *building*, is excluded from the calculation of the *floor area ratio* to a maximum of 170 sq. m [1,830 sq. ft.].

Counting Rules

The counting rules are as follows:

(a) Where *gross floor area* is used as a unit of measurement for the calculation of required *parking spaces*, it must exclude parking loading/unloading areas, *secure bicycle parking areas*, stairways and mechanical rooms within the *building*;

(b) For the purpose of determining the number of required *parking spaces* or *bicycle spaces*:

i. Any fraction less than one-half (0.5) must be disregarded; and

ii. Any fraction one-half (0.5) or greater must be considered equivalent to one (1); and

(c) Within *dwelling units* in *multiple unit residential buildings,* where rooms are identified as dens, studies, libraries or other rooms of like character which are a minimum of 9 square metres [97 sq. ft.] in floor area, such rooms must be considered bedrooms for the purpose of determining parking requirements.

D. *Bicycle Spaces* and *Secure Bicycle Parking Areas*

1. General *Bicycle Space* Requirements

All required *bicycle spaces* must:
(a) Not interfere with a pedestrian walkway;

(b) Be separated from *parking spaces* or loading/unloading spaces by 2.0 metres [8 ft.] or a physical barrier; and

(c) Be sufficiently illuminated.

2. Visitor *Bicycle Spaces*

Visitor *bicycle spaces* must be located:

(a) At *finished grade*; and

(b) Within 30 metres [131 ft.] of the main entrance to the *building*.

3. *Secure Bicycle Parking Area* Requirements

(a) All required *bicycle spaces* in a *secure bicycle parking area* must be provided in:

i. A separate bicycle room located within a *building*; or

ii. An expanded metal mesh compound within a *building*; or

iii. Numbered bicycle lockers in a *building* or private parking area; and

(b) *Secure bicycle parking area* must be located:

i. At *finished grade*, one level below *finished grade*, or one level above *finished grade*, with convenient access to the outside; and

ii. Within 30 metres [131 ft.] of an entrance to the *building* or within a shared *secure bicycle parking area.*

4. Mixed-Use Developments

Where 2 or more uses occur on a *lot*, the total number of *bicycle spaces* must be the sum of the *bicycle spaces* required for each individual use.

5. Required *Bicycle Spaces*

Where a *building* is required to have 30 or more *parking spaces* for *vehicles*, *bicycle spaces* must be provided in accordance with the following minimum standards:

Use	**Required *Bicycle spaces***
Dwelling – *Multiple Unit Residential Dwelling*	
Ground-Oriented	6 visitor *bicycle spaces* per *multiple unit residential building*.
Non *Ground-Oriented*	6 visitor *bicycle spaces* per *multiple unit residential building*; **plus** 1.2 *bicycle spaces* in a *secure bicycle parking area* per *dwelling unit*.

General Service Use and *Eating Establishment*	0.06 *bicycle space* in a *secure bicycle parking area* per 100 m2 [1,075 ft2] of the *gross floor area* where the *gross floor area* is greater than or equal to 2,000 m2 [21,528 ft2]; **plus** **One of the following:** 0.12 visitor *bicycle space* per 100 m2 [1,075 ft2] of *gross floor area* within *City Centre* or *Town Centres*; **or** 0.06 visitor *bicycle space* per 100 m2 [1,075 ft2] of the *gross floor area* in areas outside of *City Centre* or *Town Centres.*
Hospital	0.1 *bicycle space* in a *secure bicycle parking area* per 100 m2 [1,075 ft2] of *gross floor area*; **plus** 6 visitor *bicycle spaces* at each public entrance.
Retail Store	0.1 visitor *bicycle space* per 100 m2 [1,075 ft2] of *gross floor area* where the *gross floor area* is greater than or equal to 4,645 m2 [50,000 ft2].
Public School and *Private School*	
Elementary	4 visitor *bicycle spaces* per classroom.
Secondary	8 visitor *bicycle spaces* per classroom.
Tourist Accommodation	1 visitor *bicycle space* per 30 rooms.
University and College	8 visitor *bicycle spaces* per classroom

Township of Langley
Est. 1873

REPORT TO
MAYOR AND COUNCIL

PRESENTED:	JULY 12, 2021 - REGULAR MEETING	**REPORT:**	21-90
FROM:	ENGINEERING DIVISION	**FILE:**	5260-26-019
SUBJECT:	ZONING BYLAW PARKING AMENDMENTS		

RECOMMENDATIONS:

That Council give first and second reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment Bylaw 2021 No. 5698 to amend the Township of Langley's Zoning Bylaw with respect to parking requirements and authorize staff to proceed with the Public Hearing; and

That Council endorse staff reviewing the cash-in-lieu amount for on-site parking currently provided as an option for development in Fort Langley and a new cash-in-lieu option for on-site parking in both the Fort Langley and Aldergrove commercial core areas that more accurately reflect current costs and economic conditions.

EXECUTIVE SUMMARY:

Council identified a review of parking regulations in Fort Langley as well as the review of potential parking options in Aldergrove as 'Strategic Priorities' early in 2019. More specifically, a review of the Township's Zoning Bylaw requirements associated with parking, existing provisions in Fort Langley with a 50% reduction for the commercial core and cash-in-lieu options, bicycle and accessible parking, and potential options to reduce parking to incentivize development in the Aldergrove core area similar to Fort Langley were identified by Council as areas of focus for the review.

As directed by Council, staff engaged the services of an external consultant to undertake a comprehensive review of existing regulations and to provide recommendations regarding proposed amendments. The review was recently concluded in February 2021 and included an assessment of existing policies, guidelines, parking regulations, best management practices in other jurisdictions, and potential future parking supply and demand, with recommended changes to the requirements.

Based on a review of other municipalities' requirements and the Institute of Transportation Engineers (ITE) guidelines, staff recommend amending the parking rates for retail, office and financial institutions with a reduction from the current one (1) space per 20 m^2 and 28 m^2 respectively of gross floor area (gfa), to one (1) space per 35 m^2 gfa, consistent throughout the Township. In addition, staff recommend that the 50% parking reduction in Fort Langley be eliminated with staff being directed by Council to explore a more appropriate cash-in-lieu amount payable when parking cannot be accommodated on-site based on current construction costs and economic conditions in both Fort Langley and Aldergrove.

Other recommended amendments include a requirement to increase the minimum number accessible stalls for persons with disabilities and further to require bicycle parking and end-of-trip facilities in new developments. Any proposed amendments will ensure supply meets anticipated demands and avoid impacts to parking on nearby residential streets.

PURPOSE:

This report is in response to Council direction and provides information and recommendations.

BACKGROUND/HISTORY:

Council, at its Regular Afternoon Meeting on July 24, 2017, directed staff to pursue specific strategies, as outlined below, to manage the demand for parking in the Township and bring forward for Council's consideration of approval as needed:

- Amendments to the Zoning Bylaw to include such considerations as: bicycle parking and end of trip facilities; Electric Vehicle (EV) parking; shared parking; and Transportation Demand Management incentives;
- Development of a plan for implementation of time-restricted parking at strategic locations, including near key high demand areas such as major civic and recreational facilities, transit exchanges and the hospital;
- Implementation of a more proactive enforcement regime using advanced technology; and
- Review of the feasibility and impact analysis of implementing preferred parking for car-share, carpool and EV vehicles at major civic facilities such as the Langley Events Centre.

Since then, some of the specific strategies identified have been adopted and implemented with corresponding allocation of financial and staff resources as needed as approved by Council as part of the annual budget process. These include the implementation of the Automated License Plate Reader (ALPR) System since early 2019 and the gradual, but progressively expanding, installation of EV charging stations at major municipal public facilities over the past few years.

In addition, in December 2018 Council referred a motion directing staff to undertake a process to consider a reduction in the commercial off-street parking and loading requirements within the Aldergrove Core Area Plan by up to 75% as well as a review of the regulatory environment to bring parking in Fort Langley area back to the typical Township of Langley standards to a Council Priorities Committee. Subsequently, the review of parking regulations in Fort Langley as well as the review of parking options in Aldergrove were identified by Council as 'Strategic Priorities' in 2019.

The Township's Zoning Bylaw includes requirements for the provision of off-street parking as a condition of development projects. Further, the 'commercial' off-street parking requirements in Fort Langley is established at 50% of what is required in other areas of the Township. This reduction in off-street parking requirements has been used as a mechanism to encourage or facilitate redevelopment in the existing core commercial areas with a potential revitalization impact on the local economic development activity of communities such as Fort Langley and Aldergrove. However, staff note that such must be considered in the context of other factors and implemented with sensitivity as excessive reduction may result in negative effects and impacts to on-street parking.

The Climate Action Strategy (CAS) adopted by Council includes the provision for a reconsideration of parking supply in the Township. The 2015 Cycling Plan as well as the more recently adopted CAS both include actions intended to encourage active transportation modes such as cycling, necessitating the provision of bicycle parking and end-of-trip facilities such as showers and storage rooms intended to reduce reliance on motor vehicles. However, potential reductions to parking requirement for new developments should balance the need to ensure there is adequate supply of parking to meet the market community and public demand to alleviate the potential impact on nearby residential neighbourhoods and local streets.

DISCUSSION/ANALYSIS:

As directed by Council, staff engaged the services of a qualified professional engineering consultant with expertise in the field of transportation and traffic engineering (Urban Systems Limited - USL) in May 2020, to undertake a review of parking regulations currently in effect in the Township, specifically in Aldergrove and Fort Langley (Attachment A).

The scope of the review included studying existing policies, guidelines, and parking regulations, best practices, projecting future parking demand, projecting future parking supply, and recommending

changes to parking requirements contained in the Township's Zoning Bylaw. The assessment was completed in February 2021 with some of the key findings summarized below.

The Township's Official Community Plan (OCP), the relevant Community Plans and accompanying Engineering Servicing Plans, development standards, Zoning Bylaw requirements and guiding principles were reviewed in preparation for the analytical assessment of parking standards in town centres. Factors such as transit supply and improvements, areas with pedestrian and transit-oriented development, and availability of on-street parking were also considered.

Existing Parking Regulations

The parking regulations for mixed-use residential/commercial, recreational, retail/service, office/financial and restaurant uses were reviewed in relation with available on-street parking.

The following table summarizes current parking requirements for retail, office and restaurant uses based on gross floor area (gfa) of buildings for the Township of Langley generally as well as the Fort Langley community specifically.

Land Use	Township Parking Requirement (inc. Aldergrove)	Fort Langley Parking Requirement
Retail & Service Comm., inc. Restaurants	1 space per 20 m^2 of gfa	1 space per 40 m^2 of gfa
Office uses, inc. Financial Institutions	1 space per 28 m^2 of gfa	1 space per 56 m^2 of gfa

Best Management Practices and Guidelines

A review of several municipalities' parking bylaw requirements including those in the City of Langley, City of Chilliwack, District of Mission, City of Abbotsford, City of Maple Ridge, and City of Surrey, was undertaken as part of the assessment. The review confirmed that the parking requirements of other municipalities associated with retail commercial and office uses are lower than those in the Township suggesting that a reduction of the Township's parking requirements would be warranted, given the general trends and approaches in other municipalities.

However, a comparison of restaurant uses found the Township's parking requirements are within and comparable to the range of other municipalities indicating appropriateness of the standards with no justification for an amendment. Similarly, a review of parking requirements associated with recreational uses did not indicate the need for a change of parking requirements for such uses.

A review of the Canadian Institute of Transportation Engineers (ITE) Trip and Parking Generation Manual was undertaken, which found that the Township's Zoning Bylaw requirements associated with parking are generally higher than most recently projected demands anticipated for most commercial uses

Proposed Parking Regulations

The consultants recommend that the parking rate for office/financial institutions for all of the Township, including both Aldergrove and Fort Langley, be established at one (1) space per 35m^2 of gfa. This would represent a reduction for the Township including Aldergrove and an increase for Fort Langley resulting in a more consistent application in all Township communities.

The consultant did not recommend a reduction of the parking requirements for restaurant uses, generally, nor in the core commercial areas of Fort Langley and Aldergrove. As such, the parking requirement for restaurants is not recommended to be reduced and remain unchanged at one (1) space per 20m^2. The requirement in Fort Langley, however, is recommended to be revised to remove the current 50% reduction. This recommendation is due to there not being a present rationale to support the continuation of the 50% parking reduction and the general lack of public parking typically

available in Fort Langley. This would make the parking requirements for restaurants and other uses consistent throughout the entire Township.

Based upon the comparison of Township parking requirements with those of other municipalities, the Township has a greater requirement for on-site parking for office uses including financial institutions and other related retail uses.

Growth in the office, financial institutions and retail uses can lead to more local jobs for residents, reduced travel time, reduced usage of motor vehicles and potentially increased demand and use of other modes of active transportation, and development of a compact, sustainable and complete community.

Given the goals of the Township's Sustainability Charter and Climate Action Strategy of reducing reliance on motor vehicles and the cost associated with the provision of on-site parking that may impact viability of development, it is recommended that on-site parking requirements for such uses be reduced.

Accordingly, staff recommend amending the Bylaw parking requirements for office, financial institutions, and other retail uses (excluding restaurants) to be consistent throughout the Township with the proposed rates as outlined in summary in the table below:

Land Use	Parking Requirement
Retail & Service Comm., exc. Restaurants	1 space per 35m^2 of gfa
Office Uses, inc. Financial Institutions	1 space per 35m^2 of gfa
Restaurants	1 space per 20 m^2 of gfa

Projected Parking Demand Management

The projected future land use designations, particularly the Aldergrove Community Plan Core Area, was used to project the future commercial parking demand based on the existing Bylaw average rate (one (1) space per 24m^2 of gfa) versus a reduced rate (one (1) space per 35m^2 of gfa) to understand the impact of proposed amendments on the overall parking supply. Whereas the current Bylaw would trigger the need for approximately 1,300 off-street parking stalls, the proposed reduction of parking requirements within the recommended bylaw amendments would result in approximately 900 off-street parking stalls representing an overall reduction of requirements for parking of approximately 30% in the Aldergrove core area

Subject to Council's approval, this would represent an acceptable and reasonable adjustment in staff's opinion, in consideration of the desire to provide an incentive to trigger development in the commercial core area of Aldergrove without negatively affecting the overall available street parking supply.

Accessible Parking Requirements

The Township's Zoning Bylaw currently stipulates a requirement of one (1) accessible parking stall for developments having requirement of greater than 50 total parking stalls; and one (1) additional accessible stall for every 100 spaces. Other municipalities require at least one stall for developments with more than 10 or 12 stalls or a minimum percentage of the total number of stalls.

In comparison with other municipalities, Township requirements for accessible parking are lower. Staff recommend the accessible stall requirements be amended to require one (1) accessible parking space for the first 50 total required spaces; and one (1) additional accessible parking space required for each additional 50 parking spaces or part thereof.

Bicycle Parking Requirements

The review of the practices of other municipalities, with respect to bicycle parking requirements revealed a trend in such provisions. Reinforcing that are the Township's Cycling Plan and the Climate Action Strategy, approved by Council, identifying the need for introduction of bicycle parking requirements as part of the Township's Zoning Bylaw requirements.

Other municipalities have introduced long-term and short-term bicycle parking requirements for retail/ commercial, restaurant and office use. Long-term parking is suitable for residents and employees while short-term parking would be more suitable to meet the needs of visitors. Long-term bicycle parking includes secured locker rooms or areas with end-of-trip facilities including a variety of clothing lockers, water closets, wash basins, and showers. Short-term bicycle parking includes facilities such as bicycle racks.

Staff reviewed the off-street bicycle parking requirements of the City of Surrey and the City of Vancouver in detail as they are believed to be the most comprehensive in the Lower Mainland (Attachment B). They include items such as definitions of bicycle spaces, bicycle storage, counting rules, general requirements, visitor bicycle spaces and secure bicycle parking areas. They also include bicycle space requirements for various land uses including multi-family residential, general service use, eating establishments, hospitals, tourist accommodations and schools. Staff recommend incorporating elements of both the City of Surrey and the City of Vancouver's Zoning Bylaw requirements for off-street bicycle parking regulations into the Township's Zoning Bylaw as follows.

The proposed amendments include definitions of bicycle spaces, bicycle storage, secure bicycle parking and counting rules. Guidelines are included for bicycle spaces for locations, lighting and interaction with pedestrians and parking areas. Similarly, guidelines are included for secure bicycle parking areas for locations inside or outside of buildings, access to outside areas and proximity to building entrances. Mixed use developments must provide a sum of the above referenced spaces for each individual component of the development.

In addition, the proposed amendments include requirements for bicycle spaces for multi-family residential apartments, seniors housing, assembly uses, community care facilities (excluding seniors housing), educational and government institutional buildings, recreational, hospitals, commercial and industrial uses. Multi-family and mixed uses buildings are required to provide both bicycle spaces and secure bicycle parking based on the size of the building. Assembly uses are only required to provide six (6) bicycle spaces near each public entrance. Community care facilities, excluding senior housing, are required to provide one space per 100 beds.

Bicycle spaces are required for educational uses based upon the type of facility, such kindergarten, elementary, middle school, group children's day care, secondary schools and other higher learning institutions. Bicycle spaces required are based on the number of classrooms provided with a higher requirement for secondary and higher education institutions (eight (8) per classroom versus five (5) per classroom). Secure bicycle parking is also required based on the number of students, with secondary and higher education institutions having a greater requirement (0.4 spaces vs. 0.6 spaces per student). Government institutional building, recreational use facilities and hospitals have similar bicycle space requirements (six (6) at each public entrance) and secure bicycle parking requirements (0.06 spaces per 100 m^2) to serve both visitors and employees. Commercial and industrial use are also required to have bicycle spaces at each public entrance and secure bicycle parking for employees.

End-of-trip facilities are required to facilitate and support cycling as an alternative mode of transportation for visitors and employees. The Bylaw amendment include requirements for lockers

where secure bicycle parking areas are required for a non-dwelling (1.4 times the number of secure bicycle parking spaces) as well as the dimensions for the lockers. The bylaw amendment also includes requirements for water closets, wash basins, shower facilities and grooming stations for non- dwelling uses. The number of water closets, showers and grooming stations is based on the number of secure bicycle parking spaces required. The additional requirement for bicycle spaces, secure bicycle parking and end of trip facilities will have an impact on the space, size and configuration of new development sites. However, this impact for most uses are mitigated by the proposed reduction in vehicle parking proposed.

Future Reviews

The review recommends monitoring of the impact of proposed amendments and market response with a view to potential future amendments to achieve policy objectives. It is recommended that such a future review include the development of a parking variance policy, whereby criteria such as Transportation Demand Management (TDM) measures, transit access and opportunities for shared parking, etc. would be assessed to consider anticipated requests for reducing parking requirements.

Presently, individual development projects may request a parking variance which is typically considered in light of a supporting traffic study undertaken using industry standards that provide reasonable justification for staff to recommend Council approve of the variance.

As discussed in brief above, a potential cash-in-lieu system could be developed to accommodate proposed requests for reducing off-street parking requirements. These are typically considered in areas where it is difficult to accommodate on-site parking due to physical, topographic, or other constraints. The Local Government Act notes that revenue received can be placed in a fund for the purpose of providing new or existing off-street parking spaces.

Staff note that the provision of off-street parking in the core areas of Fort Langley and Aldergrove can be difficult for some properties, in the context of highest and best use and the surrounding uses. In other municipalities where such cash-in-lieu systems are currently in place the rates range from approximately $8,000 to $25,000 per parking space not being provided. However, this may not reflect the cost of land or the costs associated with construction of a structured parking facility. For contextual purposes the provision of 188 parking stalls as part of the Aldergrove Mall redevelopment project with a potential municipal contribution of up to $8.5M would equate to approximately $45,000 per stall.

A cash-in-lieu system similar to that currently in place in Fort Langley could be devised based on current economic conditions to offset the costs related to the provision of public parking spaces but should be considered carefully in the context of potential negative impact on development activity.

Future reviews can de undertaken to verify efficacy and appropriateness with potential revisions as needed. This future review would be particularly relevant and more justified in light of the anticipated parking structure required as part of the redevelopment of the Aldergrove Mall with approximately 188 parking stall allocated for public parking and potential impact on the overall supply and demand in the Aldergrove core area. A cash-in-lieu system could also be considered at a future date that would offset some of the costs associated with provision of public parking as part of the development process. However, such should be considered carefully and judicially in the context of potential negative impact on development activity.

Policy Considerations

Section 107.1(2) of the Township's Zoning Bylaw currently provides for a 50% reduction to the commercial off-street and loading requirements of Section 107.3, and refers to Bylaw 1995 No, 3472 for a cash-in-lieu option. Section 107.3 specifies parking requirements for uses such as retail, offices/financial institutions, and restaurants.

Staff recommend revisions to the Bylaw to eliminate the 50% reduction in Fort Langley and incorporating reduced rates for retail and office/financial institutions. Further, it is recommended that the parking requirements for restaurants and other uses in Fort Langley be amended to remain consistent with other areas of the Township including Aldergrove.

In addition, staff recommend bylaw amendments to add new requirements for bicycle parking and end-of-trip facilities, as described above, and to increase parking requirements to accommodate persons with disabilities. It is recommended that Council endorse staff to bring forward amendments to the cash-in-lieu amount for on-site parking stalls currently being provided as an option for development in Fort Langley to reflect the cost of land and construction of off site-parking structures more accurately. Staff also recommend that Council endorse staff to bring forward a cash-in-lieu system and payment amount for the Aldergrove Core that reflects the costs of the community parking stalls being proposed.

Respectfully submitted,

Paul Cordeiro
MANAGER, TRANSPORTATION ENGINEERING
for
ENGINEERING DIVISION

ATTACHMENT A Aldergrove and Fort Langley Parking Review

ATTACHMENT B Surrey and Vancouver Bicycle Parking Requirements

URBAN SYSTEMS

MEMORANDUM

Date:	February 10, 2021
To:	Tammy Liu
cc:	Paul Cordeiro, James Sun
From:	Niraj Sunuwar
File:	1013.0094.01
Subject:	Aldergrove and Fort Langley Parking Review

1.0 INTRODUCTION

Urban Systems was retained by the Township of Langley to conduct a study on the existing on- and off-street parking requirements and the future on- and off-street parking supply and demand in the Aldergrove Core Area (Core Area), in light of the future commercial developments planned for this area. While this study primarily focuses on addressing future off-street parking requirements, the effects of available on-street parking spaces is also considered and discussed. The scope of the study also includes a review of the existing parking requirements that are in place in the Fort Langley neighbourhood. It should be noted that this study only considers commercial uses (and mixed commercial/residential uses) and does not speak to the current residential parking requirements or future residential parking demand and supply in areas that are solely residential. The study area is shown in **Figure 1-1**.

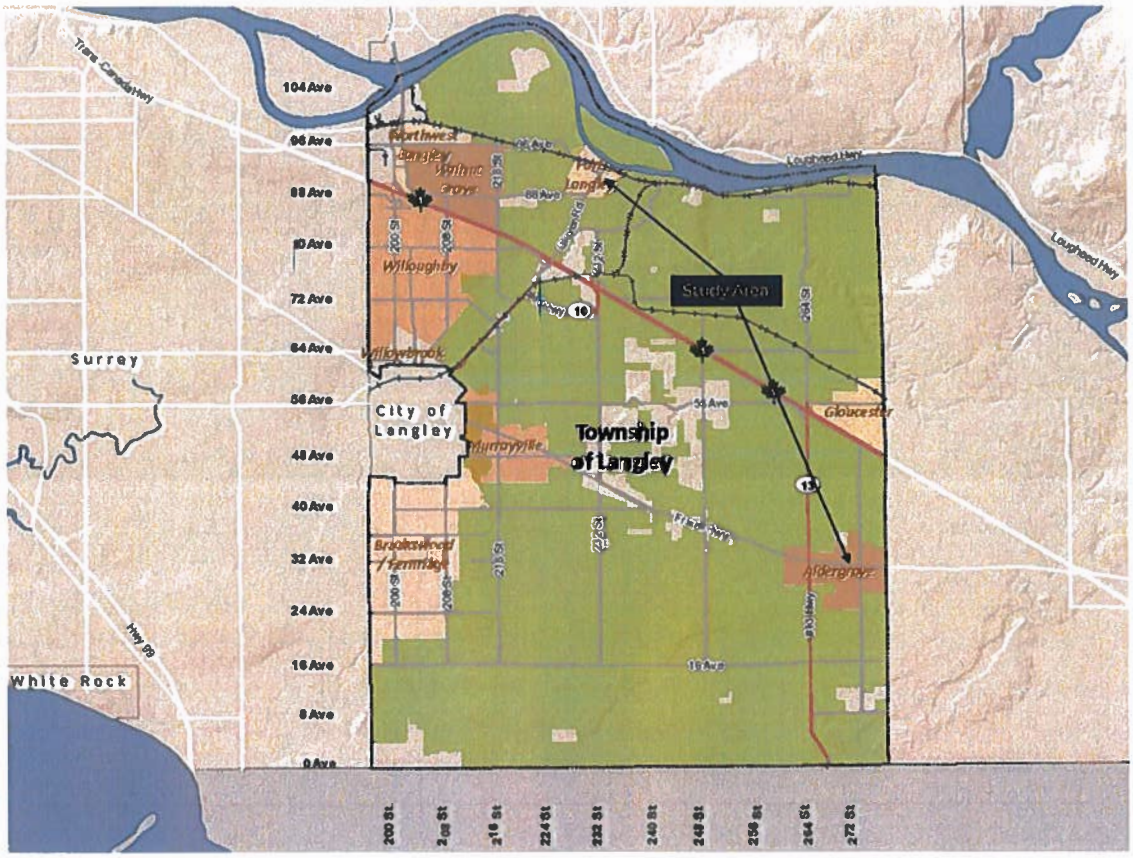


Figure 1-1: Study Area

2.0 EXISTING POLICIES AND GUIDELINES

There are several existing policies and guidelines that shape the strategy to update the parking standards in the Aldergrove Core Area. The two plans that were reviewed in particular are the Townships' Official Community Plan (OCP) and Aldergrove Community Plan. The guiding principles for adjusting parking standards in town centres include the following.

- *"Encourage transit improvements in all centres and Frequent Transit Development Areas. As transit service improves in these areas, consider reducing parking requirements for residential and commercial uses based on a review of parking needs."*
- *"Incorporate on-street parking where possible and appropriate, particularly adjacent to pedestrian-oriented retail uses and ground-oriented residential projects."*
- *"Consider reducing parking requirements as transit service improves, based on a review of parking needs."*

Section 3.5 in the Aldergrove Community Plan includes guidelines for parking, servicing, and access. The intent of the guidelines, as listed below, is "to ensure the provision of adequate servicing, vehicle access and parking in the downtown while minimizing negative impacts on the safety and attractiveness of the public/pedestrian realm".

- *"A welcoming pedestrian environment with continuous street edge definition is critical to the character of the downtown. Therefore, it is important that vehicular and service functions and other 'back of house' activities remain primarily on the lane where possible, so as not to conflict with pedestrian oriented street activity, particularly on downtown commercial streets."*
- *"Structured underground or 'tuck-under' parking is preferred over off-street surface parking."*
- *"Where off-street surface parking is unavoidable, it should be located to the rear of the building with parking access from the lane or side-street."*
- *"Locate public on-street parking at the curb to provide convenient and direct access to commercial and residential entrances along the street."*
- *"Off-street parking shall not be located between the front face of a building and the public sidewalk."*
- *"If located beside the building and adjacent to the public sidewalk, screen surface parking areas from sidewalks and other active open spaces using materials that provide a visual buffer while still allowing clear visibility into the parking areas to promote personal safety and security. Screening could include landscaping, a trellis, or grillwork with climbing vines."*
- *"In general, vehicular access should be from the lane. Where there is no lane, and where the re-introduction of a lane is difficult or not possible, access may be provided from the street, provided:*
    - *Access is from the long face of the block;*
    - *There is minimal interruption of the pedestrian realm and streetscape treatment;*
    - *Waiting, or pick-up drop-off areas are located internal to the site, not in the public right-of-way; and*
    - *There is no more than one interruption per block face and only one curb cut on the street."*
- *"Any vehicular entrance and its associated components (doorways, ramps, etc.), whether from the street or lane, should be architecturally integrated into the building so as to minimize its exposure. In particular, avoid ramps located directly off the street or lane. Minimize negative impacts of parking ramps and entrances through treatment such as enclosure, screening, high quality finishes, sensitive lighting, and landscaping."*
- *"Vehicular entrances and curb cuts are not permitted along the Fraser Highway within the downtown plan area."*

- *"Clear lines of site should be provided at access points to parking, site servicing, and utility areas to enable casual surveillance and safety."*
- *"Share parking and access is encouraged where possible."*

3.0 EXISTING PARKING REGULATIONS

3.1. ALDERGROVE CORE AREA PARKING REGULATIONS

The current vehicular parking requirements pertaining to commercial and recreational uses stated in the Township's zoning development bylaws are summarized in **Table 3-1**.

Table 3-1: Relevant Township of Langley Existing Parking Requirements (Source: Zoning Bylaw 2500)

Land Use	Vehicular Parking Requirement Rates
Mixed-Use Residential/Commercial	1.5 spaces per dwelling unit
Recreational Uses	1 space per 45m^2 gross floor area + 1 space per 10 spectator seats
Retail/Service Establishments	1 space per 20m^2 gross floor area
Office/Financial Institutions	1 space per 28m^2 gross floor area
Restaurants	1 space per 20m^2 gross floor area

The existing parking conditions in the Aldergrove Core Area has been summarized in the recently completed Engineering Services Plan (ESP, April 2020). As part of the parking conditions review, a site visit was conducted in November 2019. The review indicated that few commercial and recreational establishments along Fraser Highway and 272nd Street provide surface parking spaces accessed from laneways, meanwhile, other older properties directly fronting Fraser Highway lack off-street parking supply. According to Township staff, many of these properties were constructed or developed prior to introduction of the existing bylaw and do not provide the number of off-street parking spaces required by the bylaw contributing to the current on-street parking demand, particularly along Fraser Highway. Currently, ground level parking lots cover more than half of the surface area in the northern commercial properties of the downtown core. One major contributor to the large amount of surface parking is the Aldergrove Mall, which is undergoing redevelopment. The future parking demands of this site are being evaluated separately.

The recently constructed Aldergrove Credit Union Community Centre (ACUCC) consists of several popular programs that attract higher than normal visitors compared to other community recreational centres. These programs include an outdoor pool, water park, and hockey rink. As such, parking spillover issues have been reported by Township staff and the parking lot at the Aldergrove Community Secondary School (ACSS) is being used for overflow parking.

On-street parking is permitted on most of the local and collector roads in the Core Area. Some segments along Fraser Highway with commercial frontages also allow temporary on-street parking with time and duration restrictions along both sides. Parking restricted locations are clearly designated by yellow painted curb sections or with signs throughout the Core Area. The permitted on-street parking locations are summarized in **Figure 3-1**. As can be seen from the figure, most of the on-street parking is not regulated. The on-street parking restrictions (2-hour time restrictions) are primarily imposed along Fraser Highway and short segments of271 Street and 272 Street. Minor sections on 271 Street and 29A Avenue are the only locations with a 1-hour time restriction.

A cursory review of the existing on-street parking inventory was conducted based on the parking designations shown in Figure 3-1. An average length of 6.5 metres per parking space was assumed for this calculation. Driveways, fire hydrants and other restricted segments were excluded from this approximation wherever identified. The results showed that there are approximately over 250 on-street parking spaces currently available within the core area.

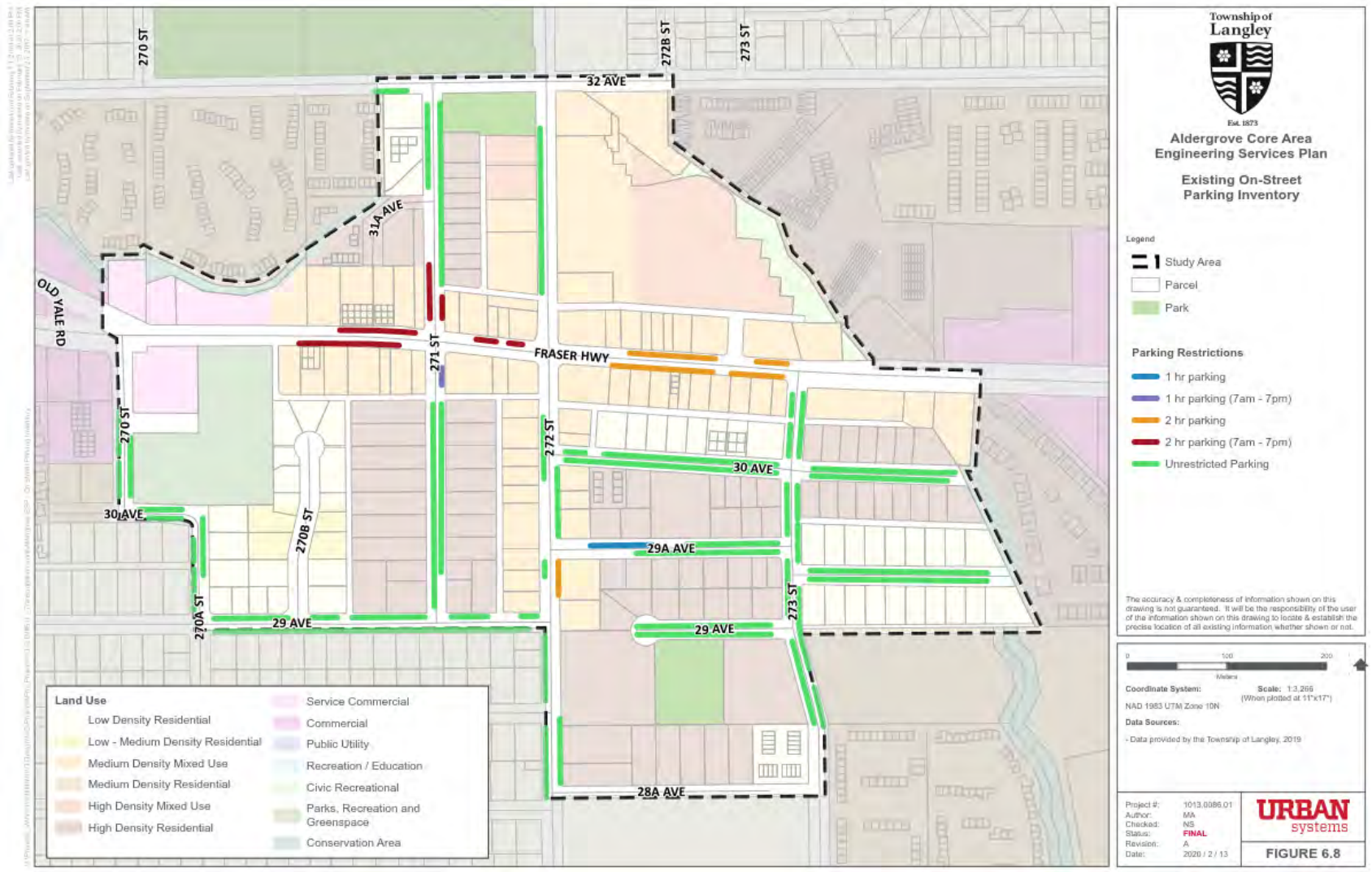


Figure 3-1: Existing On-Street Parking Inventory (Source: Aldergrove Core Area ESP, Urban Systems, April 2020)

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3.2. FORT LANGLEY PARKING REGULATIONS

In 1995, the Township of Langley implemented several amendments in the parking requirements and zoning bylaws for the Fort Langley core area due to growing challenges in off-street parking demand in the area. One of the amendments (Bylaw #3488) established commercial off-street parking requirements for new developments in the area to be 50% that of the rest of the Township. This was a significant change as prior to this amendment, downtown Fort Langley was the only commercial area in the Township that did not have any parking and loading requirement in the Zoning Bylaw. Based on this policy, **Table 3-2** compares the existing parking requirement rates within Fort Langley and the rest of the Township. It is noted that along with this amendment, the Township also introduced a cash in-lieu system for commercial developments in the area, where developers may opt to provide cash in place of providing off-street parking spaces on their development.

Table 3-2: Existing Parking Requirements

	Use	Fort Langley	Rest of the Township
Township of Langley	Retail	1 space per 40 m^2	1 space per 20 m^2
	Office	1 space per 56 m^2	1 space per 28 m^2
	Restaurant	1 space per 40 m^2	1 space per 20 m^2

A desktop review indicates that the transportation and parking infrastructure in this area currently do not justify the reduced parking requirements in the area. Only a limited number of public parking spaces in the Fort Langley Marina Park currently provide additional off-street parking supply outside of the developments. As such, businesses rely on the on-street parking spaces where off-street parking supply is inadequate. The cash in-lieu of parking has also not been pursued by the developers due to the low parking requirement rates, which has resulted in minimal reserve fund to support construction of a public parking facility.

4.0 BEST PRACTICES

One of the goals of this study is to review the Township's current bylaw requirements for required commercial off-street parking spaces and determine if an update or modification is warranted given the specific context of the Aldergrove Core Area. The Core Area is an area with significant redevelopment potential and substantial growth in residential and commercial density is expected in the future. The Township envisions this area to become a more walkable, cycle friendly, and transit-oriented neighbourhood with continuous, street-facing, store frontage along the major corridors (Fraser Highway and 272 Street). Given these characteristics, it may become more challenging for future commercial developments to provide sufficient off-street parking supply to meet the existing bylaw requirements.

A review of several other municipal bylaws in the Lower Mainland and Fraser Valley was performed to compare the range of parking requirements currently in place elsewhere. Of the municipalities reviewed, City of Chilliwack and City of Maple Ridge were identified as having characteristics most similar to the Township in terms of mode share, walkability and land use density. Additionally, the parking requirements for the City of Langley, City of Surrey, City of Abbotsford, and District of Mission were also included. The mode share of these communities is summarized in **Table 4-1** for comparison. Note that the mode share presented for the Township includes areas outside of Aldergrove.

Table 4-1: Mode Share in different communities within Lower Mainland and Fraser Valley (Source : 2016 Census)

Mode	Township of Langley	City of Langley	City of Chilliwack	District of Mission	City of Abbotsford	City of Maple Ridge	City of Surrey
Auto	89%	89%	91%	93%	93%	90%	81%
Bike	1%	0%	1%	0%	1%	0%	0%
Transit	2%	4%	2%	3%	2%	3%	15%
Walk	7%	6%	5%	3%	3%	6%	3%
Other	1%	1%	1%	1%	1%	1%	1%

Due to commercial use encompassing different sub-types of uses and given the limited information on the specific types of future developments in the Core Area, "Retail", "Office", and "Restaurant" (or equivalent definitions) were selected as primary representative uses under commercial land use.

4.1. RETAIL AND OFFICE USE

Table 4-2 summarizes municipal bylaw parking requirements for Retail and Office use in comparison to the Township's current bylaw.

Table 4-2: Retail and Office Parking Requirements in Similar Municipalities

	Land Use	Parking Requirement Rate
Abbotsford	Retail	Less than 400 m² GFA: **1 space per 36 m²** 400 m² to 4000 m² GFA: **1 space per 33 m²** Higher than 4000 m² GFA: **1 space per 40 m²**
Chilliwack	Retail/Office	**1 space per 40 m²**
City of Langley	Retail/Office	**1 space per 31 m²**
Maple Ridge	Retail	**1 space per 30 m²**
	Office	**1 space per 40 m²**
Mission (Parking requirements may be further reduced by 35% in Commercial Core Area for these uses)	Retail	Less than 375 m² GFA: **1 space per 40 m²** 376 m² to 4500 m² GFA: **1 space per 33 m²** Higher than 4501 m² GFA: **1 space per 40 m²**
	Office	**1 space per 33 m²**
Surrey	Retail	Less than 372 m² GFA: **1 space per 36 m²** 372 m² to 4645 m² GFA: **1 space per 33 m²** Higher than 4645 m² GFA: **1 space per 40 m²**
	Office	Within City Centre: **1 space per 71 m²** Outside City Centre: **1 space per 40 m²**
Township of Langley	Retail	**1 space per 20 m²**
	Office	**1 space per 28 m²**

Based on review of other examples in the Lower Mainland and Fraser Valley, it was found that local municipalities typically stipulate Retail and Office land use parking rates between one space per 30 m² gross floor area (GFA) and one space per 40 m² GFA, with Chilliwack and Maple Ridge generally in the upper bound of this range. This is notably lower than the rates found in the Township's bylaw, which currently stipulates a parking rate of one space per 20 m² GFA for retail uses and one space per 28 m² GFA for office uses. It is also worth to note that the District of Mission further provides an additional 35% reduction to the requirement in its Commercial Core Area, recognizing the higher densities and space constraints in this area. Based on the comparison with other municipal bylaws, Township's current bylaw requirements for retail and office uses were determined to be relatively aggressive for today's environment, and thus a reduction in current rate is justified. Based on the comparison with the rates of other municipalities in the region, a requirement of 1 space per 35 m² GFA is recommended as a more suitable base rate for the Aldergrove Core Area for both office and retail use. Consideration should also be given to stipulates separate rates for retail use based on sizes.

4.2. RESTAURANT USE

A similar approach was used to analyze the restaurant parking requirements. The sample parking requirements for this use type of other municipalities in comparison to the Township's requirement are summarized in **Table 4-3**.

Table 4-3: Restaurant Parking Requirements in Similar Municipalities

	Land Use	Parking Requirement Rate
Abbotsford	Restaurant	First 100 m² GFA: **1 space per 50 m²** GFA above 100 m²: **1 space per 33 m²**
Chilliwack	Restaurant	**1 space per 20 m²**
City of Langley	Restaurant	**1 space per 31 m²**
Maple Ridge	Restaurant	**1 space per 30 m²**
Mission	Restaurant	**1 space per 10 m²**
Surrey	Restaurant	Less than 150 m² GFA: **1 space per 33 m²** 150 m² to 950 m² GFA: **1 space per 10 m²** Higher than 950 m² GFA: **1 space per 7 m²**
Township of Langley	Restaurant	**1 space per 20 m²**

A review of the parking requirements of local municipalities for restaurant land uses showed that the parking rates vary quite notably between different locations. As shown in Table 4-3, other municipalities typically stipulate rates that are between once space per 10 m² GFA to one space per 50 m² GFA. In terms of municipalities that are similar to Aldergrove Core Area (e.g. Chilliwack and Maple Ridge), the parking requirements is about one space per 20-30 m² GFA, which is comparable with the Township's current requirements of one space per 20 m². As such, the Township's rate for restaurant establishments is considered to fall within the typical requirement and no change to the parking rate is recommended. However, considering the differences in peak occupancy of restaurant establishments (typically middays and evenings) and retail/office (typically mornings and afternoons), there is opportunity to encourage shared parking arrangements between these two types of uses wherever possible.

4.3. RECREATIONAL USE

The sample parking requirements for recreational types of uses of other municipalities in comparison to the Township's requirement are summarized in **Table 4-4**. Unlike the retail, office, and restaurant uses, the parking requirements for recreational uses vastly vary between municipalities. The specific land uses within each bylaw also doesn't cover all types of recreational uses that could have various parking demands. As such, the parking supply requirements for facilities such as ACUCC should be decided by determining the parking demands for individual programs with consideration of shared parking. Some of these uses are expected to inherently have peak parking demands that cannot be accommodated by average parking supply rates and therefore require overflow parking plans and parking management strategies.

Table 4-4: Parking Requirements in Similar Municipalities

	Land Use	Parking Requirement Rate
Abbotsford	Recreational	Same as Retail Use Less than 400 m² GFA: **1 space per 36 m²** 400 m² to 4000 m² GFA: **1 space per 33 m²** Higher than 4000 m² GFA: **1 space per 40 m²**
Chilliwack	Recreational	**1 space per 40 m²**
City of Langley	Recreational	Skating/Roller Rink, Swimming Pool - **1 space per 31 m²** Racquet Court, Curling Rink, Bowling Alley – **3 spaces per court, rink or alley + 1 space per spectator seat** Community Centre – **1 space per 31 m²**
Maple Ridge	Recreational	Indoor **- 1 space per 30 m²** Outdoor **- 1 space per 20 m²**
Mission	Recreational	Indoor - **1 space per 4 seats of total capacity of assembly area + 1 space per 33 m² of other Floor Space**
Surrey	Recreational	**1 space per 28 m² + parking requirements for all accessory uses**
Township of Langley	Recreational	**1 space per 45m² gross floor area + 1 space per 10 spectator seats**

4.4. CONSULTATION WITH SIMILAR MUNICIPALITIES

As part of this study, some of the comparable municipalities were consulted to gauge their views on the effectiveness of their current bylaw parking requirements. Based on conversations with the City of Chilliwack and the City of Maple Ridge, both municipalities have expressed that their current commercial parking requirements are generally adequate in meeting demands.

The City of Chilliwack also expressed that they found their commercial parking rates were often too onerous for developers to satisfy and tend to be relatively conservative. In fact, the City of Chilliwack had recently (August 2020) made a substantial revision of their zoning bylaws in which they had streamlined their parking requirements. The update included reducing the parking rate requirements for commercial uses compared to the previous requirements. They also stipulated a 10% reduction to parking requirements if the development is within 400 metres of a Frequent Transit Route. Note that the parking rates for Chilliwack shown in the previous tables are based on their updated requirements.

The City of Maple Ridge has not completed a major review of their parking bylaw since 1990. However, amendments were made after a comprehensive study was undertaken for their Town Centre Area in 2008. This study included a parking review on the utilization of public and private parking in the Town Centre Area and determined that there was an oversupply of parking. The review further determined that based on future projected land use, the parking requirements could be reduced within the Central Business District.

4.5. ITE PARKING GENERATION RATES

The Institute of Transportation Engineers (ITE) publishes a Parking Generation Manual that includes parking rates organized by different land uses, time periods, and locations. The information is based on parking generation studies submitted voluntarily to the ITE by public agencies, developers, consulting firms, student chapters, and associations. These rates are provided for informational purposes only and are not considered as recommendations. However, the data included in this manual provides a better understanding of observed parking demand for similar land uses as proposed in the Core Area. It is noted that the site and area characteristics can affect parking demand (e.g. availability of transit services, transportation demand management measures, parking pricing, shared parking). A list of average parking rates (non-holiday, general urban/sub-urban) for relevant commercial uses are provided in **Table 4-5**. The parking demand rates documented in the ITE Parking Generation Manual indicate that the current Township's bylaw rates are generally higher than expected demand for most commercial uses.

Table 4-5: ITE Parking Generation rates (Source: ITE Parking Generation Manual, 5th Edition)

Land Use	ITE Code	Average Parking Rate
General Office Building	710	**1 space per 39 m²**
Single Tenant Office Building	715	**1 space per 30 m²**
Small Office Building	720	**1 space per 36 m²**
Variety Store	814	**1 space per 83 m²**
Free Standing Discount Store	815	**1 space per 72 m²**
Supermarket	850	**1 space per 32 m²**
Convenience Market	851	**1 space per 45 m²**
Pharmacy/Drugstore without Drive-Through	880	**1 space per 43 m²**
Marijuana Dispensary	882	**1 space per 43 m²**
Liquor Store	899	**1 space per 55 m²**
Fast Casual Restaurant	930	**1 space per 31 m²**
Quality Restaurant	931	**1 space per 9 m²**
High-Turnover (Sit Down) Restaurant	932	**1 space per 10 m²**
Fast-Food Restaurant without Drive-Through Window	933	**1 space per 10 m²**
Fast-Food Restaurant with Drive-Through Window	934	**1 space per 11 m²**
Coffee/Donut Shop without Drive-Through Window	936	**1 space per 9 m²**
Coffee/Donut Shop with Drive-Through Window	937	**1 space per 18 m²**
Automobile Parts and Service Center	943	**1 space per 56 m²**
Multipurpose Recreational Centre	435	**9.5 spaces per acre (Friday)** **16 spaces per acre (Saturday)**
Water Slide Park[1]	482	**43 spaces per acre (Weekdays)** **79 spaces per acre (Saturday)**
Recreational Community Centre	495	**1 space per 45 m² (Weekdays)** **1 space per 49 m² (Saturday)**

[1] Only 2 studies reported for Water Slide Park

5.0 FUTURE PARKING DEMAND IN ALDERGROVE

The future land use information for the Aldergrove Core Area was based on the information provided by the Township for the Engineering Service Plan prepared by Urban Systems (2020) and the latest available revision of the Aldergrove Mall Mixed-Use Development Traffic Impact Study prepared by CTS (2020). The land uses were broken into seven analysis zones for ease of reference, as shown in **Figure 5-1**.

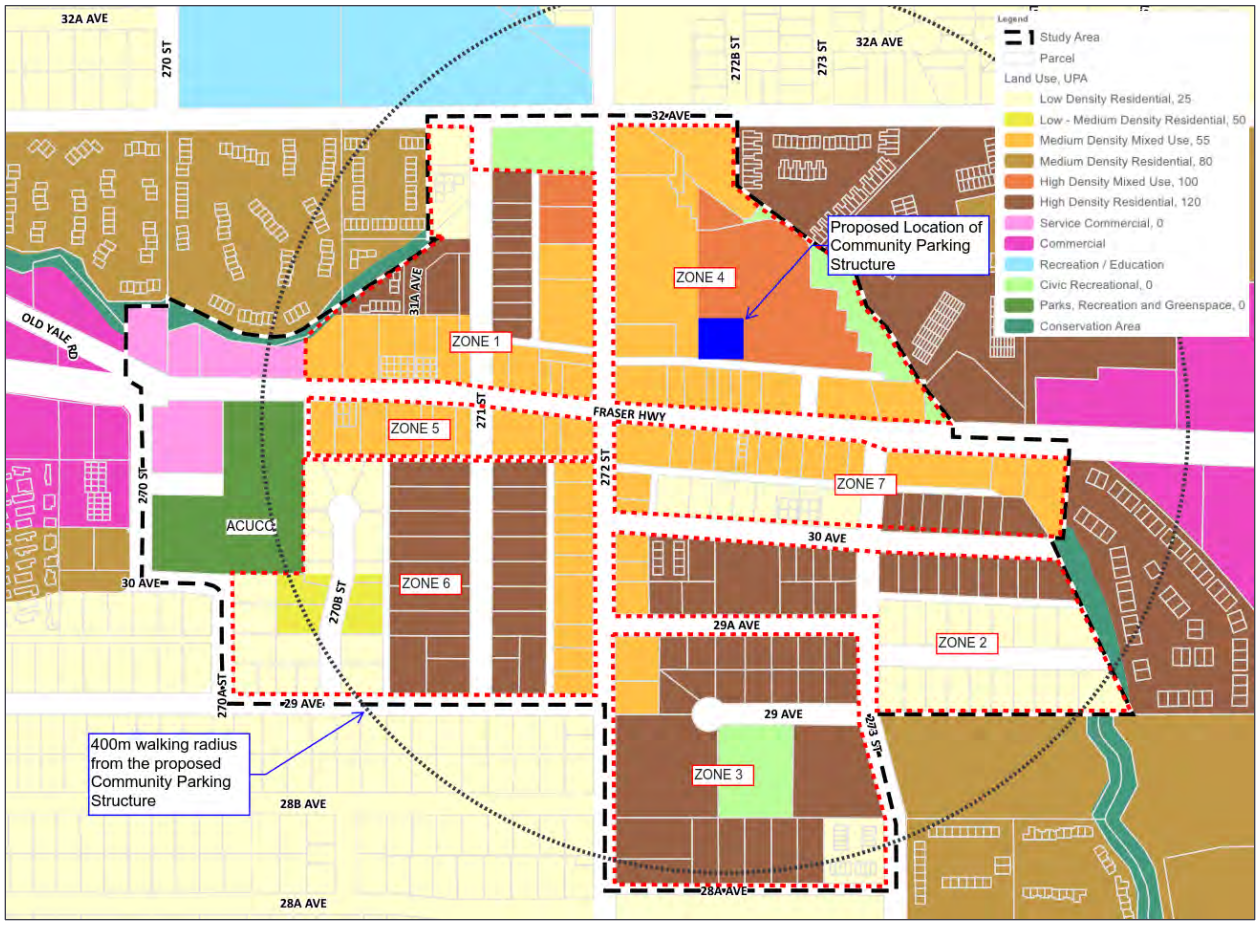


Figure 5-1: Land Use Analysis Zones Breakdown (Source: Aldergrove Core Area ESP, April 2020)

As shown in the figure, a community parking structure is proposed to be constructed in Zone 4 as part of the Aldergrove Mall redevelopment that is currently in its design phase. The parking structure is expected to support part of the future commercial parking needs in other parts of the Core Area. Based on a 400-metre, or five-minute, walking distance (the general maximum walking distance drivers are willing to travel from parking to store[2]), the coverage of the community parking structure is able to service the commercial establishments in all of the analysis zones. As such, it was determined that the location of the parkade structure will be able to serve most, if not all, commercial areas.

[2] Car drivers' characteristics and the maximum walking distance between parking facility and final destination, Peter van der Waerden, Harry Timmermans and Marloes de Bruin-Verhoeven, Journal of Transport and Land Use, 2017, Vol. 10, No. 1 (2017), pp. 1-11

It should be noted that the ACUCC falls just outside of the five-minute walking distance and the current overflow parking area at ACSS is also located at a similar walking distance as the proposed parkade facility. This would indicate the parking spillover issues during peak demand at ACUCC is expected to affect Zone 1, 5, and 6.

The future parking demands for the proposed commercial areas in each zone are estimated using an average of the existing bylaw rates for retail and office use and a rate of 1 space per 35 m^2 GFA. The future demand is summarized in **Table 5-1**. It should be noted that the parking demand at the planned Aldergrove Mall redevelopment is excluded from the total as it is assumed that the site will be able to meet its own parking demands as per the latest information. Additionally, the parking rates were applied assuming general commercial uses and therefore parking demand for restaurant use was not individually estimated.

Table 5-1: Future Commercial Parking Demand within the Aldergrove Core Area

Zone	Commercial GFA (m^2)	Number of Spaces Required (Based on existing bylaw's average or retail and office – 1 space per 24 m^2 GFA)	Number of Spaces Required (Based on 1 space per 35 m^2 GFA)
1	9,164	384	262
2	993	42	29
3	1,292	54	37
4	4,470*	187	128
5	4,627	193	133
6	3,455	144	99
7	7,126	298	204
Total	**31,127**	**1,302**	**892**

**The area for Zone 4 excludes the Mall redevelopment as it is assumed that the parking requirements for this development is already accommodated for per the current bylaw requirements (as stated in the CTS study).*

Based on the current bylaw requirements, approximately 1,302 off-street parking spaces will be required for commercial developments within the Core Area. However, an updated parking requirement rate of 1 space per 35 m^2 would require approximately 892 off-street parking spaces (410 less stalls).

6.0 FUTURE PARKING SUPPLY

The future parking supply in the Core Area was estimated based on available information from the ESP and other recent studies. According to the recommendations from the ESP, Fraser Highway is expected to be widened to four lanes through out the Core Area, which requires removal of current on-street parking. Although approximately 75 on-street parking spaces will be lost due to proposed future improvements in the area, the on-street parking supply is still expected to be ample with roughly 175 total spaces remaining along other local and collector roads in the neighbourhood (based on current parking designations).

Additionally, as noted, a centralized parking facility is proposed to be constructed as part of the Aldergrove Mall redevelopment. As discussed, this site will be fully self sufficient in meeting its own generated parking demands and this proposed parking structure is aimed to accommodate the parking needs arising from future developments in other parts of the Aldergrove Core Area. Based on the memorandum[3] prepared by CTS in 2019, the community parking facility is expected to provide 188 spaces for this purpose. Although the parking facility is able to offset some of the future commercial parking demand within a 5-minute walking radius, additional on-site parking is still required at each individual property to meet the requirement.

Table 6-1 summarizes the future parking demand with an average of the existing bylaw rates for retail and office use and 1 space per 35 m^2 GFA parking supply rate, along with the supply of 188 spaces in the parkade structure to determine approximate parking requirement rates within the Aldergrove Core Area.

Table 6-1: Future Parking Supply Summary

	Demand based on existing bylaw average rate of 1 space per 24 m^2 GFA	Demand based on 1 space per 35 m^2 GFA
Required total parking spaces	1,302	892
Number of spaces available (parking structure)	188	188
Additional spaces needed at sites of development to meet requirement	1,114	704
Equivalent parking density to meet additional spaces requirement	**1 space per 28 m^2**	**1 space per 44 m^2**

Based on the calculations shown in Table 6-1, the 188 spaces provided in the parking structure will marginally absorb the future parking demand of the area and results in a lower parking requirement rate of 1 space per 44 m^2 including both retail and office uses.

[3] Aldergrove Mall Mixed-Use Development Traffic Impact Study, CTS, April 2020.

7.0 RECOMMENDATIONS

The following section identifies recommended parking regulations and policies based on the review summarized in the previous sections. Although most recommendations apply to both communities of Aldergrove and Fort Langley, specific recommendation for each individual community has been identified where applicable.

7.1. UPDATE VEHICULAR PARKING RATES FOR RETAIL USE (ALDERGROVE AND FORT LANGLEY)

The current bylaw parking requirements for retail use in Aldergrove (1 space per 20 m^2) was found to be high while the rate in Fort Langley (1 space per 40 m^2) was found to low. In addition, the parking demand can vary depending on the type of retail use as outlined in Table 4-5. For example, a large supermarket would require significantly more parking spaces compared to a large furniture or home furnishing retailer of similar size.

One approach to address this was to consider breaking down the parking requirements based on the type of retail use. However, discussion with Township staff indicated that the nature of retail use isn't usually known during the development application stage when these rates are being applied. As such, the vehicular parking rates for retail use is recommended to be updated based on the size of development into a three-tier system, as outlined below.

- Less than 400m^2 Gross Floor Area (GFA) - convenient store or independent retailer
    - generally constrained in terms of space, therefore usually allowed lower parking rate requirements
- 400m^2 to 4000m^2 GFA - small to median sized grocery store
    - Generally highest parking rate requirements
- Greater than 4000m^2 GFA - large supermarket or shopping centre
    - Larger floor area generally leads to less intense use of space and therefore generally reduced parking rate requirements compared to medium tier

Based on the breakdown above and considering the Township context, the recommended minimum bylaw parking requirements for retail use in Aldergrove and Fort Langley are listed below.

- Less than 400m^2 GFA- **1 space per 35 m^2**
- 400m^2 to 4000m^2 GFA - **1 space per 30 m^2**
- Greater than 4000m^2 GFA - **1 space per 35 m^2**

7.2. UPDATE VEHICULAR PARKING REQUIREMENT RATE FOR OFFICE USE (ALDERGROVE AND FORT LANGLEY)

Based on the review of parking rates for office use from other municipalities in the region and the scan of parking demand as reported in the ITE Parking Generation Manual, the vehicular parking requirement rate for the office use should be adjusted to **1 space per 35 m^2** in Aldergrove and Fort Langley.

7.3. UPDATE VEHICULAR PARKING REQUIREMENT RATE FOR RESTAURANT USE (FORT LANGLEY ONLY)

The transportation and parking infrastructure in Fort Langley currently do not justify a reduced vehicular parking requirement rate for the restaurant use and should be adjusted to **1 space per 20 m^2**, matching the requirement with the rest of the Township.

7.4. DEVELOP PARKING MANAGEMENT PLAN FOR ACUCC (ALDERGROVE ONLY)

Based on the discussion with the Township staff, the current parking supply for ACUCC has been found to exceed the parking supply during infrequent peak demand periods that occur during limited time periods and days. With limited options to increase the parking supply, a parking management plan should be developed to address the parking spillover issues. This plan would include improving walkability between the facility and overflow parking area, and encouragement of non-auto mode choice for local visitors by promoting or providing incentives. Directional signs identifying the overflow parking area at Aldergrove Community Secondary School on 29 Avenue have already been implemented at the facility.

7.5. ESTABLISH BICYCLE PARKING REQUIREMENTS (TOWNSHIP WIDE)

The Township 2015 Cycling Plan identifies the need to introduce bicycle parking requirements in the Township Zoning Bylaw. In addition to the requirements for residential use, the requirements should also be stipulated for retail, office, and restaurant uses. These include specifying long-term (secure locker rooms) and short-term (bike racks) parking requirements.

Long-term parking is suitable for residents and employees while short-term parking is suitable for visitors. Appropriate end-of-trip facility requirements may also be integrated into the regulations to further promote the use of cycling. Some examples include clothing lockers, water closets, wash basins, and showers.

The bicycle parking requirements in similar municipalities for retail, office, and restaurant use are shown in **Table 7-1** for reference and range between 1 space per 500m^2 to 1000m^2.

Table 7-1: Bicycle Parking Requirements in Similar Municipalities

	Land Use	Bicycle Parking Rate
Abbotsford	Commercial	For each 500 m^2 GFA than 100 m^2: **1 space per 500 m^2**
Chilliwack	Commercial	Up to 10,000 m^2 GFA: **1 space per 500 m^2** Additional area above 10,000 m^2 GFA: **1 space per 1000 m^2**
City of Langley	Retail/Restaurant	Long-term parking: **1 space per 500 m^2 or 1 space per 10 employees** Short-term parking: **6 spaces per unit**
	Office	Long-term parking: **1 space per 750 m^2** Short-term parking: **6 spaces per unit**
Maple Ridge	Commercial/Office	Long-term parking: **1 space per 750 m^2** Short-term parking: **6 spaces per 1500 m^2**
Surrey	Retail	Long-term parking: **1 space per 1000 m^2** Short-term parking: **6 spaces**
	General Service/ Restaurant	Long-term parking: **1 space per 1667 m^2** Short-term parking: **1 space per 833 m^2 (City Centre)** **or 1 space per 1667 m^2 (outside City Centre)**

7.6. UPDATE ACCESSIBLE PARKING REQUIREMENTS (TOWNSHIP WIDE)

The Township's Zoning Bylaw currently only stipulate accessible parking requirements for properties with greater than 50 total required parking spaces. The BC Building Code 2018 update has discontinued requirements for accessible parking spaces and recommend that the local authority bylaws regulate these parking spaces. As such, the bylaw requirement rate should be updated ensure they meet local needs and reflect emerging best practices. The accessible parking requirements in similar municipalities and current Township's requirement are provided in **Table 7-2** for reference.

Table 7-2: Accessible Parking Requirements in Similar Municipalities

	Accessible Parking Requirement
Abbotsford	One accessible parking space for the first 10-50 total required spaces One additional space for each additional 50 parking spaces (or part thereof)
Chilliwack	Minimum of 1 accessible parking space or 1% of total required parking spaces, whichever is greater.
City of Langley	Minimum of 5% of total required parking spaces should be accessible parking spaces
Maple Ridge	26-75 total required spaces: **1 accessible parking space** 76-125 total required spaces: **2 accessible parking spaces** 126-200 total required spaces: **3 accessible parking spaces** For every 100 spaces in excess of 200: **1 additional accessible parking space**
Surrey	For properties with greater than 12 total required parking spaces, minimum of 2% of total required parking spaces, rounded upward to nearest whole number, must be accessible parking spaces
Township of Langley	For properties with greater than 50 total required parking spaces, accessible parking spaces provided in the ratio of 1 for every 100 total spaces (or part thereof)

7.7. DEVELOP PARKING VARIANCE POLICY (ALDERGROVE AND FORT LANGLEY)

A parking variance policy that can be used specifically for Aldergrove and Fort Langley should be developed that outlines the criteria that the Township can consider in evaluating a parking variance request. The key components to the variance policy should include the following:

- **Transportation Demand Management (TDM)** – Provision of targeted programs/strategies that result in reduced parking demand, including carshare, public transit, bikeshare, and bicycle facilities beyond what is required in the Bylaw.
- **Transit Access** – Where access to public transit is anticipated to result in a measurable decrease in parking demand due to increased transit use.
- **Shared Parking** – Where it can be demonstrated that the land uses of a particular mixed-use development exhibit complementary parking demand between different uses and the overall parking demand can be met by fewer parking spaces due to sharing.

A technical study prepared by a qualified transportation professional is recommended to accompany any variance request that demonstrates how the proposal meets the identified criteria, the impact of each on reducing parking demands, and that the proposed parking supply is appropriate.

7.8. DEVELOP CASH IN-LIEU OF PARKING POLICY (ALDERGROVE AND FORT LANGLEY)

The Local Government Act (LGA) permits municipalities in BC to establish regulations allowing a prospective developer to pay cash in-lieu of required parking spaces. Cash in-lieu of parking is at land developer's discretion and is typically pursued where off-street parking is not needed or is difficult to accommodate on-site parking due to physical or other constraints. Per the LGA, all monies received must be placed in a reserve fund for the purposes of providing:

- New and existing off-street parking spaces, or
- Transportation infrastructure that supports walking, cycling, public transit, or other alternative forms of transportation.

For both communities of Aldergrove and Fort Langley, the provision of off-street parking spaces is expected to be problematic for smaller lots. As such, criteria should be set prioritizing developments with small lot sizes and located closer to a public parking facility. In addition, a maximum amount of parking supply that can be replaced through cash in-lieu of parking should be set by the Township to ensure a basic parking provision on-site, prevent spillover parking issues, and manage parking demand on future parking facility.

The cash-in-lieu rate should be reviewed and set by the Township to ensure that the developers are encouraged to pursue cash in-lieu. **Table 7-3** provides a comparison of cash in-lieu rates in similar municipalities and shows that the rates generally range from $8,000 to $25,000 per parking space. The lower rates correspond to the surface parking and higher rates correspond to the structured parking. In order to fully finance the cost aof land and parking structure, the Township would need to establish a cash in-lieu rate in excess of $45,000 per parking space. However, the rate should be reviewed and set by the Township to ensure that the developers would pursue cash in-lieu option when the rates are set this high.

Table 7-3: Cash in-Lieu Rates in Similar municipalities

	Notes	Cash in-Lieu Rate
Abbotsford	Cash in-lieu only permitted within designated Historic Downtown Abbotsford area, up to a maximum of 10 parking spaces.	**$3,000 per parking space**
Maple Ridge	Cash in-lieu available for non-single-family/duplex properties situated within **930 metres** radius of the Municipally owned and operated parking lot.	Non-residential: **$12,500 per parking space** Residential: **$8,000 per parking space**
Surrey	Cash in-lieu available for **multi-family residential** uses, up to 10% of the minimum required off-street spaces, with an additional 10% reduction available if satisfactory TDM measures are provided	**$20,000 per parking space**
New Westminster	Cash in-lieu received go towards upgrading transit, pedestrian and cycling infrastructure (cash in-lieu from properties within 1,500 feet of City owned parking facility can be used for alternative transportation or for new/existing parking spaces)	Structured Parking: **$25,000 per parking space** Surface Parking: **$8,000 per parking space**
Vancouver	Cash in-lieu available for commercial and industrial properties in designated areas in and near Downtown	**$24,700 per parking space**

8.0 OTHER CONSIDERATIONS

In addition to the recommendations provided in the previous section, the following considerations should be taken in the development of the parking regulations and policies in Aldergrove and Fort Langley communities.

Aldergrove

- Consult with Aldergrove Business Association to seek feedback on the proposed recommendations.
- Collect an inventory of off-street parking spaces by address/land use designation.
- Conduct employee survey to determine mode choice and parking use in commercial area.
- As redevelopment occurs, adjust on-street parking regulations to address spillover problems into residential area.
- Develop specific regulations for off-street passenger spaces to allow taxis, freight, and other private vehicles to load and unload in designated spaces if these activities are affecting through motor vehicle, cycle, and transit traffic.

Fort Langley

- Review and update the existing parking policies for Fort Langley to reflect the proposed recommendations.
- Consult with local businesses to seek feedback on the proposed recommendations.
- Collect an inventory of off-street parking spaces by address/land use designation.
- Conduct parking demand and utilization study to identify seasonal peak demand and to determine appropriate mitigations measures such as overflow parking plans.
- Conduct employee survey to determine mode choice and parking use in commercial area.
- As redevelopment occurs, adjust on-street parking regulations (time restricted parking) to address spillover problems into residential area.
- Consider developing specific regulations for off-street passenger spaces to allow taxis, freight, and other private vehicles to load and unload in designated spaces if these activities are affecting through motor vehicle, cycle, and transit traffic.

9.0 NEXT STEPS

Based on the review and findings of this assignment, the next steps for the Township are to update the zoning bylaw for accessible parking, bike parking and end trip facilities, and the parking requirement rates for office and retail uses.

10.0 CLOSING

This memorandum summarizes the findings and recommendations for parking requirements and supply in Aldergrove Core Area and Fort Langley with a focus on commercial uses. We hope that there is sufficient information provided in this memo that will further assist in developing the parking regulations and policies in these two communities of the Township of Langley.

URBAN SYSTEMS LTD.

Niraj Sunuwar, P.Eng., PTOE
Transportation Engineer

cc: Paul Cordeiro, James Sun

/fl, ns
\\uslsur\proj\1013\0094\01\R-Reports-Studies-Documents\R1-Reports\2021-01-20 Aldergrove Core Parking Review Final Draft Memo R1.docx

~~**ATTACHMENT B**~~

City of Surrey Zoning Bylaw Bicycle Requirements:

Bicycle Space
means a space to secure one bicycle and must include a device that is anchored to a hard surface.

Bicycle Storage
means a secured, enclosed area for *bicycle spaces*.

***Secure Bicycle Parking Area*:**
A *secure bicycle parking area* provided in a separate bicycle room located within a *building,* whether located at or above *finished grade*, with convenient access to the outside of the *building*, is excluded from the calculation of the *floor area ratio* to a maximum of 170 sq. m [1,830 sq. ft.].

Counting Rules

The counting rules are as follows:

(a) Where *gross floor area* is used as a unit of measurement for the calculation of required *parking spaces*, it must exclude parking loading/unloading areas, *secure bicycle parking areas*, stairways and mechanical rooms within the *building*;

(b) For the purpose of determining the number of required *parking spaces* or *bicycle spaces*:

i. Any fraction less than one-half (0.5) must be disregarded; and

ii. Any fraction one-half (0.5) or greater must be considered equivalent to one (1); and

(c) Within *dwelling units* in *multiple unit residential buildings,* where rooms are identified as dens, studies, libraries or other rooms of like character which are a minimum of 9 square metres [97 sq. ft.] in floor area, such rooms must be considered bedrooms for the purpose of determining parking requirements.

D. *Bicycle Spaces* and *Secure Bicycle Parking Areas*

1. General *Bicycle Space* Requirements

All required *bicycle spaces* must:
(a) Not interfere with a pedestrian walkway;

(b) Be separated from *parking spaces* or loading/unloading spaces by 2.0 metres [8 ft.] or a physical barrier; and

(c) Be sufficiently illuminated.

2. Visitor *Bicycle Spaces*

General Service Use and *Eating Establishment*	0.06 *bicycle space* in a *secure bicycle parking area* per 100 m2 [1,075 ft2] of the *gross floor area* where the *gross floor area* is greater than or equal to 2,000 m2 [21,528 ft2]; **plus** **One of the following:** 0.12 visitor *bicycle space* per 100 m2 [1,075 ft2] of *gross floor area* within *City Centre* or *Town Centres*; **or** 0.06 visitor *bicycle space* per 100 m2 [1,075 ft2] of the *gross floor area* in areas outside of *City Centre* or *Town Centres.*
Hospital	0.1 *bicycle space* in a *secure bicycle parking area* per 100 m2 [1,075 ft2] of *gross floor area*; **plus** 6 visitor *bicycle spaces* at each public entrance.
Retail Store	0.1 visitor *bicycle space* per 100 m2 [1,075 ft2] of *gross floor area* where the *gross floor area* is greater than or equal to 4,645 m2 [50,000 ft2].
Public School and *Private School*	
Elementary	4 visitor *bicycle spaces* per classroom.
Secondary	8 visitor *bicycle spaces* per classroom.
Tourist Accommodation	1 visitor *bicycle space* per 30 rooms.
University and College	8 visitor *bicycle spaces* per classroom

Section 6

Off-street Bicycle Space Regulations

6.1 Number of Bicycle Spaces

6.1.1 General Requirements

Unless otherwise provided in Schedule C or a CD-1 By-law, in all districts, the number of spaces required for the off-street parking of bicycles shall be calculated according to section 6.2.

6.1.2 Bicycle Space Requirement Exemptions

The required number of off-street bicycle spaces need not be provided where any additions, alterations or changes of use to a building existing on October 17, 1995 would, in total, result in an increase of less than 10 percent of the number of spaces required before the additions, alterations or change in use.

6.1.3 Uses Not Listed

If a use is not listed in the tables, the number of bicycle spaces shall be calculated on the basis of a similar use as determined by the Director of Planning.

6.1.4 Multiple-Use Developments

For the purposes of this section uses with the same formula for determining required bicycle spaces shall be considered to be of the same class. If a development contains parking for more than one use as listed in section 6.2, the total number of bicycle spaces shall be the sum of the bicycle spaces required for the various classes of uses calculated separately and, unless otherwise permitted by the Director of Planning, in consultation with the City Engineer, taking into account the time-varying demand of uses, a bicycle space required for one use shall be deemed not to meet the requirement for any other use in that development.

6.1.5 Floor Area Calculation

Where gross floor area is used to calculate the number of required bicycle spaces, it shall be calculated in the same manner as the floor space ratio of the applicable district schedule or official development plan.

6.1.6 Rounding of Fractional Numbers

Where the calculation of total required bicycle spaces results in a fractional number, the nearest whole number shall be taken, unless specified otherwise in section 6.2. A fraction of one-half shall be rounded up to the next whole number.

6.2 Table of Number of Required Off-Street Bicycle Spaces

Bicycle spaces shall be required for any buildings classified in column 1 in accordance with the corresponding standards listed in column 2.

	Column 1 Building Classification	Column 2 Required Bicycle Spaces	
		Class A	Class B
6.2.2	**Institutional**		
6.2.2.1	Community Care Facility – Class B; Group Residence; Detoxification Centre.	A minimum of 1 space for every 100 beds.	No requirement.
6.2.2.2	Hospital or other similar use.	A minimum of 1 space for every 17 employees on a maximum work shift.	A minimum of 6 spaces at each public entrance.
6.2.2.3	School - Elementary or Secondary; School - University or College.	A minimum of 1 space for every 17 employees and for secondary schools, universities or colleges, 0.4 space for every 10 students on a maximum attendance period.	A minimum of 0.6 space for every 10 students on a maximum attendance period except that elementary schools shall provide a minimum of 1 space for every 20 students.
6.2.2.4	Church, chapel, place of worship, or similar place of assembly.	No requirement.	A minimum of 6 spaces.
6.2.2.5	Ambulance Station; Child Day Care Facility; Social Service Centre; Community Care Facility – Class A.	No requirement.	No requirement.

	Column 1 Building Classification	Column 2 Required Bicycle Spaces	
		Class A	Class B
6.2.5.3	Bed & Breakfast Accommodation; Funeral Home; Wedding Chapel.	No requirement.	No requirement.
6.2.6	**Manufacturing, Transportation & Storage, Utility & Communication Uses, Wholesale**		
6.2.6.1	Manufacturing Uses; Transportation and Storage uses; Utility and Communication Uses; Wholesale Uses.	A minimum of 1 space for each 1,000 square metres of gross floor area in the building or 1 space for every 17 employees on a maximum work shift, whichever is the greater.	No requirement.
6.2.7	**Parking**		
6.2.7.1	Parking Uses.	As determined by the Director of Planning in consultation with the City Engineer.	As determined by the Director of Planning in consultation with the City Engineer.
6.2.8	**Agricultural**		
6.2.8.1	Agricultural Uses.	No requirement.	No requirement.

6.3.7 Bicycle Room, Compound, or Locker Lighting

Lighting in the bicycle room, compound, or locker area shall provide vertical illumination at floor level of a minimum level of 160 lux, with true colour and a uniformity ratio of at most 3:1.

6.3.8 Bicycle Room, Compound, or Locker Supervision

The entry door to a bicycle room or bicycle compound, or bicycle lockers, shall be within sight of building or parking security, where such exists, an elevator, or an entrance.

6.3.9 Bicycle Space Size

All required Class A bicycle spaces shall have a minimum vertical clearance of 1.9 metres, shall be a minimum of 0.6 metres in width and shall be:

(a) a minimum of 1.8 metres in length if the bicycles are to be placed horizontally; or
(b) a minimum of 1.0 metres in length if the bicycles are to be placed vertically,

except that a minimum of 5% of the spaces must be oversized spaces of 2.4 metres in length and 0.9 metres in width, and may not be vertical or stacked spaces.

6.3.10 Bicycle Space Access

Except for the portion of the aisle directly in front of each oversized space as referred to in section 6.3.9, which shall be a minimum width of 1.5 metres, all required Class A bicycle spaces shall be independently accessible by means of an aisle of a minimum width of 1.2 metres, except that the Director of Planning, in consultation with the City Engineer, may permit a lesser width, to an absolute minimum of 0.9 metre, where the bicycle spaces served are provided more than the minimum required width. All access shall have a minimum vertical clearance of 1.9 metres. All doors on the route from Class A bicycle parking spaces to the outside shall be fitted with automatic door openers.

6.3.11 Bicycle Rack and Bicycle Locker Requirement

All required Class A bicycle spaces shall require a bicycle rack with individually numbered spaces or a numbered bicycle locker.

6.3.12 Bicycle Rack Design and Security

Class A bicycle space racks shall be constructed of sturdy theft-resistant material and shall have secure theft-resistant anchoring to the floor or ground. The bicycle rack shall support the bicycle frame above the centre of gravity and shall enable the bicycle frame and front wheel to be locked with a U-style lock.

6.3.13 Vertical and Stacked Bicycle Spaces

Vertical bicycle space racks shall support the bicycle without the bicycle being suspended on the wheels. No more than 30% of the required Class A bicycle spaces may be vertical, and in total, no more than 60% of the required Class A bicycle spaces may be vertical and stacked. Stacked bicycle spaces shall be designed to provide access without the need to lift the bicycle entirely off of the ground, and must provide convenient access. Where the Director of Planning accepts equipment proposed for providing stacked bicycle spaces, the dimensions required in 6.3.9 may be reduced for those spaces, and the dimensions required in 6.3.10 may be increased.

6.3.13A Minimum Number of bicycle lockers

At least 10% of the Class A bicycle spaces must be bicycle lockers.

6.4.2 Bicycle Rack Requirement and Space Size

All required Class B bicycle spaces shall be provided in racks which provide a minimum width of 0.6 metre for each bicycle, except as provided for in section 6.4.6.

6.4.3 Bicycle Space Access

All required Class B bicycle spaces shall be independently accessible by means of an aisle with a minimum width of 1.2 metres which is separate from pedestrian access. There shall be unrestricted access behind the space of a minimum length of 0.5 metre. All doors on the route from Class B bicycle parking spaces to the outside shall be fitted with automatic door openers.

6.4.4 Bicycle Rack Design and Security

Class B bicycle space racks shall be constructed of sturdy theft-resistant material and shall have secure theft-resistant anchoring to the floor or ground. The bicycle rack shall support the bicycle frame above the centre of gravity and shall enable the bicycle frame and front wheel to be locked to the rack with a U-style lock.

6.4.5 Bicycle Rack Location

Class B bicycle space racks shall be provided in a convenient, well-lit location that provides visual surveillance by occupants of the building the racks are intended to serve. If the racks are not readily visible to visitors to a site, directional signage to the racks shall be provided.

6.4.6 Bicycle Lockers

Bicycle lockers can be provided for required Class B bicycle spaces instead of bicycle racks, provided the lockers are numbered and are in compliance with sections 6.3.18 and 6.3.19.

6.5 End of Trip Facilities

6.5.1 Where Class A bicycle spaces are required for a non-dwelling use, a minimum number of clothing lockers equal to 1.4 times the minimum number of required Class A spaces shall be provided, and shall be a minimum of 45 centimetres in depth, 30 centimetres in width and 90 centimetres in height with respect to no more than 50% of the lockers and 180 cm in height with respect to at least 50% of the lockers.

6.5.2 Where Class A bicycle spaces are required for a non-dwelling use, water closets, wash basins, showers and grooming stations shall be provided in accordance with sections 6.5.4 and 6.5.5.

6.5.3 Despite the provisions of section 6.5.2, additional water closets, wash basins, showers and grooming stations are not required if on-site facilities are provided as part of an employee fitness centre, provided these facilities meet or exceed the requirements of sections 6.5.4 and 6.5.5, are accessible to employees before and after their work shifts, and are located conveniently in relation to employee Class A bicycle spaces.

6.5.4 The number of water closets, wash basins and showers required by section 6.5.2 shall conform to Table 6.5A for Office and Retail and Service uses, and shall conform to Table 6.5B for all other uses.

Table 6.5B
Bicycle End of Trip Facilities
Forming part of 6.5.4

Required Number of Class A Bicycle Spaces	Minimum Number of Fixtures		
	Water Closets	Wash Basins	Showers
0-3	0	0	0
4-29	2	2	2
30-64	4	2	4
65-94	6	4	6
95-129	8	4	8
130-159	10	6	10
160-194	12	6	12
Over 194	12 plus 2 for each additional 30 bicycle spaces or part thereof	6 plus 2 for each additional 30 bicycle spaces or part thereof	12 plus 2 for each additional 30 bicycle spaces or part thereof

6.5.5 There shall be no less than 1 grooming station for each shower provided, and each station shall be:

(a) separate from the wash basin;
(b) equipped with a mirror and an electrical outlet; and
(c) equipped with a counter top with a minimum width of 600 mm and a minimum depth of 250 mm.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (PARKING REQUIREMENTS) BYLAW 2021 NO. 5698

EXPLANATORY NOTE

Bylaw 2021 No. 5698 amends Section 107 to change parking requirements for offices/financial institutions, adds parking requirements for bicycles, and amends parking requirements for persons with disabilities, excluding the Fort Langley Area as indicated on the Map in Section 107.10 of the bylaw.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (PARKING REQUIREMENTS) BYLAW 2021 NO. 5698

A Bylaw to amend Township of Langley Zoning Bylaw 1987 No. 2500

The Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as "Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Parking Requirements) Bylaw 2021 No. 5698".

2. The "Township of Langley Zoning Bylaw 1987 No. 2500" as amended is further amended by:

   (1) Amending Section 107.1 (2) by adding the following words to the end of the section:

   "and requirements of Section 107.12 do not apply."

   (2) Replace the contents of the Table in Section 107.3 c) iv) and v) with:

iv) retail stores, service establishments, *personal service use* and *licensee retail store uses* except as otherwise stated	1 space per 35 m^2 of gross floor area *or* 1 space per 20 m^2 in the Fort Langley area as indicated in the Map in Section 107.10	NA
v) offices, financial institutions	1 space per 35 m^2 of gross floor area or 1 space per 28 m^2 in the Fort Langley area as indicated in the Map in Section 107.10	NA

   (3) Replacing Section 107.11 with:

   Except in the Fort Langley area as indicated in the Map in Section 107.10, for buildings required to be accessible by persons with disabilities, where between 10 and 50 stalls are required, at least one parking stall for persons with disabilities shall be provided. For *buildings* required to be accessible where over 50 stalls are required, parking stalls for persons with disabilities shall be provided in the ratio of one (1) every 50 stalls or part thereof.

   In the Fort Langley area as indicated in the Map in Section 107.10, for *buildings* required to be accessible by persons with disabilities, where more than 50 parking stalls are provided, parking stalls for persons with disabilities shall be provided in the ratio of one (1) every 100 or part thereof.

A parking stall for persons with disabilities shall:

a) be at least 3.7 m wide and 5.8 m long;
b) have a firm, slip-resistant and level surface;
c) be located close, and be accessible, to an entrance; and
d) be clearly identified as being solely for the use of persons with disabilities.

(4) Adding Section 107.12

Off-Street Bicycle Parking and End of Trip Facilities Requirements

Definitions and General Requirements

107.12 1) For the purposes of this section the following definitions shall apply:

(a) **"Bicycle Space"** - means a space to secure one bicycle and must include a device that is anchored to a hard surface.
(b) **"Bicycle Storage"** - means a secured, enclosed area for bicycle spaces.
(c) **"Secure Bicycle Parking Area"** - a secure bicycle parking area provided in a separate bicycle room located within a *building*, whether located at or above finished grade, with convenient access to the outside of the *building*, is excluded from the calculation of the *floor area ratio* to a maximum of 170 m^2 .
(d) **"Counting Rules"** - the counting rules are as follows:
    a. Where *gross floor area* is used as a unit of measurement for the calculation of required parking spaces, it must exclude parking loading/unloading areas, secure bicycle parking areas, stairways and mechanical rooms within the *building*;
    b. For the purpose of determining the number of required parking spaces or bicycle spaces:
        i. Any fraction less than one-half (0.5) must be disregarded; and
        ii. Any fraction one-half (0.5) or greater must be considered equivalent to one (1); and
    c. Within *dwelling units* in multiple unit residential *buildings*, where rooms are identified as dens, studies, libraries or other rooms of like character which are a minimum of 9 m^2 in floor area, such rooms must be considered bedrooms for the purpose of determining parking requirements.

All required bicycle spaces must:
(a) Not interfere with a pedestrian walkway;
(b) Be separated from parking spaces or loading/unloading spaces by 2.0 m or a physical barrier; and
(c) Be sufficiently illuminated.

Visitor bicycle spaces must be located:

(a) At finished grade; and
(b) Within 30 m of the main entrance to the *building*.

Secure Bicycle Parking Area Requirements

(a) All required bicycle spaces in a secure bicycle parking area must be provided in:
    i. A separate bicycle room located within a building; or
    ii. An expanded metal mesh compound within a *building*; or
    iii. Numbered bicycle lockers in a *building* or private parking area; and
(b) *Secure bicycle parking area* must be located:
    i. At finished grade, one level below finished grade, or one level above finished grade, with convenient access to the outside; and
    ii. Within 30 m of an entrance to the *building* or within a shared secure bicycle parking area.

Mixed-Use Developments

Where two (2) or more *uses* occur on a *lot*, the total number of *bicycle spaces* must be the sum of the *bicycle spaces* required for each individual *use*.

2) Required Bicycle Spaces

Use	**Required Bicycle Spaces**
a) Residential uses	
i) *apartments*	6 visitor *bicycle spaces* per multiple unit residential *building*; **plus** 1.2 *bicycle spaces* in a *secure bicycle parking area* per *dwelling unit*
ii) *seniors' housing*	6 visitor *bicycle spaces* per multiple unit residential *building*; **plus** 0.1 *bicycle spaces* in a *secure bicycle parking area* per *dwelling unit*
iii) *assembly uses,* excluding educational uses	6 visitor *bicycle spaces* at each public entrance
b) Institutional Uses	
i) *community care facilities* excluding *seniors' housing*	1 space per 100 beds
ii) educational uses: kindergartens, elementary schools, middle schools and *group children's day care*	4 visitor *bicycle spaces* per classroom **plus** 0.4 *bicycle spaces* in a *secure bicycle parking area* per 10 students on a maximum attendance period

secondary schools and other higher education	8 visitor *bicycle spaces* per classroom **plus** 0.6 *bicycle spaces* in a *secure bicycle parking area* per 10 students on a maximum attendance period
iii) government institutional buildings	6 visitor *bicycle spaces* at each public entrance **plus** 0.06 *bicycle spaces* in a *secure bicycle parking area* per 100 m^2 of the *gross floor area* where the *gross floor area* is greater than or equal to 2,000 m^2
iv) recreational uses and facilities including *commercial uses*	6 visitor *bicycle spaces* at each public entrance **plus** 0.06 *bicycle spaces* in a *secure bicycle parking area* per 100 m^2 of the *gross floor area* where the *gross floor area* is greater than or equal to 2,000 m^2
v) *hospitals*	6 visitor *bicycle spaces* at each public entrance **plus** 0.06 *bicycle spaces* in a *secure bicycle parking* area per 100 m^2 of the *gross floor area* where the *gross floor area* is greater than or equal to 2,000 m^2
c) Commercial Uses	
vi) including *hotels and motels*, commercial assembly uses (including, theatres and funeral homes), bowling alleys, retail stores, service establishments, *personal service uses* and *licensee retail store uses*, office, financial institutions, *restaurants* including *food primary uses* and *brewery or distillery* lounge areas, *liquor primary uses*, golf driving ranges and golf courses (including uses accessory to a golf course), and *cannabis retail*	6 visitor *bicycle spaces* at each public entrance **plus** 0.06 *bicycle spaces* in a *secure bicycle parking area* per 100 m^2 of the *gross floor area* where the *gross floor area* is greater than or equal to 2,000 m^2
d) Industrial Uses	1 *bicycle space* per 1,000 m^2 of the *gross floor area* where the *gross floor area* is greater than or equal to 2,000 m^2

3) End of Trip Facilities

(a) Where a *secure bicycle parking area* is required for a non-dwelling *use*, a minimum number of clothing lockers equal to 1.4 times the minimum number of secured bicycle parking spaces shall be provided. Lockers shall be a minimum of 45 cm deep, 30 cm wide and 90 cm in height with respect to no more than 50% of the lockers and 180 cm in height for at least 50% of the lockers.

(b) Where a *secure bicycle parking area* is required for a non-dwelling *use*, water closets, wash basins, showers and grooming station shall be provided as follows:
   a. Additional water closets, wash basins, showers and grooming stations are not required if on-site facilities are provided as part of an employee fitness centre, provided these facilities meet or exceed the requirement of Sections 107.12 3(b)b and are accessible to all employees in the building, before and after work shifts, and are located conveniently in relation to the *secure bicycle parking area*.
   b. The number of water closets, wash basins and showers required shall be as follows:
      i. One (1) water closet for every 10 secure bicycle parking spaces up to 50 spaces and one (1) water closet for every 20 secure bicycle parking spaces above 50
      ii. One (1) wash basin for any development requiring between five (5) and 10 secure bicycle parking spaces, plus one (1) wash basin for every additional 20 secure bicycle spaces up to 50 spaces, and one (1) additional wash basin for every 40 secure bicycle spaces over 50
      iii. One (1) shower for every 10 secure bicycle space required up to 50 spaces, and one (1) additional shower for every 20 secure bicycle spaces required above 50

(c) Where a *secure bicycle parking area* is required, there shall be no less than one (1) grooming station for each shower provided, and each station shall be:
   a. Separate from the wash basin;
   b. Equipped with a mirror and an electrical outlet; and
   c. Equipped with a countertop with a minimum width of 60 cm and minimum depth of 25 cm.

READ A FIRST TIME the	day of	, 2021
READ A SECOND TIME the	day of	, 2021
PUBLIC HEARING HELD the	day of	, 2021
READ A THIRD TIME the	day of	, 2021
ADOPTED the	day of	, 2021

_____ Mayor _____ Township Clerk

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	OCTOBER 18, 2021 - REGULAR MEETING	**REPORT:**	21-122
FROM:	ENGINEERING DIVISION	**FILE:**	5260-26-019
SUBJECT:	ZONING BYLAW AMENDMENTS – PARKING REGULATIONS FORT LANGLEY		

RECOMMENDATIONS:

That Council give first and second reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment Bylaw 2021 No. 5749 to amend the Township of Langley's Zoning Bylaw with respect to parking requirements in the community of Fort Langley and authorize the Public Hearing; and further

That Council endorse staff reviewing the cash-in-lieu amount currently in place in relation with on-site parking as an option for development in the commercial core of Fort Langley and bringing forward proposed amendments that more accurately reflect current costs and economic conditions.

EXECUTIVE SUMMARY:

Council identified a review of parking regulations as one of the 'Strategic Priorities' early in 2019. More specifically, a review of the Township's Zoning Bylaw requirements associated with existing parking provisions in Fort Langley, with a 50% reduction for the commercial core, cash-in-lieu options, bicycle and accessible parking, and potential options to incentivize development were identified by Council as areas of focus for the review.

As directed by Council, staff engaged the services of an external consultant to undertake a comprehensive review of existing regulations and to provide recommendations regarding proposed amendments. The review was concluded in February 2021 and included an assessment of existing policies, guidelines, parking regulations, best management practices in other jurisdictions, and potential future parking supply and demand, with recommended changes to parking requirements.

Based on a review of other municipalities' requirements and the Institute of Transportation Engineers (ITE) guidelines, staff recommend amending the parking rates for retail, office, and financial institutions with a reduction from the current one (1) space per 20 m^2 and 28 m^2 respectively of gross floor area (gfa), to one (1) space per 35 m^2 gfa, consistent throughout the Township. Staff recommend application of the requirements consistently throughout the Township so as to ensure equal opportunities in a free market environment with the elimination of the current 50% parking reduction in Fort Langley. It is further recommended that staff be directed to explore a more appropriate cash-in-lieu amount payable, in relation with development when parking cannot be accommodated on-site, that is more reflective of current construction costs and economic conditions.

Other recommended amendments include a requirement to increase the minimum number of accessible stalls for persons with disabilities, and further, to require bicycle parking and end-of-trip facilities in new developments. Any proposed amendments will ensure supply meets anticipated demands and avoid impacts to parking on nearby residential streets.

For certainty, the amendments in Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Fort Langley Parking Requirements) Bylaw 2021 No. 5749 should be enacted subsequent to the amendments in Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Parking Requirements) Bylaw 2021 No. 5698

PURPOSE:

This report is in response to Council direction and provides information and recommendations.

BACKGROUND/HISTORY:

At its meeting on July 12, 2021, Council received proposed Zoning Bylaw amendments related to parking regulations and requirements throughout the Township (Report No. 21-90); and resolved to refer the Bylaw back to staff to bring forward reports and Bylaws with the community of Fort Langley separated.

At its Regular Afternoon Meeting on July 24, 2017, Council directed staff to pursue specific strategies, as outlined below, to manage the demand for parking in the Township and bring forward for Council's consideration of approval as needed:

- Amendments to the Zoning Bylaw to include such considerations as: bicycle parking and end of trip facilities; Electric Vehicle (EV) parking; shared parking; and Transportation Demand Management incentives;
- Development of a plan for implementation of time-restricted parking at strategic locations, including near key high demand areas such as major civic and recreational facilities, transit exchanges and the hospital;
- Implementation of a more proactive enforcement regime using advanced technology; and
- Review of the feasibility and impact analysis of implementing preferred parking for car-share, carpool, and EV vehicles at major civic facilities such as the Langley Events Centre.

Since then, some of the specific strategies identified have been adopted and implemented with corresponding allocation of financial and staff resources, as needed, as approved by Council as part of the annual budget process. These include the implementation of the Automated License Plate Reader (ALPR) System since early 2019 and the gradual, progressively expanding, installation of EV charging stations at major municipal public facilities over the past few years.

In December 2018, Council referred a motion directing staff to undertake a process to consider a reduction in the commercial off-street parking and loading requirements within the Aldergrove Core Area Plan by up to 75% as well as a review of the regulatory environment to bring parking in Fort Langley area back to the typical Township of Langley standards to a Council Priorities Committee. Subsequently, the review of parking regulations in Fort Langley as well as the review of parking options in Aldergrove were identified by Council as 'Strategic Priorities' in 2019.

The Township's Zoning Bylaw includes requirements for the provision of off-street parking as a condition of development projects. Further, the 'commercial' off-street parking requirements in Fort Langley is established at 50% of what is required in other areas of the Township. This reduction in off-street parking requirements has been used as a mechanism to encourage or facilitate redevelopment in the existing core commercial areas with a potential revitalization impact on the local economic development activity of communities such as Fort Langley and Aldergrove.

However, staff note that such must be considered in the context of other factors and implemented with sensitivity as excessive reduction may result in unintended negative impacts, such as on-street parking on adjacent residential street. In addition, other servicing reasons behind the historic 50% reduction of parking requirements in the commercial core of Fort Langley, predominantly related to the conflict between surface parking and location of septic systems for sewer servicing, is no longer applicable due to the relatively more recent extension of municipal sanitary sewer to the area.

The Climate Action Strategy (CAS), adopted by Council, includes the provision for a reconsideration of parking supply in the Township. The 2015 Cycling Plan, as well as the more recently adopted CAS, include actions intended to encourage active transportation modes such as cycling, necessitating the provision of bicycle parking and end-of-trip facilities such as showers and storage rooms intended to reduce reliance on motor vehicles. Potential reductions to parking requirement for new developments should balance the need to ensure there is an adequate supply of parking to meet market conditions and public demand to alleviate the potential impact on residential neighbourhoods.

DISCUSSION/ANALYSIS:

As directed by Council, staff engaged the services of a qualified professional engineering consultant with expertise in the field of transportation and traffic engineering (Urban Systems Limited - USL) in May of 2020, to undertake a review of parking regulations currently in effect in the Township, specifically in Aldergrove and Fort Langley (Attachment A). The scope of the review included studying existing policies, guidelines, and parking regulations, best practices, projecting future parking demand, projecting future parking supply, and recommending changes to parking requirements contained in the Township's Zoning Bylaw. The assessment was completed in February 2021 with some of the key findings summarized below.

The Township's Official Community Plan (OCP), the relevant Community Plans and accompanying Engineering Servicing Plans, development standards, Zoning Bylaw requirements, and guiding principles were reviewed in preparation for the analytical assessment of parking standards in town centres. Factors such as transit supply and improvements, areas with pedestrian and transit-oriented development, and availability of on-street parking were also considered.

Existing Parking Regulations

The parking regulations for mixed-use residential/commercial, recreational, retail/service, office/financial and restaurant uses were reviewed in relation with available on-street parking. The following table summarizes current parking requirements for retail, office and restaurant uses based on gross floor area (gfa) of buildings for the Township of Langley generally, as well as the Fort Langley community specifically.

Land Use	Township-Wide Parking Requirement (incl. Aldergrove)	Fort Langley Parking Requirement
Retail & Service Comm., inc. Restaurants	1 space per 20 m^2 of gfa	1 space per 40 m^2 of gfa
Office uses, inc. Financial Institutions	1 space per 28 m^2 of gfa	1 space per 56 m^2 of gfa

Best Management Practices and Guidelines

A review of several municipalities' parking bylaw requirements including those in the City of Langley, City of Chilliwack, District of Mission, City of Abbotsford, City of Maple Ridge, and City of Surrey, was undertaken as part of the assessment.

The review confirmed that the parking requirements of other municipalities associated with retail commercial and office uses are lower than those in the Township, except in Fort Langley (due to a 50% reduction for some uses) suggesting that a reduction of the Township's general parking requirements (excluding Fort Langley) would be warranted, given the general trends and approaches in other municipalities.

However, a comparison of restaurant uses found the Township's parking requirements (except Fort Langley) are within and comparable to the range of other municipalities indicating appropriateness of the standards with no justification for an amendment, or keeping the current 50% reduction in Fort Langley. Similarly, a review of parking requirements associated with recreational uses did not indicate the need for a change of parking requirements for such uses.

A review of the Canadian Institute of Transportation Engineers (ITE) Trip and Parking Generation Manual was undertaken, which found that the Township's Zoning Bylaw requirements associated with parking are generally higher than most recently projected demands anticipated for most commercial uses, except in Fort Langley.

Proposed Parking Regulations

The consultants recommend that the parking rate for office/financial institutions for all the Township, including Fort Langley, be established at one (1) space per 35 m^2 of gfa. This would represent a reduction of current Township requirements but an increase for Fort Langley. However, it would result in a more consistent application in all Township communities.

The consultant did not recommend a reduction of the parking requirements for restaurant uses for the Township in general as they indicated the current rate of one (1) space per 20 m^2 is appropriate. However, due to the 50% reduction in Fort Langley, the current rate of one (1) space per 40 m^2 is significantly lower than other municipalities, inconsistent with industry practice and does not meet typical demand, which can result in overflow parking to other areas.

Based upon the comparison of Township parking requirements with those of other municipalities, the Township has a greater requirement for on-site parking for office uses including financial institutions and other related retail uses except in Fort Langley. Growth in the office, financial institutions and retail uses can lead to more local jobs for residents, reduced travel time, reduced usage of motor vehicles, and potentially increased demand and use of other modes of active transportation, as well as development of a compact, sustainable, and complete community.

Given the goals of the Township's Sustainability Charter and Climate Action Strategy of reducing reliance on motor vehicles and the cost associated with the provision of on-site parking that may impact viability of development, it is recommended that on-site parking requirements for such uses be amended to be meet industry standards, typical requirements of other municipalities, and be consistent throughout the Township to ensure parking meets expected demand. Insufficient parking can lead to overflow into other areas and neighbouring local streets.

Staff recommend that the current 50% reduction of parking in Fort Langley be removed. This recommendation is due to there not being a present rationale to support the continuation of the 50% parking reduction, and the general lack of public parking typically available in Fort Langley. This would make the parking requirements for restaurants and other uses consistent throughout the entire Township.

Accordingly, staff recommend amending the Bylaw parking requirements for office, financial institutions, and other retail uses (excluding restaurants) to be consistent throughout the Township. The proposed rates as outlined in the table below:

Land Use	**Parking Requirement (consistent throughout the Township)**
Retail & Service Comm., exc. Restaurants	1 space per 35 m^2 of gfa
Office Uses, inc. Financial Institutions	1 space per 35 m^2 of gfa
Restaurants	1 space per 20 m^2 of gfa

Projected Parking Demand Management

The projected future land use designations, particularly the Aldergrove Community Plan Core Area, was used to project the future commercial parking demand based on the existing Bylaw average rate (one (1) space per 24 m^2 of gfa) versus a reduced rate (one (1) space per 35 m^2 of gfa) to understand the impact of proposed amendments on the overall parking supply in that community and similar other locations.

Whereas the current Bylaw would trigger the need for approximately 1,300 off-street parking stalls, the proposed reduction of parking requirements within the recommended bylaw amendments would result in approximately 900 off-street parking stalls representing an overall reduction of requirements for parking of approximately 30% in the Aldergrove core area.

However, with the current 50% reduction of parking requirements in Fort Langley, the projected parking supply would not meet typical demand. If the 50% reduction were removed, the new parking requirement would be adjusted to be consistent throughout the Township.

Note that there is an option for a cash-in-lieu system in place for Fort Langley for development that cannot provide parking on-site as per the bylaw. Staff recommend the cash-in-lieu system will continue to be in place in Fort Langley, subject to the 50% reduction being eliminated, and that the cash-in-lieu amount be adjusted to an amount that is consistent with current construction costs and economic conditions.

Accessible Parking Requirements

The Township's Zoning Bylaw currently stipulates a requirement of one (1) accessible parking stall for developments that have greater than 50 total parking stalls; and one (1) additional accessible stall for every 100 spaces. Other municipalities require at least one stall for developments with more than 10 or 12 stalls or a minimum percentage of the total number of stalls.

In comparison with other municipalities, Township requirements for accessible parking are lower. Staff recommend the accessible stall requirements in the Township, including Fort Langley, be amended to require one (1) accessible parking space for the first 50 total required spaces; and one (1) additional accessible parking space required for each additional 50 parking spaces or part thereof.

Bicycle Parking Requirements

The review of the practices of other municipalities, with respect to bicycle parking requirements revealed a trend in such provisions. This trend reinforces the Township's Cycling Plan and the Climate Action Strategy, as approved by Council, identifying the need for introduction of bicycle parking requirements as part of the Township's Zoning Bylaw requirements.

Other municipalities have introduced long-term and short-term bicycle parking requirements for retail/ commercial, restaurant and office use. Long-term parking is suitable for residents and employees while short-term parking would be more suitable to meet the needs of visitors. Long-term bicycle parking includes secured locker rooms or areas with end-of-trip facilities including a variety of clothing lockers, water closets, wash basins, and showers. Short-term bicycle parking includes facilities such as bicycle racks.

Staff reviewed the off-street bicycle parking requirements of the City of Surrey and the City of Vancouver in detail as they are believed to be the most comprehensive in the Lower Mainland (Attachment B). They include items such as definitions of bicycle spaces, bicycle storage, counting rules, general requirements, visitor bicycle spaces and secure bicycle parking areas. They also include bicycle space requirements for various land uses including multi-family residential, general service use, eating establishments, hospitals, tourist accommodations, and schools. Staff recommend incorporating elements of both the City of Surrey and the City of Vancouver's Zoning Bylaw requirements for off-street bicycle parking regulations into the Township's Zoning Bylaw as follows.

The proposed amendments include definitions of bicycle spaces, bicycle storage, secure bicycle parking and counting rules. Guidelines are included for bicycle spaces for locations, lighting and interaction with pedestrians and parking areas. Similarly, guidelines are included for secure bicycle parking areas for locations inside or outside of buildings, access to outside areas and proximity to building entrances. Mixed use developments must provide a sum of the above referenced spaces for each individual component of the development.

In addition, the proposed amendments include requirements for bicycle spaces for multi-family residential apartments, seniors housing, assembly uses, community care facilities (excluding seniors

housing), educational and government institutional buildings, recreational, hospitals, commercial and industrial uses. Multi-family and mixed-use buildings are required to provide both bicycle spaces and secure bicycle parking based on the size of the building. Assembly uses are only required to provide six (6) bicycle spaces near each public entrance. Community care facilities, excluding senior housing, are required to provide one space per 100 beds.

Bicycle spaces are required for educational uses based upon the type of facility, such as kindergarten, elementary, middle school, group children's day care, secondary schools, and other higher learning institutions. Bicycle spaces required are based on the number of classrooms provided with a higher requirement for secondary and higher education institutions (eight (8) per classroom versus five (5) per classroom). Secure bicycle parking is also required based on the number of students, with secondary and higher education institutions having a greater requirement (0.4 spaces vs. 0.6 spaces per student). Government institutional building, recreational use facilities, and hospitals have similar bicycle space requirements (six (6) at each public entrance) and secure bicycle parking requirements (0.06 spaces per 100 m^2) to serve both visitors and employees. Commercial and industrial use are also required to have bicycle spaces at each public entrance and secure bicycle parking for employees.

End-of-trip facilities are required to facilitate and support cycling as an alternative mode of transportation for visitors and employees. The Bylaw amendment includes requirements for lockers where secure bicycle parking areas are required for a non-dwelling (1.4 times the number of secure bicycle parking spaces) as well as the dimensions for the lockers. The bylaw amendment also includes requirements for water closets, wash basins, shower facilities and grooming stations for non- dwelling uses. The number of water closets, showers and grooming stations is based on the number of secure bicycle parking spaces required. The additional requirement for bicycle spaces, secure bicycle parking and end of trip facilities will have an impact on the space, size, and configuration of new development sites. However, this impact for most uses is mitigated by the proposed reduction in vehicle parking proposed.

Future Reviews

The review recommends monitoring of the impact of proposed amendments and market response with a view to potential future amendments to achieve policy objectives. It is recommended that such a future review include the development of a parking variance policy, whereby criteria such as Transportation Demand Management (TDM) measures, transit access and opportunities for shared parking, etc. would be assessed to consider anticipated requests for reducing parking requirements.

Presently, individual development projects may request a parking variance which is typically considered in light of a supporting traffic study undertaken using industry standards that provide reasonable justification for staff to recommend Council approve of the variance.

As discussed in brief above, the current cash-in-lieu system should remain as an option for development, particularly on constrained sites. However, the 50% reduction in parking requirements in Fort Langley should be removed and the cash in-lieu amount adjusted to meet current construction costs and economic condition. Note the cash-in-lieu systems for on-site parking are typically considered in areas where it is difficult to accommodate on-site parking due to physical, topographic, or other constraints. The Local Government Act notes that revenue received can be placed in a fund for the purpose of providing new or existing off-street parking spaces.

Staff note that the provision of off-street parking in the core areas of Fort Langley can be difficult for some properties, in the context of highest and best use and the surrounding uses. In other municipalities where such cash-in-lieu systems are currently in place the rates range from approximately $8,000 to $25,000 per parking space not being provided. However, this may not reflect the cost of land or the costs associated with construction of a structured parking facility. For contextual purposes the provision of 188 parking stalls as part of the Aldergrove Mall redevelopment

project with a potential municipal contribution of up to $8.5M would equate to approximately $45,000 per stall. The cash-in-lieu system and parking supply should also be considered carefully in the context of potential negative impact on development activity, and conversely, the potential negative impact of overflow parking on adjacent local neighbourhood streets.

Policy Considerations

Section 107.1(2) of the Township's Zoning Bylaw currently provides for a 50% reduction to the commercial off-street and loading requirements of Section 107.3, and refers to Bylaw 1995 No, 3472 for a cash-in-lieu option. Section 107.3 specifies parking requirements for uses such as retail, offices/financial institutions, and restaurants.

Staff recommend revisions to the Bylaw to eliminate the 50% reduction in Fort Langley and incorporating reduced rates for retail and office/financial institutions. Further, it is recommended that the parking requirements for restaurants and other uses in Fort Langley be amended to be consistent with other areas of the Township including Aldergrove.

In addition, staff recommend bylaw amendments to add new requirements for bicycle parking and end-of-trip facilities, as described above, and to increase parking requirements to accommodate persons with disabilities in Fort Langley. It is recommended that Council endorse staff to bring forward amendments to the cash-in-lieu amount for on-site parking stalls currently being provided as an option for development in Fort Langley to reflect the cost of land and construction of off-site parking structures more accurately.

Respectfully submitted,

Paul Cordeiro
MANAGER, TRANSPORTATION ENGINEERING
for
ENGINEERING DIVISION

ATTACHMENT A	Aldergrove and Fort Langley Parking Review
ATTACHMENT B	Surrey and Vancouver Bicycle Parking Requirements
ATTACHMENT C	Zoning Bylaw Parking Amendments Report to Council July 12, 2021

MEMORANDUM

ATTACHMENT A

Date:	February 10, 2021
To:	Tammy Liu
cc:	Paul Cordeiro, James Sun
From:	Niraj Sunuwar
File:	1013.0094.01
Subject:	Aldergrove and Fort Langley Parking Review

1.0 INTRODUCTION

Urban Systems was retained by the Township of Langley to conduct a study on the existing on- and off-street parking requirements and the future on- and off-street parking supply and demand in the Aldergrove Core Area (Core Area), in light of the future commercial developments planned for this area. While this study primarily focuses on addressing future off-street parking requirements, the effects of available on-street parking spaces is also considered and discussed. The scope of the study also includes a review of the existing parking requirements that are in place in the Fort Langley neighbourhood. It should be noted that this study only considers commercial uses (and mixed commercial/residential uses) and does not speak to the current residential parking requirements or future residential parking demand and supply in areas that are solely residential. The study area is shown in **Figure 1-1**.



Figure 1-1: Study Area

2.0 EXISTING POLICIES AND GUIDELINES

There are several existing policies and guidelines that shape the strategy to update the parking standards in the Aldergrove Core Area. The two plans that were reviewed in particular are the Townships' Official Community Plan (OCP) and Aldergrove Community Plan. The guiding principles for adjusting parking standards in town centres include the following.

- *"Encourage transit improvements in all centres and Frequent Transit Development Areas. As transit service improves in these areas, consider reducing parking requirements for residential and commercial uses based on a review of parking needs."*
- *"Incorporate on-street parking where possible and appropriate, particularly adjacent to pedestrian-oriented retail uses and ground-oriented residential projects."*
- *"Consider reducing parking requirements as transit service improves, based on a review of parking needs."*

Section 3.5 in the Aldergrove Community Plan includes guidelines for parking, servicing, and access. The intent of the guidelines, as listed below, is "to ensure the provision of adequate servicing, vehicle access and parking in the downtown while minimizing negative impacts on the safety and attractiveness of the public/pedestrian realm".

- *"A welcoming pedestrian environment with continuous street edge definition is critical to the character of the downtown. Therefore, it is important that vehicular and service functions and other 'back of house' activities remain primarily on the lane where possible, so as not to conflict with pedestrian oriented street activity, particularly on downtown commercial streets."*
- *"Structured underground or 'tuck-under' parking is preferred over off-street surface parking."*
- *"Where off-street surface parking is unavoidable, it should be located to the rear of the building with parking access from the lane or side-street."*
- *"Locate public on-street parking at the curb to provide convenient and direct access to commercial and residential entrances along the street."*
- *"Off-street parking shall not be located between the front face of a building and the public sidewalk."*
- *"If located beside the building and adjacent to the public sidewalk, screen surface parking areas from sidewalks and other active open spaces using materials that provide a visual buffer while still allowing clear visibility into the parking areas to promote personal safety and security. Screening could include landscaping, a trellis, or grillwork with climbing vines."*
- *"In general, vehicular access should be from the lane. Where there is no lane, and where the re-introduction of a lane is difficult or not possible, access may be provided from the street, provided:*
    - *Access is from the long face of the block;*
    - *There is minimal interruption of the pedestrian realm and streetscape treatment;*
    - *Waiting, or pick-up drop-off areas are located internal to the site, not in the public right-of-way; and*
    - *There is no more than one interruption per block face and only one curb cut on the street."*
- *"Any vehicular entrance and its associated components (doorways, ramps, etc.), whether from the street or lane, should be architecturally integrated into the building so as to minimize its exposure. In particular, avoid ramps located directly off the street or lane. Minimize negative impacts of parking ramps and entrances through treatment such as enclosure, screening, high quality finishes, sensitive lighting, and landscaping."*
- *"Vehicular entrances and curb cuts are not permitted along the Fraser Highway within the downtown plan area."*

- *"Clear lines of site should be provided at access points to parking, site servicing, and utility areas to enable casual surveillance and safety."*
- *"Share parking and access is encouraged where possible."*

3.0 EXISTING PARKING REGULATIONS

3.1. ALDERGROVE CORE AREA PARKING REGULATIONS

The current vehicular parking requirements pertaining to commercial and recreational uses stated in the Township's zoning development bylaws are summarized in **Table 3-1**.

Table 3-1: Relevant Township of Langley Existing Parking Requirements (Source: Zoning Bylaw 2500)

Land Use	Vehicular Parking Requirement Rates
Mixed-Use Residential/Commercial	1.5 spaces per dwelling unit
Recreational Uses	1 space per 45m^2 gross floor area + 1 space per 10 spectator seats
Retail/Service Establishments	1 space per 20m^2 gross floor area
Office/Financial Institutions	1 space per 28m^2 gross floor area
Restaurants	1 space per 20m^2 gross floor area

The existing parking conditions in the Aldergrove Core Area has been summarized in the recently completed Engineering Services Plan (ESP, April 2020). As part of the parking conditions review, a site visit was conducted in November 2019. The review indicated that few commercial and recreational establishments along Fraser Highway and 272nd Street provide surface parking spaces accessed from laneways, meanwhile, other older properties directly fronting Fraser Highway lack off-street parking supply. According to Township staff, many of these properties were constructed or developed prior to introduction of the existing bylaw and do not provide the number of off-street parking spaces required by the bylaw contributing to the current on-street parking demand, particularly along Fraser Highway. Currently, ground level parking lots cover more than half of the surface area in the northern commercial properties of the downtown core. One major contributor to the large amount of surface parking is the Aldergrove Mall, which is undergoing redevelopment. The future parking demands of this site are being evaluated separately.

The recently constructed Aldergrove Credit Union Community Centre (ACUCC) consists of several popular programs that attract higher than normal visitors compared to other community recreational centres. These programs include an outdoor pool, water park, and hockey rink. As such, parking spillover issues have been reported by Township staff and the parking lot at the Aldergrove Community Secondary School (ACSS) is being used for overflow parking.

On-street parking is permitted on most of the local and collector roads in the Core Area. Some segments along Fraser Highway with commercial frontages also allow temporary on-street parking with time and duration restrictions along both sides. Parking restricted locations are clearly designated by yellow painted curb sections or with signs throughout the Core Area. The permitted on-street parking locations are summarized in **Figure 3-1**. As can be seen from the figure, most of the on-street parking is not regulated. The on-street parking restrictions (2-hour time restrictions) are primarily imposed along Fraser Highway and short segments of271 Street and 272 Street. Minor sections on 271 Street and 29A Avenue are the only locations with a 1-hour time restriction.

A cursory review of the existing on-street parking inventory was conducted based on the parking designations shown in Figure 3-1. An average length of 6.5 metres per parking space was assumed for this calculation. Driveways, fire hydrants and other restricted segments were excluded from this approximation wherever identified. The results showed that there are approximately over 250 on-street parking spaces currently available within the core area.

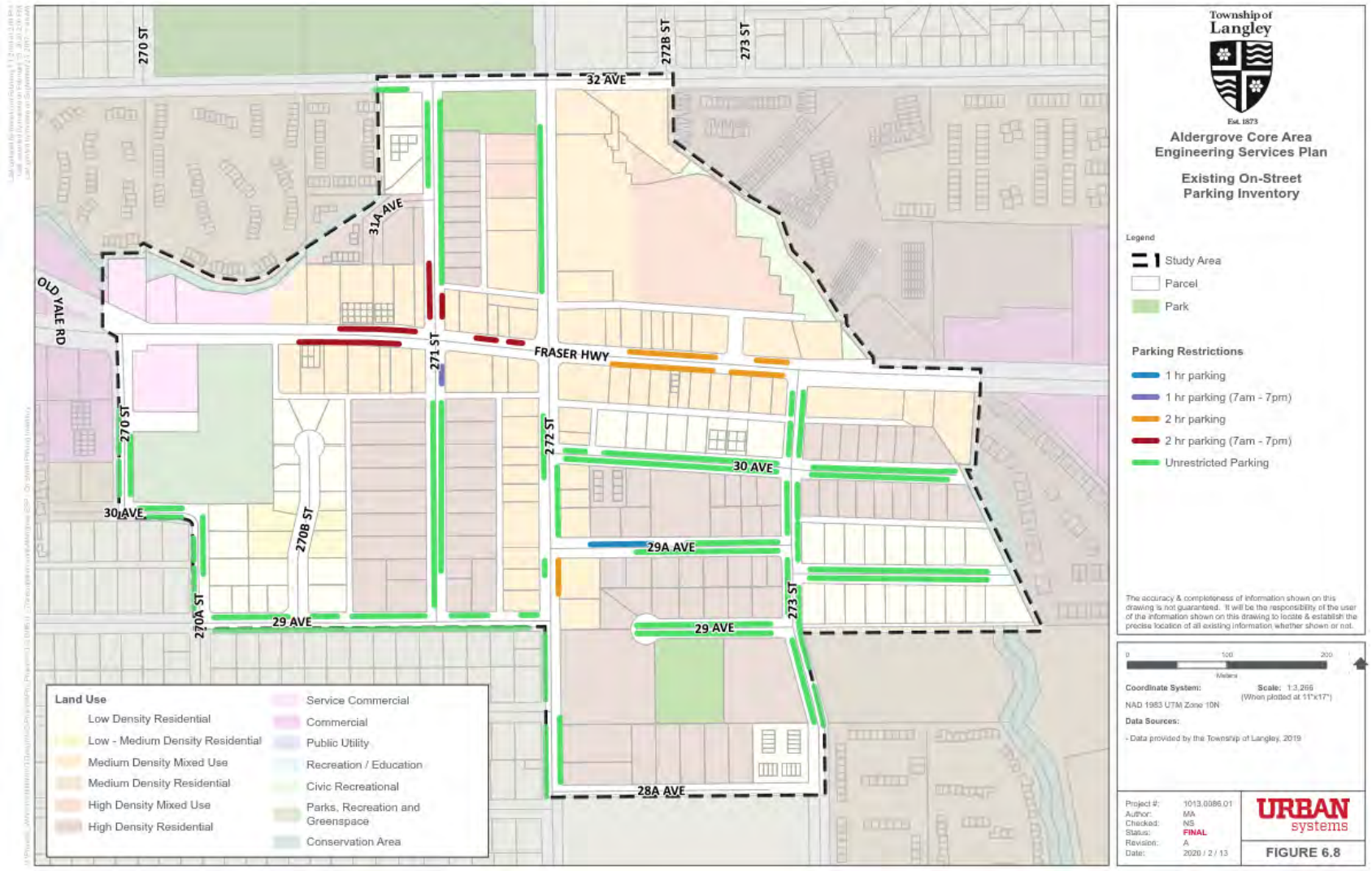


Figure 3-1: Existing On-Street Parking Inventory (Source: Aldergrove Core Area ESP, Urban Systems, April 2020)

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urbansystems.ca

3.2. FORT LANGLEY PARKING REGULATIONS

In 1995, the Township of Langley implemented several amendments in the parking requirements and zoning bylaws for the Fort Langley core area due to growing challenges in off-street parking demand in the area. One of the amendments (Bylaw #3488) established commercial off-street parking requirements for new developments in the area to be 50% that of the rest of the Township. This was a significant change as prior to this amendment, downtown Fort Langley was the only commercial area in the Township that did not have any parking and loading requirement in the Zoning Bylaw. Based on this policy, **Table 3-2** compares the existing parking requirement rates within Fort Langley and the rest of the Township. It is noted that along with this amendment, the Township also introduced a cash in-lieu system for commercial developments in the area, where developers may opt to provide cash in place of providing off-street parking spaces on their development.

Table 3-2: Existing Parking Requirements

	Use	Fort Langley	Rest of the Township
Township of Langley	Retail	1 space per 40 m^2	1 space per 20 m^2
	Office	1 space per 56 m^2	1 space per 28 m^2
	Restaurant	1 space per 40 m^2	1 space per 20 m^2

A desktop review indicates that the transportation and parking infrastructure in this area currently do not justify the reduced parking requirements in the area. Only a limited number of public parking spaces in the Fort Langley Marina Park currently provide additional off-street parking supply outside of the developments. As such, businesses rely on the on-street parking spaces where off-street parking supply is inadequate. The cash in-lieu of parking has also not been pursued by the developers due to the low parking requirement rates, which has resulted in minimal reserve fund to support construction of a public parking facility.

4.0 BEST PRACTICES

One of the goals of this study is to review the Township's current bylaw requirements for required commercial off-street parking spaces and determine if an update or modification is warranted given the specific context of the Aldergrove Core Area. The Core Area is an area with significant redevelopment potential and substantial growth in residential and commercial density is expected in the future. The Township envisions this area to become a more walkable, cycle friendly, and transit-oriented neighbourhood with continuous, street-facing, store frontage along the major corridors (Fraser Highway and 272 Street). Given these characteristics, it may become more challenging for future commercial developments to provide sufficient off-street parking supply to meet the existing bylaw requirements.

A review of several other municipal bylaws in the Lower Mainland and Fraser Valley was performed to compare the range of parking requirements currently in place elsewhere. Of the municipalities reviewed, City of Chilliwack and City of Maple Ridge were identified as having characteristics most similar to the Township in terms of mode share, walkability and land use density. Additionally, the parking requirements for the City of Langley, City of Surrey, City of Abbotsford, and District of Mission were also included. The mode share of these communities is summarized in **Table 4-1** for comparison. Note that the mode share presented for the Township includes areas outside of Aldergrove.

Table 4-1: Mode Share in different communities within Lower Mainland and Fraser Valley (Source : 2016 Census)

Mode	Township of Langley	City of Langley	City of Chilliwack	District of Mission	City of Abbotsford	City of Maple Ridge	City of Surrey
Auto	89%	89%	91%	93%	93%	90%	81%
Bike	1%	0%	1%	0%	1%	0%	0%
Transit	2%	4%	2%	3%	2%	3%	15%
Walk	7%	6%	5%	3%	3%	6%	3%
Other	1%	1%	1%	1%	1%	1%	1%

Due to commercial use encompassing different sub-types of uses and given the limited information on the specific types of future developments in the Core Area, "Retail", "Office", and "Restaurant" (or equivalent definitions) were selected as primary representative uses under commercial land use.

4.1. RETAIL AND OFFICE USE

Table 4-2 summarizes municipal bylaw parking requirements for Retail and Office use in comparison to the Township's current bylaw.

Table 4-2: Retail and Office Parking Requirements in Similar Municipalities

	Land Use	Parking Requirement Rate
Abbotsford	Retail	Less than 400 m^2 GFA: **1 space per 36 m^2** 400 m^2 to 4000 m^2 GFA: **1 space per 33 m^2** Higher than 4000 m^2 GFA: **1 space per 40 m^2**
Chilliwack	Retail/Office	**1 space per 40 m^2**
City of Langley	Retail/Office	**1 space per 31 m^2**
Maple Ridge	Retail	**1 space per 30 m^2**
	Office	**1 space per 40 m^2**
Mission (Parking requirements may be further reduced by 35% in Commercial Core Area for these uses)	Retail	Less than 375 m^2 GFA: **1 space per 40 m^2** 376 m^2 to 4500 m^2 GFA: **1 space per 33 m^2** Higher than 4501 m^2 GFA: **1 space per 40 m^2**
	Office	**1 space per 33 m^2**
Surrey	Retail	Less than 372 m^2 GFA: **1 space per 36 m^2** 372 m^2 to 4645 m^2 GFA: **1 space per 33 m^2** Higher than 4645 m^2 GFA: **1 space per 40 m^2**
	Office	Within City Centre: **1 space per 71 m^2** Outside City Centre: **1 space per 40 m^2**
Township of Langley	Retail	**1 space per 20 m^2**
	Office	**1 space per 28 m^2**

Based on review of other examples in the Lower Mainland and Fraser Valley, it was found that local municipalities typically stipulate Retail and Office land use parking rates between one space per 30 m^2 gross floor area (GFA) and one space per 40 m^2 GFA, with Chilliwack and Maple Ridge generally in the upper bound of this range. This is notably lower than the rates found in the Township's bylaw, which currently stipulates a parking rate of one space per 20 m^2 GFA for retail uses and one space per 28 m^2 GFA for office uses. It is also worth to note that the District of Mission further provides an additional 35% reduction to the requirement in its Commercial Core Area, recognizing the higher densities and space constraints in this area. Based on the comparison with other municipal bylaws, Township's current bylaw requirements for retail and office uses were determined to be relatively aggressive for today's environment, and thus a reduction in current rate is justified. Based on the comparison with the rates of other municipalities in the region, a requirement of 1 space per 35 m^2 GFA is recommended as a more suitable base rate for the Aldergrove Core Area for both office and retail use. Consideration should also be given to stipulates separate rates for retail use based on sizes.

4.2. RESTAURANT USE

A similar approach was used to analyze the restaurant parking requirements. The sample parking requirements for this use type of other municipalities in comparison to the Township's requirement are summarized in **Table 4-3**.

Table 4-3: Restaurant Parking Requirements in Similar Municipalities

	Land Use	Parking Requirement Rate
Abbotsford	Restaurant	First 100 m² GFA: **1 space per 50 m²** GFA above 100 m²: **1 space per 33 m²**
Chilliwack	Restaurant	**1 space per 20 m²**
City of Langley	Restaurant	**1 space per 31 m²**
Maple Ridge	Restaurant	**1 space per 30 m²**
Mission	Restaurant	**1 space per 10 m²**
Surrey	Restaurant	Less than 150 m² GFA: **1 space per 33 m²** 150 m² to 950 m² GFA: **1 space per 10 m²** Higher than 950 m² GFA: **1 space per 7 m²**
Township of Langley	Restaurant	**1 space per 20 m²**

A review of the parking requirements of local municipalities for restaurant land uses showed that the parking rates vary quite notably between different locations. As shown in Table 4-3, other municipalities typically stipulate rates that are between once space per 10 m² GFA to one space per 50 m² GFA. In terms of municipalities that are similar to Aldergrove Core Area (e.g. Chilliwack and Maple Ridge), the parking requirements is about one space per 20-30 m² GFA, which is comparable with the Township's current requirements of one space per 20 m². As such, the Township's rate for restaurant establishments is considered to fall within the typical requirement and no change to the parking rate is recommended. However, considering the differences in peak occupancy of restaurant establishments (typically middays and evenings) and retail/office (typically mornings and afternoons), there is opportunity to encourage shared parking arrangements between these two types of uses wherever possible.

4.3. RECREATIONAL USE

The sample parking requirements for recreational types of uses of other municipalities in comparison to the Township's requirement are summarized in **Table 4-4**. Unlike the retail, office, and restaurant uses, the parking requirements for recreational uses vastly vary between municipalities. The specific land uses within each bylaw also doesn't cover all types of recreational uses that could have various parking demands. As such, the parking supply requirements for facilities such as ACUCC should be decided by determining the parking demands for individual programs with consideration of shared parking. Some of these uses are expected to inherently have peak parking demands that cannot be accommodated by average parking supply rates and therefore require overflow parking plans and parking management strategies.

Table 4-4: Parking Requirements in Similar Municipalities

	Land Use	Parking Requirement Rate
Abbotsford	Recreational	Same as Retail Use Less than 400 m² GFA: **1 space per 36 m²** 400 m² to 4000 m² GFA: **1 space per 33 m²** Higher than 4000 m² GFA: **1 space per 40 m²**
Chilliwack	Recreational	**1 space per 40 m²**
City of Langley	Recreational	Skating/Roller Rink, Swimming Pool - **1 space per 31 m²** Racquet Court, Curling Rink, Bowling Alley – **3 spaces per court, rink or alley + 1 space per spectator seat** Community Centre – **1 space per 31 m²**
Maple Ridge	Recreational	Indoor **- 1 space per 30 m²** Outdoor **- 1 space per 20 m²**
Mission	Recreational	Indoor - **1 space per 4 seats of total capacity of assembly area + 1 space per 33 m² of other Floor Space**
Surrey	Recreational	**1 space per 28 m² + parking requirements for all accessory uses**
Township of Langley	Recreational	**1 space per 45m² gross floor area + 1 space per 10 spectator seats**

4.4. CONSULTATION WITH SIMILAR MUNICIPALITIES

As part of this study, some of the comparable municipalities were consulted to gauge their views on the effectiveness of their current bylaw parking requirements. Based on conversations with the City of Chilliwack and the City of Maple Ridge, both municipalities have expressed that their current commercial parking requirements are generally adequate in meeting demands.

The City of Chilliwack also expressed that they found their commercial parking rates were often too onerous for developers to satisfy and tend to be relatively conservative. In fact, the City of Chilliwack had recently (August 2020) made a substantial revision of their zoning bylaws in which they had streamlined their parking requirements. The update included reducing the parking rate requirements for commercial uses compared to the previous requirements. They also stipulated a 10% reduction to parking requirements if the development is within 400 metres of a Frequent Transit Route. Note that the parking rates for Chilliwack shown in the previous tables are based on their updated requirements.

The City of Maple Ridge has not completed a major review of their parking bylaw since 1990. However, amendments were made after a comprehensive study was undertaken for their Town Centre Area in 2008. This study included a parking review on the utilization of public and private parking in the Town Centre Area and determined that there was an oversupply of parking. The review further determined that based on future projected land use, the parking requirements could be reduced within the Central Business District.

4.5. ITE PARKING GENERATION RATES

The Institute of Transportation Engineers (ITE) publishes a Parking Generation Manual that includes parking rates organized by different land uses, time periods, and locations. The information is based on parking generation studies submitted voluntarily to the ITE by public agencies, developers, consulting firms, student chapters, and associations. These rates are provided for informational purposes only and are not considered as recommendations. However, the data included in this manual provides a better understanding of observed parking demand for similar land uses as proposed in the Core Area. It is noted that the site and area characteristics can affect parking demand (e.g. availability of transit services, transportation demand management measures, parking pricing, shared parking). A list of average parking rates (non-holiday, general urban/sub-urban) for relevant commercial uses are provided in **Table 4-5**. The parking demand rates documented in the ITE Parking Generation Manual indicate that the current Township's bylaw rates are generally higher than expected demand for most commercial uses.

Table 4-5: ITE Parking Generation rates (Source: ITE Parking Generation Manual, 5th Edition)

Land Use	ITE Code	Average Parking Rate
General Office Building	710	**1 space per 39 m²**
Single Tenant Office Building	715	**1 space per 30 m²**
Small Office Building	720	**1 space per 36 m²**
Variety Store	814	**1 space per 83 m²**
Free Standing Discount Store	815	**1 space per 72 m²**
Supermarket	850	**1 space per 32 m²**
Convenience Market	851	**1 space per 45 m²**
Pharmacy/Drugstore without Drive-Through	880	**1 space per 43 m²**
Marijuana Dispensary	882	**1 space per 43 m²**
Liquor Store	899	**1 space per 55 m²**
Fast Casual Restaurant	930	**1 space per 31 m²**
Quality Restaurant	931	**1 space per 9 m²**
High-Turnover (Sit Down) Restaurant	932	**1 space per 10 m²**
Fast-Food Restaurant without Drive-Through Window	933	**1 space per 10 m²**
Fast-Food Restaurant with Drive-Through Window	934	**1 space per 11 m²**
Coffee/Donut Shop without Drive-Through Window	936	**1 space per 9 m²**
Coffee/Donut Shop with Drive-Through Window	937	**1 space per 18 m²**
Automobile Parts and Service Center	943	**1 space per 56 m²**
Multipurpose Recreational Centre	435	**9.5 spaces per acre (Friday)** **16 spaces per acre (Saturday)**
Water Slide Park[1]	482	**43 spaces per acre (Weekdays)** **79 spaces per acre (Saturday)**
Recreational Community Centre	495	**1 space per 45 m² (Weekdays)** **1 space per 49 m² (Saturday)**

[1] Only 2 studies reported for Water Slide Park

5.0 FUTURE PARKING DEMAND IN ALDERGROVE

The future land use information for the Aldergrove Core Area was based on the information provided by the Township for the Engineering Service Plan prepared by Urban Systems (2020) and the latest available revision of the Aldergrove Mall Mixed-Use Development Traffic Impact Study prepared by CTS (2020). The land uses were broken into seven analysis zones for ease of reference, as shown in **Figure 5-1**.

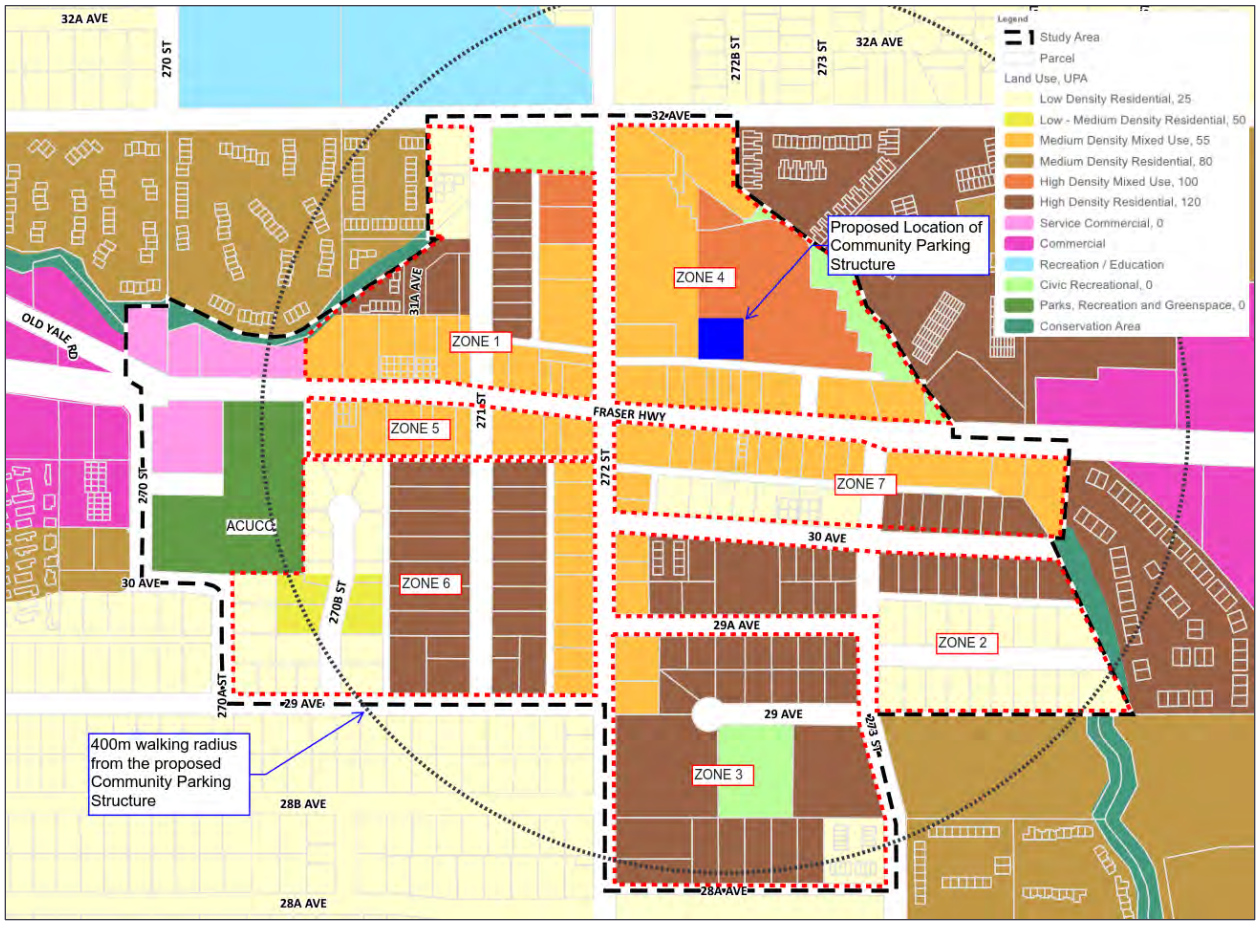


Figure 5-1: Land Use Analysis Zones Breakdown (Source: Aldergrove Core Area ESP, April 2020)

As shown in the figure, a community parking structure is proposed to be constructed in Zone 4 as part of the Aldergrove Mall redevelopment that is currently in its design phase. The parking structure is expected to support part of the future commercial parking needs in other parts of the Core Area. Based on a 400-metre, or five-minute, walking distance (the general maximum walking distance drivers are willing to travel from parking to store[2]), the coverage of the community parking structure is able to service the commercial establishments in all of the analysis zones. As such, it was determined that the location of the parkade structure will be able to serve most, if not all, commercial areas.

[2] Car drivers' characteristics and the maximum walking distance between parking facility and final destination, Peter van der Waerden, Harry Timmermans and Marloes de Bruin-Verhoeven, Journal of Transport and Land Use, 2017, Vol. 10, No. 1 (2017), pp. 1-11

It should be noted that the ACUCC falls just outside of the five-minute walking distance and the current overflow parking area at ACSS is also located at a similar walking distance as the proposed parkade facility. This would indicate the parking spillover issues during peak demand at ACUCC is expected to affect Zone 1, 5, and 6.

The future parking demands for the proposed commercial areas in each zone are estimated using an average of the existing bylaw rates for retail and office use and a rate of 1 space per 35 m^2 GFA. The future demand is summarized in **Table 5-1**. It should be noted that the parking demand at the planned Aldergrove Mall redevelopment is excluded from the total as it is assumed that the site will be able to meet its own parking demands as per the latest information. Additionally, the parking rates were applied assuming general commercial uses and therefore parking demand for restaurant use was not individually estimated.

Table 5-1: Future Commercial Parking Demand within the Aldergrove Core Area

Zone	Commercial GFA (m^2)	Number of Spaces Required (Based on existing bylaw's average or retail and office – 1 space per 24 m^2 GFA)	Number of Spaces Required (Based on 1 space per 35 m^2 GFA)
1	9,164	384	262
2	993	42	29
3	1,292	54	37
4	4,470*	187	128
5	4,627	193	133
6	3,455	144	99
7	7,126	298	204
Total	**31,127**	**1,302**	**892**

**The area for Zone 4 excludes the Mall redevelopment as it is assumed that the parking requirements for this development is already accommodated for per the current bylaw requirements (as stated in the CTS study).*

Based on the current bylaw requirements, approximately 1,302 off-street parking spaces will be required for commercial developments within the Core Area. However, an updated parking requirement rate of 1 space per 35 m^2 would require approximately 892 off-street parking spaces (410 less stalls).

6.0 FUTURE PARKING SUPPLY

The future parking supply in the Core Area was estimated based on available information from the ESP and other recent studies. According to the recommendations from the ESP, Fraser Highway is expected to be widened to four lanes through out the Core Area, which requires removal of current on-street parking. Although approximately 75 on-street parking spaces will be lost due to proposed future improvements in the area, the on-street parking supply is still expected to be ample with roughly 175 total spaces remaining along other local and collector roads in the neighbourhood (based on current parking designations).

Additionally, as noted, a centralized parking facility is proposed to be constructed as part of the Aldergrove Mall redevelopment. As discussed, this site will be fully self sufficient in meeting its own generated parking demands and this proposed parking structure is aimed to accommodate the parking needs arising from future developments in other parts of the Aldergrove Core Area. Based on the memorandum[3] prepared by CTS in 2019, the community parking facility is expected to provide 188 spaces for this purpose. Although the parking facility is able to offset some of the future commercial parking demand within a 5-minute walking radius, additional on-site parking is still required at each individual property to meet the requirement.

Table 6-1 summarizes the future parking demand with an average of the existing bylaw rates for retail and office use and 1 space per 35 m^2 GFA parking supply rate, along with the supply of 188 spaces in the parkade structure to determine approximate parking requirement rates within the Aldergrove Core Area.

Table 6-1: Future Parking Supply Summary

	Demand based on existing bylaw average rate of 1 space per 24 m^2 GFA	Demand based on 1 space per 35 m^2 GFA
Required total parking spaces	1,302	892
Number of spaces available (parking structure)	188	188
Additional spaces needed at sites of development to meet requirement	1,114	704
Equivalent parking density to meet additional spaces requirement	**1 space per 28 m^2**	**1 space per 44 m^2**

Based on the calculations shown in Table 6-1, the 188 spaces provided in the parking structure will marginally absorb the future parking demand of the area and results in a lower parking requirement rate of 1 space per 44 m^2 including both retail and office uses.

[3] Aldergrove Mall Mixed-Use Development Traffic Impact Study, CTS, April 2020.

7.0 RECOMMENDATIONS

The following section identifies recommended parking regulations and policies based on the review summarized in the previous sections. Although most recommendations apply to both communities of Aldergrove and Fort Langley, specific recommendation for each individual community has been identified where applicable.

7.1. UPDATE VEHICULAR PARKING RATES FOR RETAIL USE (ALDERGROVE AND FORT LANGLEY)

The current bylaw parking requirements for retail use in Aldergrove (1 space per 20 m^2) was found to be high while the rate in Fort Langley (1 space per 40 m^2) was found to low. In addition, the parking demand can vary depending on the type of retail use as outlined in Table 4-5. For example, a large supermarket would require significantly more parking spaces compared to a large furniture or home furnishing retailer of similar size.

One approach to address this was to consider breaking down the parking requirements based on the type of retail use. However, discussion with Township staff indicated that the nature of retail use isn't usually known during the development application stage when these rates are being applied. As such, the vehicular parking rates for retail use is recommended to be updated based on the size of development into a three-tier system, as outlined below.

- Less than 400m^2 Gross Floor Area (GFA) - convenient store or independent retailer
    - generally constrained in terms of space, therefore usually allowed lower parking rate requirements
- 400m^2 to 4000m^2 GFA - small to median sized grocery store
    - Generally highest parking rate requirements
- Greater than 4000m^2 GFA - large supermarket or shopping centre
    - Larger floor area generally leads to less intense use of space and therefore generally reduced parking rate requirements compared to medium tier

Based on the breakdown above and considering the Township context, the recommended minimum bylaw parking requirements for retail use in Aldergrove and Fort Langley are listed below.

- Less than 400m^2 GFA- **1 space per 35 m^2**
- 400m^2 to 4000m^2 GFA - **1 space per 30 m^2**
- Greater than 4000m^2 GFA - **1 space per 35 m^2**

7.2. UPDATE VEHICULAR PARKING REQUIREMENT RATE FOR OFFICE USE (ALDERGROVE AND FORT LANGLEY)

Based on the review of parking rates for office use from other municipalities in the region and the scan of parking demand as reported in the ITE Parking Generation Manual, the vehicular parking requirement rate for the office use should be adjusted to **1 space per 35 m^2** in Aldergrove and Fort Langley.

7.3. UPDATE VEHICULAR PARKING REQUIREMENT RATE FOR RESTAURANT USE (FORT LANGLEY ONLY)

The transportation and parking infrastructure in Fort Langley currently do not justify a reduced vehicular parking requirement rate for the restaurant use and should be adjusted to **1 space per 20 m^2**, matching the requirement with the rest of the Township.

7.4. DEVELOP PARKING MANAGEMENT PLAN FOR ACUCC (ALDERGROVE ONLY)

Based on the discussion with the Township staff, the current parking supply for ACUCC has been found to exceed the parking supply during infrequent peak demand periods that occur during limited time periods and days. With limited options to increase the parking supply, a parking management plan should be developed to address the parking spillover issues. This plan would include improving walkability between the facility and overflow parking area, and encouragement of non-auto mode choice for local visitors by promoting or providing incentives. Directional signs identifying the overflow parking area at Aldergrove Community Secondary School on 29 Avenue have already been implemented at the facility.

7.5. ESTABLISH BICYCLE PARKING REQUIREMENTS (TOWNSHIP WIDE)

The Township 2015 Cycling Plan identifies the need to introduce bicycle parking requirements in the Township Zoning Bylaw. In addition to the requirements for residential use, the requirements should also be stipulated for retail, office, and restaurant uses. These include specifying long-term (secure locker rooms) and short-term (bike racks) parking requirements.

Long-term parking is suitable for residents and employees while short-term parking is suitable for visitors. Appropriate end-of-trip facility requirements may also be integrated into the regulations to further promote the use of cycling. Some examples include clothing lockers, water closets, wash basins, and showers.

The bicycle parking requirements in similar municipalities for retail, office, and restaurant use are shown in **Table 7-1** for reference and range between 1 space per 500m^2 to 1000m^2.

Table 7-1: Bicycle Parking Requirements in Similar Municipalities

	Land Use	Bicycle Parking Rate
Abbotsford	Commercial	For each 500 m^2 GFA than 100 m^2: **1 space per 500 m^2**
Chilliwack	Commercial	Up to 10,000 m^2 GFA: **1 space per 500 m^2** Additional area above 10,000 m^2 GFA: **1 space per 1000 m^2**
City of Langley	Retail/Restaurant	Long-term parking: **1 space per 500 m^2 or 1 space per 10 employees** Short-term parking: **6 spaces per unit**
	Office	Long-term parking: **1 space per 750 m^2** Short-term parking: **6 spaces per unit**
Maple Ridge	Commercial/Office	Long-term parking: **1 space per 750 m^2** Short-term parking: **6 spaces per 1500 m^2**
Surrey	Retail	Long-term parking: **1 space per 1000 m^2** Short-term parking: **6 spaces**
	General Service/ Restaurant	Long-term parking: **1 space per 1667 m^2** Short-term parking: **1 space per 833 m^2 (City Centre)** **or 1 space per 1667 m^2 (outside City Centre)**

7.6. UPDATE ACCESSIBLE PARKING REQUIREMENTS (TOWNSHIP WIDE)

The Township's Zoning Bylaw currently only stipulate accessible parking requirements for properties with greater than 50 total required parking spaces. The BC Building Code 2018 update has discontinued requirements for accessible parking spaces and recommend that the local authority bylaws regulate these parking spaces. As such, the bylaw requirement rate should be updated ensure they meet local needs and reflect emerging best practices. The accessible parking requirements in similar municipalities and current Township's requirement are provided in **Table 7-2** for reference.

Table 7-2: Accessible Parking Requirements in Similar Municipalities

	Accessible Parking Requirement
Abbotsford	One accessible parking space for the first 10-50 total required spaces One additional space for each additional 50 parking spaces (or part thereof)
Chilliwack	Minimum of 1 accessible parking space or 1% of total required parking spaces, whichever is greater.
City of Langley	Minimum of 5% of total required parking spaces should be accessible parking spaces
Maple Ridge	26-75 total required spaces: **1 accessible parking space** 76-125 total required spaces: **2 accessible parking spaces** 126-200 total required spaces: **3 accessible parking spaces** For every 100 spaces in excess of 200: **1 additional accessible parking space**
Surrey	For properties with greater than 12 total required parking spaces, minimum of 2% of total required parking spaces, rounded upward to nearest whole number, must be accessible parking spaces
Township of Langley	For properties with greater than 50 total required parking spaces, accessible parking spaces provided in the ratio of 1 for every 100 total spaces (or part thereof)

7.7. DEVELOP PARKING VARIANCE POLICY (ALDERGROVE AND FORT LANGLEY)

A parking variance policy that can be used specifically for Aldergrove and Fort Langley should be developed that outlines the criteria that the Township can consider in evaluating a parking variance request. The key components to the variance policy should include the following:

- **Transportation Demand Management (TDM)** – Provision of targeted programs/strategies that result in reduced parking demand, including carshare, public transit, bikeshare, and bicycle facilities beyond what is required in the Bylaw.
- **Transit Access** – Where access to public transit is anticipated to result in a measurable decrease in parking demand due to increased transit use.
- **Shared Parking** – Where it can be demonstrated that the land uses of a particular mixed-use development exhibit complementary parking demand between different uses and the overall parking demand can be met by fewer parking spaces due to sharing.

A technical study prepared by a qualified transportation professional is recommended to accompany any variance request that demonstrates how the proposal meets the identified criteria, the impact of each on reducing parking demands, and that the proposed parking supply is appropriate.

7.8. DEVELOP CASH IN-LIEU OF PARKING POLICY (ALDERGROVE AND FORT LANGLEY)

The Local Government Act (LGA) permits municipalities in BC to establish regulations allowing a prospective developer to pay cash in-lieu of required parking spaces. Cash in-lieu of parking is at land developer's discretion and is typically pursued where off-street parking is not needed or is difficult to accommodate on-site parking due to physical or other constraints. Per the LGA, all monies received must be placed in a reserve fund for the purposes of providing:

- New and existing off-street parking spaces, or
- Transportation infrastructure that supports walking, cycling, public transit, or other alternative forms of transportation.

For both communities of Aldergrove and Fort Langley, the provision of off-street parking spaces is expected to be problematic for smaller lots. As such, criteria should be set prioritizing developments with small lot sizes and located closer to a public parking facility. In addition, a maximum amount of parking supply that can be replaced through cash in-lieu of parking should be set by the Township to ensure a basic parking provision on-site, prevent spillover parking issues, and manage parking demand on future parking facility.

The cash-in-lieu rate should be reviewed and set by the Township to ensure that the developers are encouraged to pursue cash in-lieu. **Table 7-3** provides a comparison of cash in-lieu rates in similar municipalities and shows that the rates generally range from $8,000 to $25,000 per parking space. The lower rates correspond to the surface parking and higher rates correspond to the structured parking. In order to fully finance the cost aof land and parking structure, the Township would need to establish a cash in-lieu rate in excess of $45,000 per parking space. However, the rate should be reviewed and set by the Township to ensure that the developers would pursue cash in-lieu option when the rates are set this high.

Table 7-3: Cash in-Lieu Rates in Similar municipalities

	Notes	Cash in-Lieu Rate
Abbotsford	Cash in-lieu only permitted within designated Historic Downtown Abbotsford area, up to a maximum of 10 parking spaces.	**$3,000 per parking space**
Maple Ridge	Cash in-lieu available for non-single-family/duplex properties situated within **930 metres** radius of the Municipally owned and operated parking lot.	Non-residential: **$12,500 per parking space** Residential: **$8,000 per parking space**
Surrey	Cash in-lieu available for **multi-family residential** uses, up to 10% of the minimum required off-street spaces, with an additional 10% reduction available if satisfactory TDM measures are provided	**$20,000 per parking space**
New Westminster	Cash in-lieu received go towards upgrading transit, pedestrian and cycling infrastructure (cash in-lieu from properties within 1,500 feet of City owned parking facility can be used for alternative transportation or for new/existing parking spaces)	Structured Parking: **$25,000 per parking space** Surface Parking: **$8,000 per parking space**
Vancouver	Cash in-lieu available for commercial and industrial properties in designated areas in and near Downtown	**$24,700 per parking space**

8.0 OTHER CONSIDERATIONS

In addition to the recommendations provided in the previous section, the following considerations should be taken in the development of the parking regulations and policies in Aldergrove and Fort Langley communities.

Aldergrove

- Consult with Aldergrove Business Association to seek feedback on the proposed recommendations.
- Collect an inventory of off-street parking spaces by address/land use designation.
- Conduct employee survey to determine mode choice and parking use in commercial area.
- As redevelopment occurs, adjust on-street parking regulations to address spillover problems into residential area.
- Develop specific regulations for off-street passenger spaces to allow taxis, freight, and other private vehicles to load and unload in designated spaces if these activities are affecting through motor vehicle, cycle, and transit traffic.

Fort Langley

- Review and update the existing parking policies for Fort Langley to reflect the proposed recommendations.
- Consult with local businesses to seek feedback on the proposed recommendations.
- Collect an inventory of off-street parking spaces by address/land use designation.
- Conduct parking demand and utilization study to identify seasonal peak demand and to determine appropriate mitigations measures such as overflow parking plans.
- Conduct employee survey to determine mode choice and parking use in commercial area.
- As redevelopment occurs, adjust on-street parking regulations (time restricted parking) to address spillover problems into residential area.
- Consider developing specific regulations for off-street passenger spaces to allow taxis, freight, and other private vehicles to load and unload in designated spaces if these activities are affecting through motor vehicle, cycle, and transit traffic.

9.0 NEXT STEPS

Based on the review and findings of this assignment, the next steps for the Township are to update the zoning bylaw for accessible parking, bike parking and end trip facilities, and the parking requirement rates for office and retail uses.

10.0 CLOSING

This memorandum summarizes the findings and recommendations for parking requirements and supply in Aldergrove Core Area and Fort Langley with a focus on commercial uses. We hope that there is sufficient information provided in this memo that will further assist in developing the parking regulations and policies in these two communities of the Township of Langley.

URBAN SYSTEMS LTD.



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cc: Paul Cordeiro, James Sun

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City of Surrey Zoning Bylaw Bicycle Requirements:

Bicycle Space
means a space to secure one bicycle and must include a device that is anchored to a hard surface.

Bicycle Storage
means a secured, enclosed area for *bicycle spaces*.

***Secure Bicycle Parking Area*:**
A *secure bicycle parking area* provided in a separate bicycle room located within a *building,* whether located at or above *finished grade*, with convenient access to the outside of the *building*, is excluded from the calculation of the *floor area ratio* to a maximum of 170 sq. m [1,830 sq. ft.].

Counting Rules

The counting rules are as follows:

(a) Where *gross floor area* is used as a unit of measurement for the calculation of required *parking spaces*, it must exclude parking loading/unloading areas, *secure bicycle parking areas*, stairways and mechanical rooms within the *building*;

(b) For the purpose of determining the number of required *parking spaces* or *bicycle spaces*:

i. Any fraction less than one-half (0.5) must be disregarded; and

ii. Any fraction one-half (0.5) or greater must be considered equivalent to one (1); and

(c) Within *dwelling units* in *multiple unit residential buildings,* where rooms are identified as dens, studies, libraries or other rooms of like character which are a minimum of 9 square metres [97 sq. ft.] in floor area, such rooms must be considered bedrooms for the purpose of determining parking requirements.

D. *Bicycle Spaces* and *Secure Bicycle Parking Areas*

1. General *Bicycle Space* Requirements

All required *bicycle spaces* must:
(a) Not interfere with a pedestrian walkway;

(b) Be separated from *parking spaces* or loading/unloading spaces by 2.0 metres [8 ft.] or a physical barrier; and

(c) Be sufficiently illuminated.

2. Visitor *Bicycle Spaces*

Visitor *bicycle spaces* must be located:

(a) At *finished grade*; and

(b) Within 30 metres [131 ft.] of the main entrance to the *building*.

3. *Secure Bicycle Parking Area* Requirements

(a) All required *bicycle spaces* in a *secure bicycle parking area* must be provided in:

i. A separate bicycle room located within a *building*; or

ii. An expanded metal mesh compound within a *building*; or

iii. Numbered bicycle lockers in a *building* or private parking area; and

(b) *Secure bicycle parking area* must be located:

i. At *finished grade*, one level below *finished grade*, or one level above *finished grade*, with convenient access to the outside; and

ii. Within 30 metres [131 ft.] of an entrance to the *building* or within a shared *secure bicycle parking area.*

4. Mixed-Use Developments

Where 2 or more uses occur on a *lot*, the total number of *bicycle spaces* must be the sum of the *bicycle spaces* required for each individual use.

5. Required *Bicycle Spaces*

Where a *building* is required to have 30 or more *parking spaces* for *vehicles*, *bicycle spaces* must be provided in accordance with the following minimum standards:

Use	**Required *Bicycle spaces***
Dwelling – *Multiple Unit Residential Dwelling*	
Ground-Oriented	6 visitor *bicycle spaces* per *multiple unit residential building*.
Non *Ground-Oriented*	6 visitor *bicycle spaces* per *multiple unit residential building*; **plus** 1.2 *bicycle spaces* in a *secure bicycle parking area* per *dwelling unit*.

General Service Use and *Eating Establishment*	0.06 *bicycle space* in a *secure bicycle parking area* per 100 m2 [1,075 ft2] of the *gross floor area* where the *gross floor area* is greater than or equal to 2,000 m2 [21,528 ft2]; **plus** **One of the following:** 0.12 visitor *bicycle space* per 100 m2 [1,075 ft2] of *gross floor area* within *City Centre* or *Town Centres*; **or** 0.06 visitor *bicycle space* per 100 m2 [1,075 ft2] of the *gross floor area* in areas outside of *City Centre* or *Town Centres.*
Hospital	0.1 *bicycle space* in a *secure bicycle parking area* per 100 m2 [1,075 ft2] of *gross floor area*; **plus** 6 visitor *bicycle spaces* at each public entrance.
Retail Store	0.1 visitor *bicycle space* per 100 m2 [1,075 ft2] of *gross floor area* where the *gross floor area* is greater than or equal to 4,645 m2 [50,000 ft2].
Public School and *Private School*	
Elementary	4 visitor *bicycle spaces* per classroom.
Secondary	8 visitor *bicycle spaces* per classroom.
Tourist Accommodation	1 visitor *bicycle space* per 30 rooms.
University and College	8 visitor *bicycle spaces* per classroom

Township of Langley
Est. 1873

REPORT TO
MAYOR AND COUNCIL

PRESENTED:	JULY 12, 2021 - REGULAR MEETING	**REPORT:**	21-90
FROM:	ENGINEERING DIVISION	**FILE:**	5260-26-019
SUBJECT:	ZONING BYLAW PARKING AMENDMENTS		

RECOMMENDATIONS:

That Council give first and second reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment Bylaw 2021 No. 5698 to amend the Township of Langley's Zoning Bylaw with respect to parking requirements and authorize staff to proceed with the Public Hearing; and

That Council endorse staff reviewing the cash-in-lieu amount for on-site parking currently provided as an option for development in Fort Langley and a new cash-in-lieu option for on-site parking in both the Fort Langley and Aldergrove commercial core areas that more accurately reflect current costs and economic conditions.

EXECUTIVE SUMMARY:

Council identified a review of parking regulations in Fort Langley as well as the review of potential parking options in Aldergrove as 'Strategic Priorities' early in 2019. More specifically, a review of the Township's Zoning Bylaw requirements associated with parking, existing provisions in Fort Langley with a 50% reduction for the commercial core and cash-in-lieu options, bicycle and accessible parking, and potential options to reduce parking to incentivize development in the Aldergrove core area similar to Fort Langley were identified by Council as areas of focus for the review.

As directed by Council, staff engaged the services of an external consultant to undertake a comprehensive review of existing regulations and to provide recommendations regarding proposed amendments. The review was recently concluded in February 2021 and included an assessment of existing policies, guidelines, parking regulations, best management practices in other jurisdictions, and potential future parking supply and demand, with recommended changes to the requirements.

Based on a review of other municipalities' requirements and the Institute of Transportation Engineers (ITE) guidelines, staff recommend amending the parking rates for retail, office and financial institutions with a reduction from the current one (1) space per 20 m^2 and 28 m^2 respectively of gross floor area (gfa), to one (1) space per 35 m^2 gfa, consistent throughout the Township. In addition, staff recommend that the 50% parking reduction in Fort Langley be eliminated with staff being directed by Council to explore a more appropriate cash-in-lieu amount payable when parking cannot be accommodated on-site based on current construction costs and economic conditions in both Fort Langley and Aldergrove.

Other recommended amendments include a requirement to increase the minimum number accessible stalls for persons with disabilities and further to require bicycle parking and end-of-trip facilities in new developments. Any proposed amendments will ensure supply meets anticipated demands and avoid impacts to parking on nearby residential streets.

PURPOSE:

This report is in response to Council direction and provides information and recommendations.

BACKGROUND/HISTORY:

Council, at its Regular Afternoon Meeting on July 24, 2017, directed staff to pursue specific strategies, as outlined below, to manage the demand for parking in the Township and bring forward for Council's consideration of approval as needed:

- Amendments to the Zoning Bylaw to include such considerations as: bicycle parking and end of trip facilities; Electric Vehicle (EV) parking; shared parking; and Transportation Demand Management incentives;
- Development of a plan for implementation of time-restricted parking at strategic locations, including near key high demand areas such as major civic and recreational facilities, transit exchanges and the hospital;
- Implementation of a more proactive enforcement regime using advanced technology; and
- Review of the feasibility and impact analysis of implementing preferred parking for car-share, carpool and EV vehicles at major civic facilities such as the Langley Events Centre.

Since then, some of the specific strategies identified have been adopted and implemented with corresponding allocation of financial and staff resources as needed as approved by Council as part of the annual budget process. These include the implementation of the Automated License Plate Reader (ALPR) System since early 2019 and the gradual, but progressively expanding, installation of EV charging stations at major municipal public facilities over the past few years.

In addition, in December 2018 Council referred a motion directing staff to undertake a process to consider a reduction in the commercial off-street parking and loading requirements within the Aldergrove Core Area Plan by up to 75% as well as a review of the regulatory environment to bring parking in Fort Langley area back to the typical Township of Langley standards to a Council Priorities Committee. Subsequently, the review of parking regulations in Fort Langley as well as the review of parking options in Aldergrove were identified by Council as 'Strategic Priorities' in 2019.

The Township's Zoning Bylaw includes requirements for the provision of off-street parking as a condition of development projects. Further, the 'commercial' off-street parking requirements in Fort Langley is established at 50% of what is required in other areas of the Township. This reduction in off-street parking requirements has been used as a mechanism to encourage or facilitate redevelopment in the existing core commercial areas with a potential revitalization impact on the local economic development activity of communities such as Fort Langley and Aldergrove. However, staff note that such must be considered in the context of other factors and implemented with sensitivity as excessive reduction may result in negative effects and impacts to on-street parking.

The Climate Action Strategy (CAS) adopted by Council includes the provision for a reconsideration of parking supply in the Township. The 2015 Cycling Plan as well as the more recently adopted CAS both include actions intended to encourage active transportation modes such as cycling, necessitating the provision of bicycle parking and end-of-trip facilities such as showers and storage rooms intended to reduce reliance on motor vehicles. However, potential reductions to parking requirement for new developments should balance the need to ensure there is adequate supply of parking to meet the market community and public demand to alleviate the potential impact on nearby residential neighbourhoods and local streets.

DISCUSSION/ANALYSIS:

As directed by Council, staff engaged the services of a qualified professional engineering consultant with expertise in the field of transportation and traffic engineering (Urban Systems Limited - USL) in May 2020, to undertake a review of parking regulations currently in effect in the Township, specifically in Aldergrove and Fort Langley (Attachment A).

The scope of the review included studying existing policies, guidelines, and parking regulations, best practices, projecting future parking demand, projecting future parking supply, and recommending

changes to parking requirements contained in the Township's Zoning Bylaw. The assessment was completed in February 2021 with some of the key findings summarized below.

The Township's Official Community Plan (OCP), the relevant Community Plans and accompanying Engineering Servicing Plans, development standards, Zoning Bylaw requirements and guiding principles were reviewed in preparation for the analytical assessment of parking standards in town centres. Factors such as transit supply and improvements, areas with pedestrian and transit-oriented development, and availability of on-street parking were also considered.

Existing Parking Regulations

The parking regulations for mixed-use residential/commercial, recreational, retail/service, office/financial and restaurant uses were reviewed in relation with available on-street parking.

The following table summarizes current parking requirements for retail, office and restaurant uses based on gross floor area (gfa) of buildings for the Township of Langley generally as well as the Fort Langley community specifically.

Land Use	Township Parking Requirement (inc. Aldergrove)	Fort Langley Parking Requirement
Retail & Service Comm., inc. Restaurants	1 space per 20 m^2 of gfa	1 space per 40 m^2 of gfa
Office uses, inc. Financial Institutions	1 space per 28 m^2 of gfa	1 space per 56 m^2 of gfa

Best Management Practices and Guidelines

A review of several municipalities' parking bylaw requirements including those in the City of Langley, City of Chilliwack, District of Mission, City of Abbotsford, City of Maple Ridge, and City of Surrey, was undertaken as part of the assessment. The review confirmed that the parking requirements of other municipalities associated with retail commercial and office uses are lower than those in the Township suggesting that a reduction of the Township's parking requirements would be warranted, given the general trends and approaches in other municipalities.

However, a comparison of restaurant uses found the Township's parking requirements are within and comparable to the range of other municipalities indicating appropriateness of the standards with no justification for an amendment. Similarly, a review of parking requirements associated with recreational uses did not indicate the need for a change of parking requirements for such uses.

A review of the Canadian Institute of Transportation Engineers (ITE) Trip and Parking Generation Manual was undertaken, which found that the Township's Zoning Bylaw requirements associated with parking are generally higher than most recently projected demands anticipated for most commercial uses

Proposed Parking Regulations

The consultants recommend that the parking rate for office/financial institutions for all of the Township, including both Aldergrove and Fort Langley, be established at one (1) space per 35m^2 of gfa. This would represent a reduction for the Township including Aldergrove and an increase for Fort Langley resulting in a more consistent application in all Township communities.

The consultant did not recommend a reduction of the parking requirements for restaurant uses, generally, nor in the core commercial areas of Fort Langley and Aldergrove. As such, the parking requirement for restaurants is not recommended to be reduced and remain unchanged at one (1) space per 20m^2. The requirement in Fort Langley, however, is recommended to be revised to remove the current 50% reduction. This recommendation is due to there not being a present rationale to support the continuation of the 50% parking reduction and the general lack of public parking typically

available in Fort Langley. This would make the parking requirements for restaurants and other uses consistent throughout the entire Township.

Based upon the comparison of Township parking requirements with those of other municipalities, the Township has a greater requirement for on-site parking for office uses including financial institutions and other related retail uses.

Growth in the office, financial institutions and retail uses can lead to more local jobs for residents, reduced travel time, reduced usage of motor vehicles and potentially increased demand and use of other modes of active transportation, and development of a compact, sustainable and complete community.

Given the goals of the Township's Sustainability Charter and Climate Action Strategy of reducing reliance on motor vehicles and the cost associated with the provision of on-site parking that may impact viability of development, it is recommended that on-site parking requirements for such uses be reduced.

Accordingly, staff recommend amending the Bylaw parking requirements for office, financial institutions, and other retail uses (excluding restaurants) to be consistent throughout the Township with the proposed rates as outlined in summary in the table below:

Land Use	Parking Requirement
Retail & Service Comm., exc. Restaurants	1 space per 35m^2 of gfa
Office Uses, inc. Financial Institutions	1 space per 35m^2 of gfa
Restaurants	1 space per 20 m^2 of gfa

Projected Parking Demand Management

The projected future land use designations, particularly the Aldergrove Community Plan Core Area, was used to project the future commercial parking demand based on the existing Bylaw average rate (one (1) space per 24m^2 of gfa) versus a reduced rate (one (1) space per 35m^2 of gfa) to understand the impact of proposed amendments on the overall parking supply. Whereas the current Bylaw would trigger the need for approximately 1,300 off-street parking stalls, the proposed reduction of parking requirements within the recommended bylaw amendments would result in approximately 900 off-street parking stalls representing an overall reduction of requirements for parking of approximately 30% in the Aldergrove core area

Subject to Council's approval, this would represent an acceptable and reasonable adjustment in staff's opinion, in consideration of the desire to provide an incentive to trigger development in the commercial core area of Aldergrove without negatively affecting the overall available street parking supply.

Accessible Parking Requirements

The Township's Zoning Bylaw currently stipulates a requirement of one (1) accessible parking stall for developments having requirement of greater than 50 total parking stalls; and one (1) additional accessible stall for every 100 spaces. Other municipalities require at least one stall for developments with more than 10 or 12 stalls or a minimum percentage of the total number of stalls.

In comparison with other municipalities, Township requirements for accessible parking are lower. Staff recommend the accessible stall requirements be amended to require one (1) accessible parking space for the first 50 total required spaces; and one (1) additional accessible parking space required for each additional 50 parking spaces or part thereof.

Bicycle Parking Requirements

The review of the practices of other municipalities, with respect to bicycle parking requirements revealed a trend in such provisions. Reinforcing that are the Township's Cycling Plan and the Climate Action Strategy, approved by Council, identifying the need for introduction of bicycle parking requirements as part of the Township's Zoning Bylaw requirements.

Other municipalities have introduced long-term and short-term bicycle parking requirements for retail/ commercial, restaurant and office use. Long-term parking is suitable for residents and employees while short-term parking would be more suitable to meet the needs of visitors. Long-term bicycle parking includes secured locker rooms or areas with end-of-trip facilities including a variety of clothing lockers, water closets, wash basins, and showers. Short-term bicycle parking includes facilities such as bicycle racks.

Staff reviewed the off-street bicycle parking requirements of the City of Surrey and the City of Vancouver in detail as they are believed to be the most comprehensive in the Lower Mainland (Attachment B). They include items such as definitions of bicycle spaces, bicycle storage, counting rules, general requirements, visitor bicycle spaces and secure bicycle parking areas. They also include bicycle space requirements for various land uses including multi-family residential, general service use, eating establishments, hospitals, tourist accommodations and schools. Staff recommend incorporating elements of both the City of Surrey and the City of Vancouver's Zoning Bylaw requirements for off-street bicycle parking regulations into the Township's Zoning Bylaw as follows.

The proposed amendments include definitions of bicycle spaces, bicycle storage, secure bicycle parking and counting rules. Guidelines are included for bicycle spaces for locations, lighting and interaction with pedestrians and parking areas. Similarly, guidelines are included for secure bicycle parking areas for locations inside or outside of buildings, access to outside areas and proximity to building entrances. Mixed use developments must provide a sum of the above referenced spaces for each individual component of the development.

In addition, the proposed amendments include requirements for bicycle spaces for multi-family residential apartments, seniors housing, assembly uses, community care facilities (excluding seniors housing), educational and government institutional buildings, recreational, hospitals, commercial and industrial uses. Multi-family and mixed uses buildings are required to provide both bicycle spaces and secure bicycle parking based on the size of the building. Assembly uses are only required to provide six (6) bicycle spaces near each public entrance. Community care facilities, excluding senior housing, are required to provide one space per 100 beds.

Bicycle spaces are required for educational uses based upon the type of facility, such kindergarten, elementary, middle school, group children's day care, secondary schools and other higher learning institutions. Bicycle spaces required are based on the number of classrooms provided with a higher requirement for secondary and higher education institutions (eight (8) per classroom versus five (5) per classroom). Secure bicycle parking is also required based on the number of students, with secondary and higher education institutions having a greater requirement (0.4 spaces vs. 0.6 spaces per student). Government institutional building, recreational use facilities and hospitals have similar bicycle space requirements (six (6) at each public entrance) and secure bicycle parking requirements (0.06 spaces per 100 m^2) to serve both visitors and employees. Commercial and industrial use are also required to have bicycle spaces at each public entrance and secure bicycle parking for employees.

End-of-trip facilities are required to facilitate and support cycling as an alternative mode of transportation for visitors and employees. The Bylaw amendment include requirements for lockers

where secure bicycle parking areas are required for a non-dwelling (1.4 times the number of secure bicycle parking spaces) as well as the dimensions for the lockers. The bylaw amendment also includes requirements for water closets, wash basins, shower facilities and grooming stations for non- dwelling uses. The number of water closets, showers and grooming stations is based on the number of secure bicycle parking spaces required. The additional requirement for bicycle spaces, secure bicycle parking and end of trip facilities will have an impact on the space, size and configuration of new development sites. However, this impact for most uses are mitigated by the proposed reduction in vehicle parking proposed.

Future Reviews

The review recommends monitoring of the impact of proposed amendments and market response with a view to potential future amendments to achieve policy objectives. It is recommended that such a future review include the development of a parking variance policy, whereby criteria such as Transportation Demand Management (TDM) measures, transit access and opportunities for shared parking, etc. would be assessed to consider anticipated requests for reducing parking requirements.

Presently, individual development projects may request a parking variance which is typically considered in light of a supporting traffic study undertaken using industry standards that provide reasonable justification for staff to recommend Council approve of the variance.

As discussed in brief above, a potential cash-in-lieu system could be developed to accommodate proposed requests for reducing off-street parking requirements. These are typically considered in areas where it is difficult to accommodate on-site parking due to physical, topographic, or other constraints. The Local Government Act notes that revenue received can be placed in a fund for the purpose of providing new or existing off-street parking spaces.

Staff note that the provision of off-street parking in the core areas of Fort Langley and Aldergrove can be difficult for some properties, in the context of highest and best use and the surrounding uses. In other municipalities where such cash-in-lieu systems are currently in place the rates range from approximately $8,000 to $25,000 per parking space not being provided. However, this may not reflect the cost of land or the costs associated with construction of a structured parking facility. For contextual purposes the provision of 188 parking stalls as part of the Aldergrove Mall redevelopment project with a potential municipal contribution of up to $8.5M would equate to approximately $45,000 per stall.

A cash-in-lieu system similar to that currently in place in Fort Langley could be devised based on current economic conditions to offset the costs related to the provision of public parking spaces but should be considered carefully in the context of potential negative impact on development activity.

Future reviews can de undertaken to verify efficacy and appropriateness with potential revisions as needed. This future review would be particularly relevant and more justified in light of the anticipated parking structure required as part of the redevelopment of the Aldergrove Mall with approximately 188 parking stall allocated for public parking and potential impact on the overall supply and demand in the Aldergrove core area. A cash-in-lieu system could also be considered at a future date that would offset some of the costs associated with provision of public parking as part of the development process. However, such should be considered carefully and judicially in the context of potential negative impact on development activity.

Policy Considerations

Section 107.1(2) of the Township's Zoning Bylaw currently provides for a 50% reduction to the commercial off-street and loading requirements of Section 107.3, and refers to Bylaw 1995 No, 3472 for a cash-in-lieu option. Section 107.3 specifies parking requirements for uses such as retail, offices/financial institutions, and restaurants.

Staff recommend revisions to the Bylaw to eliminate the 50% reduction in Fort Langley and incorporating reduced rates for retail and office/financial institutions. Further, it is recommended that the parking requirements for restaurants and other uses in Fort Langley be amended to remain consistent with other areas of the Township including Aldergrove.

In addition, staff recommend bylaw amendments to add new requirements for bicycle parking and end-of-trip facilities, as described above, and to increase parking requirements to accommodate persons with disabilities. It is recommended that Council endorse staff to bring forward amendments to the cash-in-lieu amount for on-site parking stalls currently being provided as an option for development in Fort Langley to reflect the cost of land and construction of off site-parking structures more accurately. Staff also recommend that Council endorse staff to bring forward a cash-in-lieu system and payment amount for the Aldergrove Core that reflects the costs of the community parking stalls being proposed.

Respectfully submitted,

Paul Cordeiro
MANAGER, TRANSPORTATION ENGINEERING
for
ENGINEERING DIVISION

ATTACHMENT A Aldergrove and Fort Langley Parking Review

ATTACHMENT B Surrey and Vancouver Bicycle Parking Requirements

URBAN SYSTEMS

MEMORANDUM

Date:	February 10, 2021
To:	Tammy Liu
cc:	Paul Cordeiro, James Sun
From:	Niraj Sunuwar
File:	1013.0094.01
Subject:	Aldergrove and Fort Langley Parking Review

1.0 INTRODUCTION

Urban Systems was retained by the Township of Langley to conduct a study on the existing on- and off-street parking requirements and the future on- and off-street parking supply and demand in the Aldergrove Core Area (Core Area), in light of the future commercial developments planned for this area. While this study primarily focuses on addressing future off-street parking requirements, the effects of available on-street parking spaces is also considered and discussed. The scope of the study also includes a review of the existing parking requirements that are in place in the Fort Langley neighbourhood. It should be noted that this study only considers commercial uses (and mixed commercial/residential uses) and does not speak to the current residential parking requirements or future residential parking demand and supply in areas that are solely residential. The study area is shown in **Figure 1-1**.

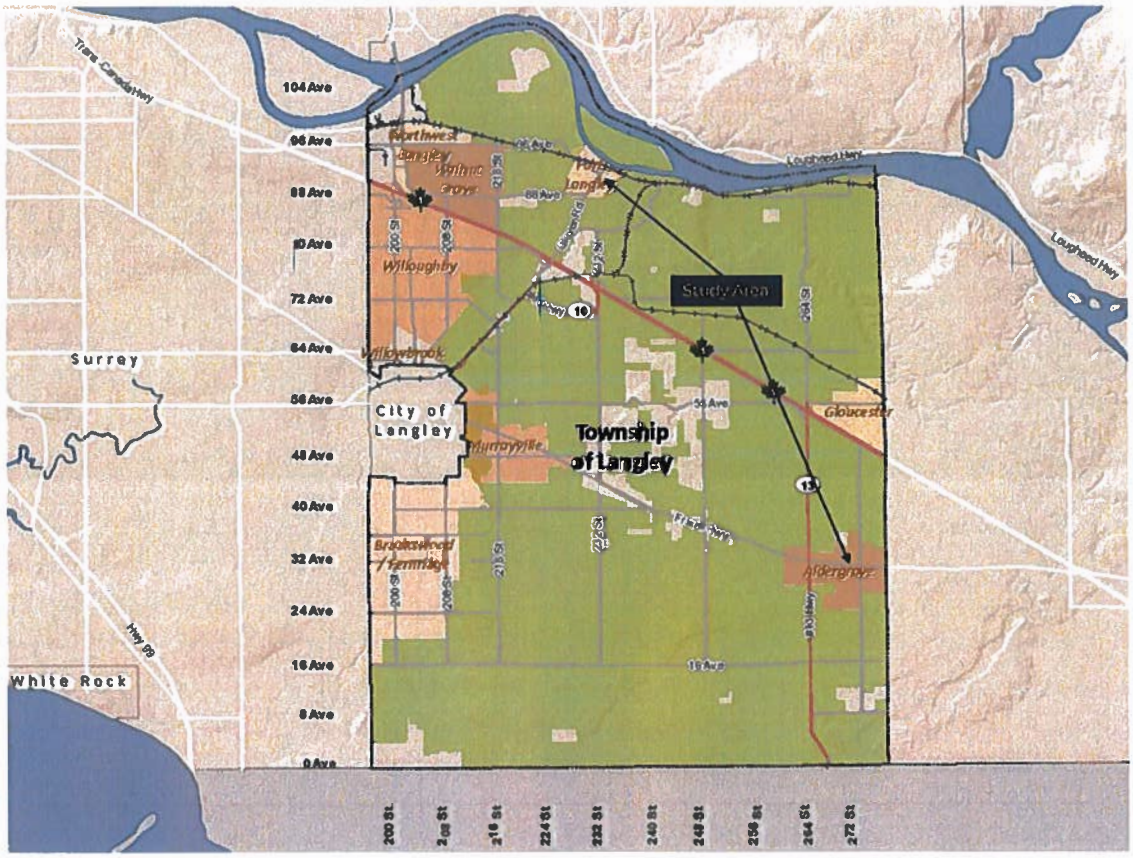


Figure 1-1: Study Area

2.0 EXISTING POLICIES AND GUIDELINES

There are several existing policies and guidelines that shape the strategy to update the parking standards in the Aldergrove Core Area. The two plans that were reviewed in particular are the Townships' Official Community Plan (OCP) and Aldergrove Community Plan. The guiding principles for adjusting parking standards in town centres include the following.

- *"Encourage transit improvements in all centres and Frequent Transit Development Areas. As transit service improves in these areas, consider reducing parking requirements for residential and commercial uses based on a review of parking needs."*
- *"Incorporate on-street parking where possible and appropriate, particularly adjacent to pedestrian-oriented retail uses and ground-oriented residential projects."*
- *"Consider reducing parking requirements as transit service improves, based on a review of parking needs."*

Section 3.5 in the Aldergrove Community Plan includes guidelines for parking, servicing, and access. The intent of the guidelines, as listed below, is "to ensure the provision of adequate servicing, vehicle access and parking in the downtown while minimizing negative impacts on the safety and attractiveness of the public/pedestrian realm".

- *"A welcoming pedestrian environment with continuous street edge definition is critical to the character of the downtown. Therefore, it is important that vehicular and service functions and other 'back of house' activities remain primarily on the lane where possible, so as not to conflict with pedestrian oriented street activity, particularly on downtown commercial streets."*
- *"Structured underground or 'tuck-under' parking is preferred over off-street surface parking."*
- *"Where off-street surface parking is unavoidable, it should be located to the rear of the building with parking access from the lane or side-street."*
- *"Locate public on-street parking at the curb to provide convenient and direct access to commercial and residential entrances along the street."*
- *"Off-street parking shall not be located between the front face of a building and the public sidewalk."*
- *"If located beside the building and adjacent to the public sidewalk, screen surface parking areas from sidewalks and other active open spaces using materials that provide a visual buffer while still allowing clear visibility into the parking areas to promote personal safety and security. Screening could include landscaping, a trellis, or grillwork with climbing vines."*
- *"In general, vehicular access should be from the lane. Where there is no lane, and where the re-introduction of a lane is difficult or not possible, access may be provided from the street, provided:*
    - *Access is from the long face of the block;*
    - *There is minimal interruption of the pedestrian realm and streetscape treatment;*
    - *Waiting, or pick-up drop-off areas are located internal to the site, not in the public right-of-way; and*
    - *There is no more than one interruption per block face and only one curb cut on the street."*
- *"Any vehicular entrance and its associated components (doorways, ramps, etc.), whether from the street or lane, should be architecturally integrated into the building so as to minimize its exposure. In particular, avoid ramps located directly off the street or lane. Minimize negative impacts of parking ramps and entrances through treatment such as enclosure, screening, high quality finishes, sensitive lighting, and landscaping."*
- *"Vehicular entrances and curb cuts are not permitted along the Fraser Highway within the downtown plan area."*

- *"Clear lines of site should be provided at access points to parking, site servicing, and utility areas to enable casual surveillance and safety."*
- *"Share parking and access is encouraged where possible."*

3.0 EXISTING PARKING REGULATIONS

3.1. ALDERGROVE CORE AREA PARKING REGULATIONS

The current vehicular parking requirements pertaining to commercial and recreational uses stated in the Township's zoning development bylaws are summarized in **Table 3-1**.

Table 3-1: Relevant Township of Langley Existing Parking Requirements (Source: Zoning Bylaw 2500)

Land Use	Vehicular Parking Requirement Rates
Mixed-Use Residential/Commercial	1.5 spaces per dwelling unit
Recreational Uses	1 space per 45m^2 gross floor area + 1 space per 10 spectator seats
Retail/Service Establishments	1 space per 20m^2 gross floor area
Office/Financial Institutions	1 space per 28m^2 gross floor area
Restaurants	1 space per 20m^2 gross floor area

The existing parking conditions in the Aldergrove Core Area has been summarized in the recently completed Engineering Services Plan (ESP, April 2020). As part of the parking conditions review, a site visit was conducted in November 2019. The review indicated that few commercial and recreational establishments along Fraser Highway and 272nd Street provide surface parking spaces accessed from laneways, meanwhile, other older properties directly fronting Fraser Highway lack off-street parking supply. According to Township staff, many of these properties were constructed or developed prior to introduction of the existing bylaw and do not provide the number of off-street parking spaces required by the bylaw contributing to the current on-street parking demand, particularly along Fraser Highway. Currently, ground level parking lots cover more than half of the surface area in the northern commercial properties of the downtown core. One major contributor to the large amount of surface parking is the Aldergrove Mall, which is undergoing redevelopment. The future parking demands of this site are being evaluated separately.

The recently constructed Aldergrove Credit Union Community Centre (ACUCC) consists of several popular programs that attract higher than normal visitors compared to other community recreational centres. These programs include an outdoor pool, water park, and hockey rink. As such, parking spillover issues have been reported by Township staff and the parking lot at the Aldergrove Community Secondary School (ACSS) is being used for overflow parking.

On-street parking is permitted on most of the local and collector roads in the Core Area. Some segments along Fraser Highway with commercial frontages also allow temporary on-street parking with time and duration restrictions along both sides. Parking restricted locations are clearly designated by yellow painted curb sections or with signs throughout the Core Area. The permitted on-street parking locations are summarized in **Figure 3-1**. As can be seen from the figure, most of the on-street parking is not regulated. The on-street parking restrictions (2-hour time restrictions) are primarily imposed along Fraser Highway and short segments of271 Street and 272 Street. Minor sections on 271 Street and 29A Avenue are the only locations with a 1-hour time restriction.

A cursory review of the existing on-street parking inventory was conducted based on the parking designations shown in Figure 3-1. An average length of 6.5 metres per parking space was assumed for this calculation. Driveways, fire hydrants and other restricted segments were excluded from this approximation wherever identified. The results showed that there are approximately over 250 on-street parking spaces currently available within the core area.

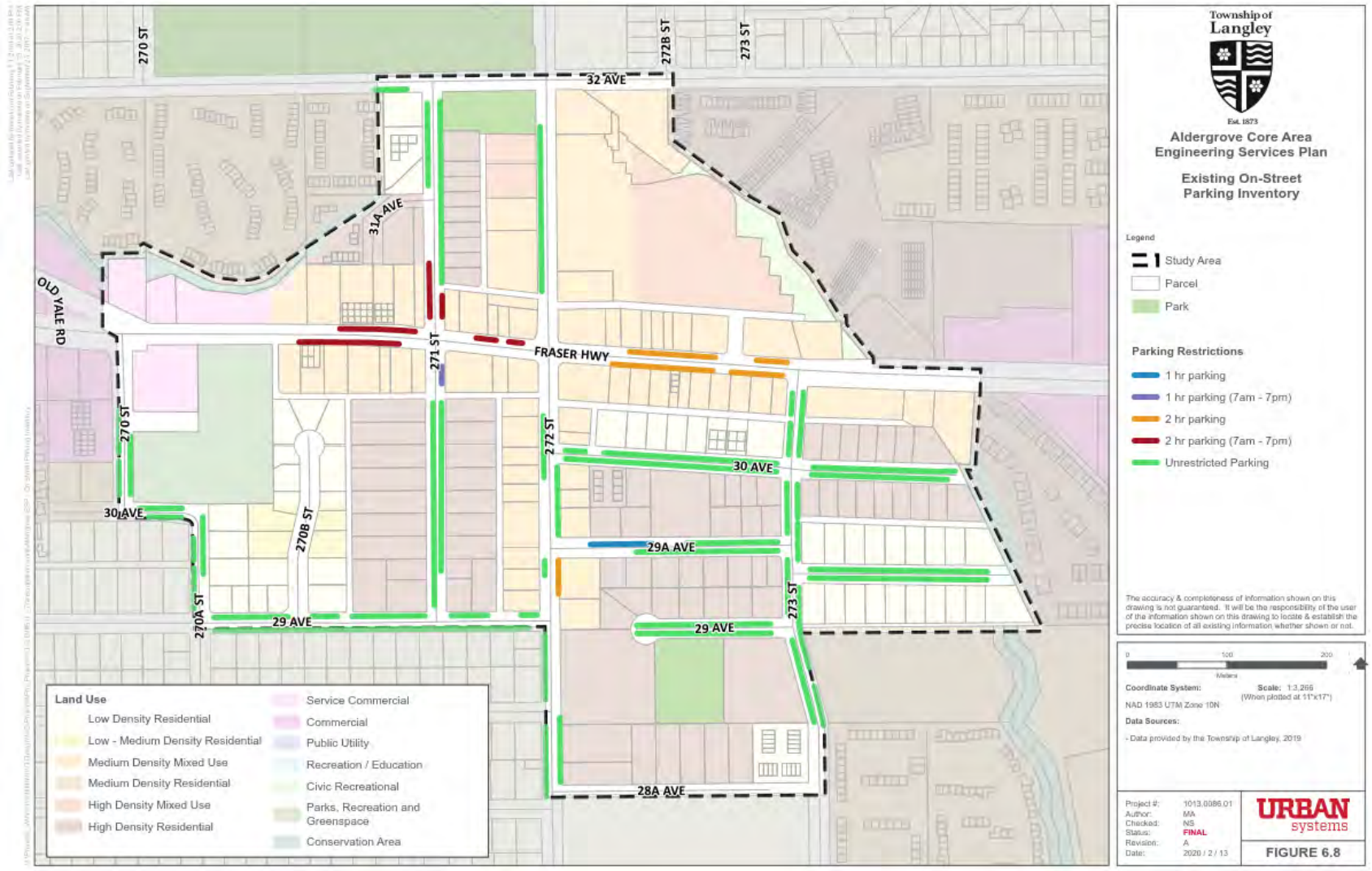


Figure 3-1: Existing On-Street Parking Inventory (Source: Aldergrove Core Area ESP, Urban Systems, April 2020)

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urbansystems.ca

3.2. FORT LANGLEY PARKING REGULATIONS

In 1995, the Township of Langley implemented several amendments in the parking requirements and zoning bylaws for the Fort Langley core area due to growing challenges in off-street parking demand in the area. One of the amendments (Bylaw #3488) established commercial off-street parking requirements for new developments in the area to be 50% that of the rest of the Township. This was a significant change as prior to this amendment, downtown Fort Langley was the only commercial area in the Township that did not have any parking and loading requirement in the Zoning Bylaw. Based on this policy, **Table 3-2** compares the existing parking requirement rates within Fort Langley and the rest of the Township. It is noted that along with this amendment, the Township also introduced a cash in-lieu system for commercial developments in the area, where developers may opt to provide cash in place of providing off-street parking spaces on their development.

Table 3-2: Existing Parking Requirements

	Use	Fort Langley	Rest of the Township
Township of Langley	Retail	1 space per 40 m^2	1 space per 20 m^2
	Office	1 space per 56 m^2	1 space per 28 m^2
	Restaurant	1 space per 40 m^2	1 space per 20 m^2

A desktop review indicates that the transportation and parking infrastructure in this area currently do not justify the reduced parking requirements in the area. Only a limited number of public parking spaces in the Fort Langley Marina Park currently provide additional off-street parking supply outside of the developments. As such, businesses rely on the on-street parking spaces where off-street parking supply is inadequate. The cash in-lieu of parking has also not been pursued by the developers due to the low parking requirement rates, which has resulted in minimal reserve fund to support construction of a public parking facility.

4.0 BEST PRACTICES

One of the goals of this study is to review the Township's current bylaw requirements for required commercial off-street parking spaces and determine if an update or modification is warranted given the specific context of the Aldergrove Core Area. The Core Area is an area with significant redevelopment potential and substantial growth in residential and commercial density is expected in the future. The Township envisions this area to become a more walkable, cycle friendly, and transit-oriented neighbourhood with continuous, street-facing, store frontage along the major corridors (Fraser Highway and 272 Street). Given these characteristics, it may become more challenging for future commercial developments to provide sufficient off-street parking supply to meet the existing bylaw requirements.

A review of several other municipal bylaws in the Lower Mainland and Fraser Valley was performed to compare the range of parking requirements currently in place elsewhere. Of the municipalities reviewed, City of Chilliwack and City of Maple Ridge were identified as having characteristics most similar to the Township in terms of mode share, walkability and land use density. Additionally, the parking requirements for the City of Langley, City of Surrey, City of Abbotsford, and District of Mission were also included. The mode share of these communities is summarized in **Table 4-1** for comparison. Note that the mode share presented for the Township includes areas outside of Aldergrove.

Table 4-1: Mode Share in different communities within Lower Mainland and Fraser Valley (Source : 2016 Census)

Mode	Township of Langley	City of Langley	City of Chilliwack	District of Mission	City of Abbotsford	City of Maple Ridge	City of Surrey
Auto	89%	89%	91%	93%	93%	90%	81%
Bike	1%	0%	1%	0%	1%	0%	0%
Transit	2%	4%	2%	3%	2%	3%	15%
Walk	7%	6%	5%	3%	3%	6%	3%
Other	1%	1%	1%	1%	1%	1%	1%

Due to commercial use encompassing different sub-types of uses and given the limited information on the specific types of future developments in the Core Area, "Retail", "Office", and "Restaurant" (or equivalent definitions) were selected as primary representative uses under commercial land use.

4.1. RETAIL AND OFFICE USE

Table 4-2 summarizes municipal bylaw parking requirements for Retail and Office use in comparison to the Township's current bylaw.

Table 4-2: Retail and Office Parking Requirements in Similar Municipalities

	Land Use	Parking Requirement Rate
Abbotsford	Retail	Less than 400 m² GFA: **1 space per 36 m²** 400 m² to 4000 m² GFA: **1 space per 33 m²** Higher than 4000 m² GFA: **1 space per 40 m²**
Chilliwack	Retail/Office	**1 space per 40 m²**
City of Langley	Retail/Office	**1 space per 31 m²**
Maple Ridge	Retail	**1 space per 30 m²**
	Office	**1 space per 40 m²**
Mission (Parking requirements may be further reduced by 35% in Commercial Core Area for these uses)	Retail	Less than 375 m² GFA: **1 space per 40 m²** 376 m² to 4500 m² GFA: **1 space per 33 m²** Higher than 4501 m² GFA: **1 space per 40 m²**
	Office	**1 space per 33 m²**
Surrey	Retail	Less than 372 m² GFA: **1 space per 36 m²** 372 m² to 4645 m² GFA: **1 space per 33 m²** Higher than 4645 m² GFA: **1 space per 40 m²**
	Office	Within City Centre: **1 space per 71 m²** Outside City Centre: **1 space per 40 m²**
Township of Langley	Retail	**1 space per 20 m²**
	Office	**1 space per 28 m²**

Based on review of other examples in the Lower Mainland and Fraser Valley, it was found that local municipalities typically stipulate Retail and Office land use parking rates between one space per 30 m² gross floor area (GFA) and one space per 40 m² GFA, with Chilliwack and Maple Ridge generally in the upper bound of this range. This is notably lower than the rates found in the Township's bylaw, which currently stipulates a parking rate of one space per 20 m² GFA for retail uses and one space per 28 m² GFA for office uses. It is also worth to note that the District of Mission further provides an additional 35% reduction to the requirement in its Commercial Core Area, recognizing the higher densities and space constraints in this area. Based on the comparison with other municipal bylaws, Township's current bylaw requirements for retail and office uses were determined to be relatively aggressive for today's environment, and thus a reduction in current rate is justified. Based on the comparison with the rates of other municipalities in the region, a requirement of 1 space per 35 m² GFA is recommended as a more suitable base rate for the Aldergrove Core Area for both office and retail use. Consideration should also be given to stipulates separate rates for retail use based on sizes.

4.2. RESTAURANT USE

A similar approach was used to analyze the restaurant parking requirements. The sample parking requirements for this use type of other municipalities in comparison to the Township's requirement are summarized in **Table 4-3**.

Table 4-3: Restaurant Parking Requirements in Similar Municipalities

	Land Use	Parking Requirement Rate
Abbotsford	Restaurant	First 100 m² GFA: **1 space per 50 m²** GFA above 100 m²: **1 space per 33 m²**
Chilliwack	Restaurant	**1 space per 20 m²**
City of Langley	Restaurant	**1 space per 31 m²**
Maple Ridge	Restaurant	**1 space per 30 m²**
Mission	Restaurant	**1 space per 10 m²**
Surrey	Restaurant	Less than 150 m² GFA: **1 space per 33 m²** 150 m² to 950 m² GFA: **1 space per 10 m²** Higher than 950 m² GFA: **1 space per 7 m²**
Township of Langley	Restaurant	**1 space per 20 m²**

A review of the parking requirements of local municipalities for restaurant land uses showed that the parking rates vary quite notably between different locations. As shown in Table 4-3, other municipalities typically stipulate rates that are between once space per 10 m² GFA to one space per 50 m² GFA. In terms of municipalities that are similar to Aldergrove Core Area (e.g. Chilliwack and Maple Ridge), the parking requirements is about one space per 20-30 m² GFA, which is comparable with the Township's current requirements of one space per 20 m². As such, the Township's rate for restaurant establishments is considered to fall within the typical requirement and no change to the parking rate is recommended. However, considering the differences in peak occupancy of restaurant establishments (typically middays and evenings) and retail/office (typically mornings and afternoons), there is opportunity to encourage shared parking arrangements between these two types of uses wherever possible.

4.3. RECREATIONAL USE

The sample parking requirements for recreational types of uses of other municipalities in comparison to the Township's requirement are summarized in **Table 4-4**. Unlike the retail, office, and restaurant uses, the parking requirements for recreational uses vastly vary between municipalities. The specific land uses within each bylaw also doesn't cover all types of recreational uses that could have various parking demands. As such, the parking supply requirements for facilities such as ACUCC should be decided by determining the parking demands for individual programs with consideration of shared parking. Some of these uses are expected to inherently have peak parking demands that cannot be accommodated by average parking supply rates and therefore require overflow parking plans and parking management strategies.

Table 4-4: Parking Requirements in Similar Municipalities

	Land Use	Parking Requirement Rate
Abbotsford	Recreational	Same as Retail Use Less than 400 m² GFA: **1 space per 36 m²** 400 m² to 4000 m² GFA: **1 space per 33 m²** Higher than 4000 m² GFA: **1 space per 40 m²**
Chilliwack	Recreational	**1 space per 40 m²**
City of Langley	Recreational	Skating/Roller Rink, Swimming Pool - **1 space per 31 m²** Racquet Court, Curling Rink, Bowling Alley – **3 spaces per court, rink or alley + 1 space per spectator seat** Community Centre – **1 space per 31 m²**
Maple Ridge	Recreational	Indoor **- 1 space per 30 m²** Outdoor **- 1 space per 20 m²**
Mission	Recreational	Indoor - **1 space per 4 seats of total capacity of assembly area + 1 space per 33 m² of other Floor Space**
Surrey	Recreational	**1 space per 28 m² + parking requirements for all accessory uses**
Township of Langley	Recreational	**1 space per 45m² gross floor area + 1 space per 10 spectator seats**

4.4. CONSULTATION WITH SIMILAR MUNICIPALITIES

As part of this study, some of the comparable municipalities were consulted to gauge their views on the effectiveness of their current bylaw parking requirements. Based on conversations with the City of Chilliwack and the City of Maple Ridge, both municipalities have expressed that their current commercial parking requirements are generally adequate in meeting demands.

The City of Chilliwack also expressed that they found their commercial parking rates were often too onerous for developers to satisfy and tend to be relatively conservative. In fact, the City of Chilliwack had recently (August 2020) made a substantial revision of their zoning bylaws in which they had streamlined their parking requirements. The update included reducing the parking rate requirements for commercial uses compared to the previous requirements. They also stipulated a 10% reduction to parking requirements if the development is within 400 metres of a Frequent Transit Route. Note that the parking rates for Chilliwack shown in the previous tables are based on their updated requirements.

The City of Maple Ridge has not completed a major review of their parking bylaw since 1990. However, amendments were made after a comprehensive study was undertaken for their Town Centre Area in 2008. This study included a parking review on the utilization of public and private parking in the Town Centre Area and determined that there was an oversupply of parking. The review further determined that based on future projected land use, the parking requirements could be reduced within the Central Business District.

4.5. ITE PARKING GENERATION RATES

The Institute of Transportation Engineers (ITE) publishes a Parking Generation Manual that includes parking rates organized by different land uses, time periods, and locations. The information is based on parking generation studies submitted voluntarily to the ITE by public agencies, developers, consulting firms, student chapters, and associations. These rates are provided for informational purposes only and are not considered as recommendations. However, the data included in this manual provides a better understanding of observed parking demand for similar land uses as proposed in the Core Area. It is noted that the site and area characteristics can affect parking demand (e.g. availability of transit services, transportation demand management measures, parking pricing, shared parking). A list of average parking rates (non-holiday, general urban/sub-urban) for relevant commercial uses are provided in **Table 4-5**. The parking demand rates documented in the ITE Parking Generation Manual indicate that the current Township's bylaw rates are generally higher than expected demand for most commercial uses.

Table 4-5: ITE Parking Generation rates (Source: ITE Parking Generation Manual, 5th Edition)

Land Use	ITE Code	Average Parking Rate
General Office Building	710	**1 space per 39 m²**
Single Tenant Office Building	715	**1 space per 30 m²**
Small Office Building	720	**1 space per 36 m²**
Variety Store	814	**1 space per 83 m²**
Free Standing Discount Store	815	**1 space per 72 m²**
Supermarket	850	**1 space per 32 m²**
Convenience Market	851	**1 space per 45 m²**
Pharmacy/Drugstore without Drive-Through	880	**1 space per 43 m²**
Marijuana Dispensary	882	**1 space per 43 m²**
Liquor Store	899	**1 space per 55 m²**
Fast Casual Restaurant	930	**1 space per 31 m²**
Quality Restaurant	931	**1 space per 9 m²**
High-Turnover (Sit Down) Restaurant	932	**1 space per 10 m²**
Fast-Food Restaurant without Drive-Through Window	933	**1 space per 10 m²**
Fast-Food Restaurant with Drive-Through Window	934	**1 space per 11 m²**
Coffee/Donut Shop without Drive-Through Window	936	**1 space per 9 m²**
Coffee/Donut Shop with Drive-Through Window	937	**1 space per 18 m²**
Automobile Parts and Service Center	943	**1 space per 56 m²**
Multipurpose Recreational Centre	435	**9.5 spaces per acre (Friday)** **16 spaces per acre (Saturday)**
Water Slide Park[1]	482	**43 spaces per acre (Weekdays)** **79 spaces per acre (Saturday)**
Recreational Community Centre	495	**1 space per 45 m² (Weekdays)** **1 space per 49 m² (Saturday)**

[1] Only 2 studies reported for Water Slide Park

5.0 FUTURE PARKING DEMAND IN ALDERGROVE

The future land use information for the Aldergrove Core Area was based on the information provided by the Township for the Engineering Service Plan prepared by Urban Systems (2020) and the latest available revision of the Aldergrove Mall Mixed-Use Development Traffic Impact Study prepared by CTS (2020). The land uses were broken into seven analysis zones for ease of reference, as shown in **Figure 5-1**.

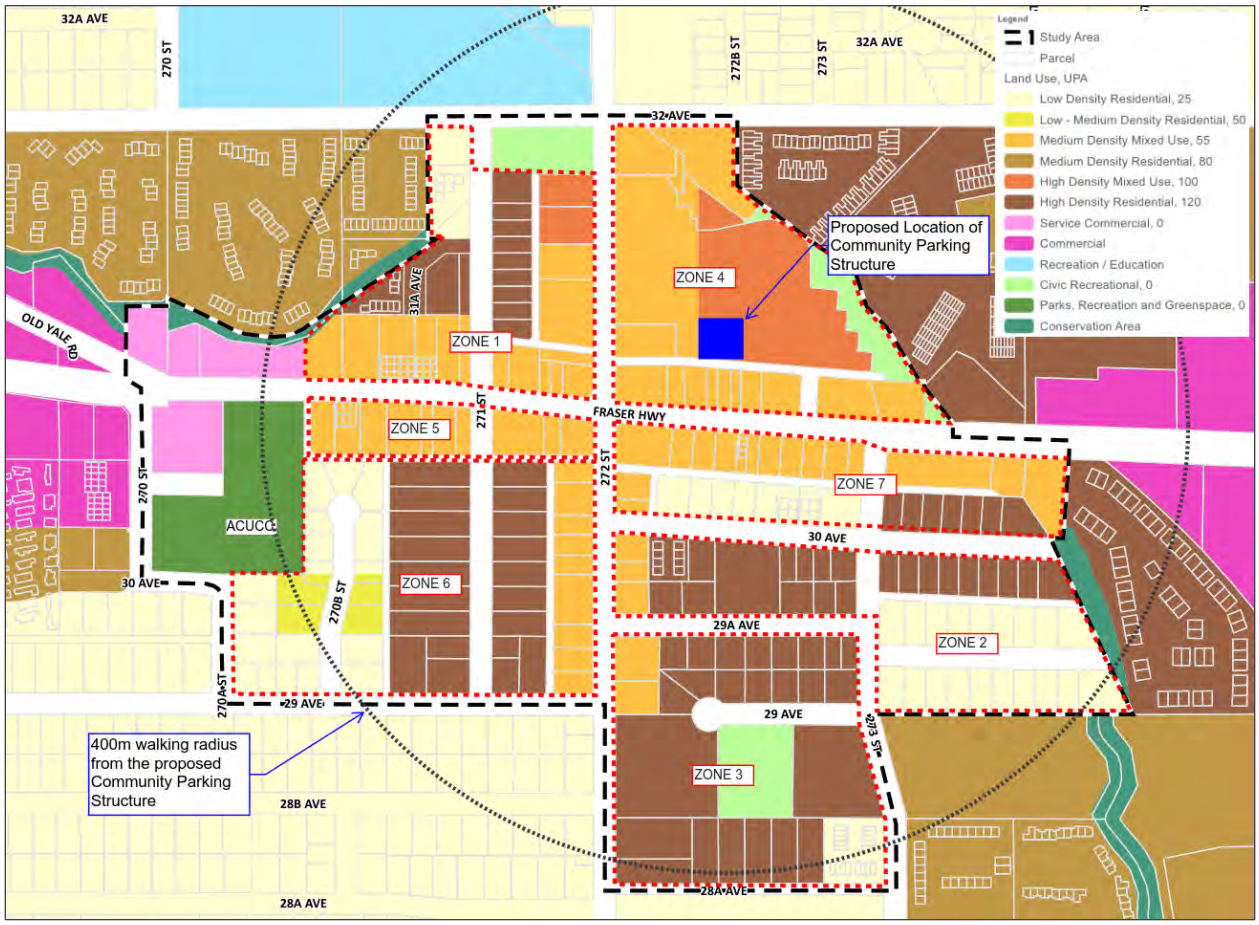


Figure 5-1: Land Use Analysis Zones Breakdown (Source: Aldergrove Core Area ESP, April 2020)

As shown in the figure, a community parking structure is proposed to be constructed in Zone 4 as part of the Aldergrove Mall redevelopment that is currently in its design phase. The parking structure is expected to support part of the future commercial parking needs in other parts of the Core Area. Based on a 400-metre, or five-minute, walking distance (the general maximum walking distance drivers are willing to travel from parking to store[2]), the coverage of the community parking structure is able to service the commercial establishments in all of the analysis zones. As such, it was determined that the location of the parkade structure will be able to serve most, if not all, commercial areas.

[2] Car drivers' characteristics and the maximum walking distance between parking facility and final destination, Peter van der Waerden, Harry Timmermans and Marloes de Bruin-Verhoeven, Journal of Transport and Land Use, 2017, Vol. 10, No. 1 (2017), pp. 1-11

It should be noted that the ACUCC falls just outside of the five-minute walking distance and the current overflow parking area at ACSS is also located at a similar walking distance as the proposed parkade facility. This would indicate the parking spillover issues during peak demand at ACUCC is expected to affect Zone 1, 5, and 6.

The future parking demands for the proposed commercial areas in each zone are estimated using an average of the existing bylaw rates for retail and office use and a rate of 1 space per 35 m^2 GFA. The future demand is summarized in **Table 5-1**. It should be noted that the parking demand at the planned Aldergrove Mall redevelopment is excluded from the total as it is assumed that the site will be able to meet its own parking demands as per the latest information. Additionally, the parking rates were applied assuming general commercial uses and therefore parking demand for restaurant use was not individually estimated.

Table 5-1: Future Commercial Parking Demand within the Aldergrove Core Area

Zone	Commercial GFA (m^2)	Number of Spaces Required (Based on existing bylaw's average or retail and office – 1 space per 24 m^2 GFA)	Number of Spaces Required (Based on 1 space per 35 m^2 GFA)
1	9,164	384	262
2	993	42	29
3	1,292	54	37
4	4,470*	187	128
5	4,627	193	133
6	3,455	144	99
7	7,126	298	204
Total	**31,127**	**1,302**	**892**

**The area for Zone 4 excludes the Mall redevelopment as it is assumed that the parking requirements for this development is already accommodated for per the current bylaw requirements (as stated in the CTS study).*

Based on the current bylaw requirements, approximately 1,302 off-street parking spaces will be required for commercial developments within the Core Area. However, an updated parking requirement rate of 1 space per 35 m^2 would require approximately 892 off-street parking spaces (410 less stalls).

6.0 FUTURE PARKING SUPPLY

The future parking supply in the Core Area was estimated based on available information from the ESP and other recent studies. According to the recommendations from the ESP, Fraser Highway is expected to be widened to four lanes through out the Core Area, which requires removal of current on-street parking. Although approximately 75 on-street parking spaces will be lost due to proposed future improvements in the area, the on-street parking supply is still expected to be ample with roughly 175 total spaces remaining along other local and collector roads in the neighbourhood (based on current parking designations).

Additionally, as noted, a centralized parking facility is proposed to be constructed as part of the Aldergrove Mall redevelopment. As discussed, this site will be fully self sufficient in meeting its own generated parking demands and this proposed parking structure is aimed to accommodate the parking needs arising from future developments in other parts of the Aldergrove Core Area. Based on the memorandum[3] prepared by CTS in 2019, the community parking facility is expected to provide 188 spaces for this purpose. Although the parking facility is able to offset some of the future commercial parking demand within a 5-minute walking radius, additional on-site parking is still required at each individual property to meet the requirement.

Table 6-1 summarizes the future parking demand with an average of the existing bylaw rates for retail and office use and 1 space per 35 m^2 GFA parking supply rate, along with the supply of 188 spaces in the parkade structure to determine approximate parking requirement rates within the Aldergrove Core Area.

Table 6-1: Future Parking Supply Summary

	Demand based on existing bylaw average rate of 1 space per 24 m^2 GFA	Demand based on 1 space per 35 m^2 GFA
Required total parking spaces	1,302	892
Number of spaces available (parking structure)	188	188
Additional spaces needed at sites of development to meet requirement	1,114	704
Equivalent parking density to meet additional spaces requirement	**1 space per 28 m^2**	**1 space per 44 m^2**

Based on the calculations shown in Table 6-1, the 188 spaces provided in the parking structure will marginally absorb the future parking demand of the area and results in a lower parking requirement rate of 1 space per 44 m^2 including both retail and office uses.

[3] Aldergrove Mall Mixed-Use Development Traffic Impact Study, CTS, April 2020.

7.0 RECOMMENDATIONS

The following section identifies recommended parking regulations and policies based on the review summarized in the previous sections. Although most recommendations apply to both communities of Aldergrove and Fort Langley, specific recommendation for each individual community has been identified where applicable.

7.1. UPDATE VEHICULAR PARKING RATES FOR RETAIL USE (ALDERGROVE AND FORT LANGLEY)

The current bylaw parking requirements for retail use in Aldergrove (1 space per 20 m^2) was found to be high while the rate in Fort Langley (1 space per 40 m^2) was found to low. In addition, the parking demand can vary depending on the type of retail use as outlined in Table 4-5. For example, a large supermarket would require significantly more parking spaces compared to a large furniture or home furnishing retailer of similar size.

One approach to address this was to consider breaking down the parking requirements based on the type of retail use. However, discussion with Township staff indicated that the nature of retail use isn't usually known during the development application stage when these rates are being applied. As such, the vehicular parking rates for retail use is recommended to be updated based on the size of development into a three-tier system, as outlined below.

- Less than 400m^2 Gross Floor Area (GFA) - convenient store or independent retailer
    - generally constrained in terms of space, therefore usually allowed lower parking rate requirements
- 400m^2 to 4000m^2 GFA - small to median sized grocery store
    - Generally highest parking rate requirements
- Greater than 4000m^2 GFA - large supermarket or shopping centre
    - Larger floor area generally leads to less intense use of space and therefore generally reduced parking rate requirements compared to medium tier

Based on the breakdown above and considering the Township context, the recommended minimum bylaw parking requirements for retail use in Aldergrove and Fort Langley are listed below.

- Less than 400m^2 GFA- **1 space per 35 m^2**
- 400m^2 to 4000m^2 GFA - **1 space per 30 m^2**
- Greater than 4000m^2 GFA - **1 space per 35 m^2**

7.2. UPDATE VEHICULAR PARKING REQUIREMENT RATE FOR OFFICE USE (ALDERGROVE AND FORT LANGLEY)

Based on the review of parking rates for office use from other municipalities in the region and the scan of parking demand as reported in the ITE Parking Generation Manual, the vehicular parking requirement rate for the office use should be adjusted to **1 space per 35 m^2** in Aldergrove and Fort Langley.

7.3. UPDATE VEHICULAR PARKING REQUIREMENT RATE FOR RESTAURANT USE (FORT LANGLEY ONLY)

The transportation and parking infrastructure in Fort Langley currently do not justify a reduced vehicular parking requirement rate for the restaurant use and should be adjusted to **1 space per 20 m^2**, matching the requirement with the rest of the Township.

7.4. DEVELOP PARKING MANAGEMENT PLAN FOR ACUCC (ALDERGROVE ONLY)

Based on the discussion with the Township staff, the current parking supply for ACUCC has been found to exceed the parking supply during infrequent peak demand periods that occur during limited time periods and days. With limited options to increase the parking supply, a parking management plan should be developed to address the parking spillover issues. This plan would include improving walkability between the facility and overflow parking area, and encouragement of non-auto mode choice for local visitors by promoting or providing incentives. Directional signs identifying the overflow parking area at Aldergrove Community Secondary School on 29 Avenue have already been implemented at the facility.

7.5. ESTABLISH BICYCLE PARKING REQUIREMENTS (TOWNSHIP WIDE)

The Township 2015 Cycling Plan identifies the need to introduce bicycle parking requirements in the Township Zoning Bylaw. In addition to the requirements for residential use, the requirements should also be stipulated for retail, office, and restaurant uses. These include specifying long-term (secure locker rooms) and short-term (bike racks) parking requirements.

Long-term parking is suitable for residents and employees while short-term parking is suitable for visitors. Appropriate end-of-trip facility requirements may also be integrated into the regulations to further promote the use of cycling. Some examples include clothing lockers, water closets, wash basins, and showers.

The bicycle parking requirements in similar municipalities for retail, office, and restaurant use are shown in **Table 7-1** for reference and range between 1 space per 500m^2 to 1000m^2.

Table 7-1: Bicycle Parking Requirements in Similar Municipalities

	Land Use	Bicycle Parking Rate
Abbotsford	Commercial	For each 500 m^2 GFA than 100 m^2: **1 space per 500 m^2**
Chilliwack	Commercial	Up to 10,000 m^2 GFA: **1 space per 500 m^2** Additional area above 10,000 m^2 GFA: **1 space per 1000 m^2**
City of Langley	Retail/Restaurant	Long-term parking: **1 space per 500 m^2 or 1 space per 10 employees** Short-term parking: **6 spaces per unit**
	Office	Long-term parking: **1 space per 750 m^2** Short-term parking: **6 spaces per unit**
Maple Ridge	Commercial/Office	Long-term parking: **1 space per 750 m^2** Short-term parking: **6 spaces per 1500 m^2**
Surrey	Retail	Long-term parking: **1 space per 1000 m^2** Short-term parking: **6 spaces**
	General Service/ Restaurant	Long-term parking: **1 space per 1667 m^2** Short-term parking: **1 space per 833 m^2 (City Centre)** **or 1 space per 1667 m^2 (outside City Centre)**

7.6. UPDATE ACCESSIBLE PARKING REQUIREMENTS (TOWNSHIP WIDE)

The Township's Zoning Bylaw currently only stipulate accessible parking requirements for properties with greater than 50 total required parking spaces. The BC Building Code 2018 update has discontinued requirements for accessible parking spaces and recommend that the local authority bylaws regulate these parking spaces. As such, the bylaw requirement rate should be updated ensure they meet local needs and reflect emerging best practices. The accessible parking requirements in similar municipalities and current Township's requirement are provided in **Table 7-2** for reference.

Table 7-2: Accessible Parking Requirements in Similar Municipalities

	Accessible Parking Requirement
Abbotsford	One accessible parking space for the first 10-50 total required spaces One additional space for each additional 50 parking spaces (or part thereof)
Chilliwack	Minimum of 1 accessible parking space or 1% of total required parking spaces, whichever is greater.
City of Langley	Minimum of 5% of total required parking spaces should be accessible parking spaces
Maple Ridge	26-75 total required spaces: **1 accessible parking space** 76-125 total required spaces: **2 accessible parking spaces** 126-200 total required spaces: **3 accessible parking spaces** For every 100 spaces in excess of 200: **1 additional accessible parking space**
Surrey	For properties with greater than 12 total required parking spaces, minimum of 2% of total required parking spaces, rounded upward to nearest whole number, must be accessible parking spaces
Township of Langley	For properties with greater than 50 total required parking spaces, accessible parking spaces provided in the ratio of 1 for every 100 total spaces (or part thereof)

7.7. DEVELOP PARKING VARIANCE POLICY (ALDERGROVE AND FORT LANGLEY)

A parking variance policy that can be used specifically for Aldergrove and Fort Langley should be developed that outlines the criteria that the Township can consider in evaluating a parking variance request. The key components to the variance policy should include the following:

- **Transportation Demand Management (TDM)** – Provision of targeted programs/strategies that result in reduced parking demand, including carshare, public transit, bikeshare, and bicycle facilities beyond what is required in the Bylaw.
- **Transit Access** – Where access to public transit is anticipated to result in a measurable decrease in parking demand due to increased transit use.
- **Shared Parking** – Where it can be demonstrated that the land uses of a particular mixed-use development exhibit complementary parking demand between different uses and the overall parking demand can be met by fewer parking spaces due to sharing.

A technical study prepared by a qualified transportation professional is recommended to accompany any variance request that demonstrates how the proposal meets the identified criteria, the impact of each on reducing parking demands, and that the proposed parking supply is appropriate.

7.8. DEVELOP CASH IN-LIEU OF PARKING POLICY (ALDERGROVE AND FORT LANGLEY)

The Local Government Act (LGA) permits municipalities in BC to establish regulations allowing a prospective developer to pay cash in-lieu of required parking spaces. Cash in-lieu of parking is at land developer's discretion and is typically pursued where off-street parking is not needed or is difficult to accommodate on-site parking due to physical or other constraints. Per the LGA, all monies received must be placed in a reserve fund for the purposes of providing:

- New and existing off-street parking spaces, or
- Transportation infrastructure that supports walking, cycling, public transit, or other alternative forms of transportation.

For both communities of Aldergrove and Fort Langley, the provision of off-street parking spaces is expected to be problematic for smaller lots. As such, criteria should be set prioritizing developments with small lot sizes and located closer to a public parking facility. In addition, a maximum amount of parking supply that can be replaced through cash in-lieu of parking should be set by the Township to ensure a basic parking provision on-site, prevent spillover parking issues, and manage parking demand on future parking facility.

The cash-in-lieu rate should be reviewed and set by the Township to ensure that the developers are encouraged to pursue cash in-lieu. **Table 7-3** provides a comparison of cash in-lieu rates in similar municipalities and shows that the rates generally range from $8,000 to $25,000 per parking space. The lower rates correspond to the surface parking and higher rates correspond to the structured parking. In order to fully finance the cost aof land and parking structure, the Township would need to establish a cash in-lieu rate in excess of $45,000 per parking space. However, the rate should be reviewed and set by the Township to ensure that the developers would pursue cash in-lieu option when the rates are set this high.

Table 7-3: Cash in-Lieu Rates in Similar municipalities

	Notes	Cash in-Lieu Rate
Abbotsford	Cash in-lieu only permitted within designated Historic Downtown Abbotsford area, up to a maximum of 10 parking spaces.	**$3,000 per parking space**
Maple Ridge	Cash in-lieu available for non-single-family/duplex properties situated within **930 metres** radius of the Municipally owned and operated parking lot.	Non-residential: **$12,500 per parking space** Residential: **$8,000 per parking space**
Surrey	Cash in-lieu available for **multi-family residential** uses, up to 10% of the minimum required off-street spaces, with an additional 10% reduction available if satisfactory TDM measures are provided	**$20,000 per parking space**
New Westminster	Cash in-lieu received go towards upgrading transit, pedestrian and cycling infrastructure (cash in-lieu from properties within 1,500 feet of City owned parking facility can be used for alternative transportation or for new/existing parking spaces)	Structured Parking: **$25,000 per parking space** Surface Parking: **$8,000 per parking space**
Vancouver	Cash in-lieu available for commercial and industrial properties in designated areas in and near Downtown	**$24,700 per parking space**

8.0 OTHER CONSIDERATIONS

In addition to the recommendations provided in the previous section, the following considerations should be taken in the development of the parking regulations and policies in Aldergrove and Fort Langley communities.

Aldergrove

- Consult with Aldergrove Business Association to seek feedback on the proposed recommendations.
- Collect an inventory of off-street parking spaces by address/land use designation.
- Conduct employee survey to determine mode choice and parking use in commercial area.
- As redevelopment occurs, adjust on-street parking regulations to address spillover problems into residential area.
- Develop specific regulations for off-street passenger spaces to allow taxis, freight, and other private vehicles to load and unload in designated spaces if these activities are affecting through motor vehicle, cycle, and transit traffic.

Fort Langley

- Review and update the existing parking policies for Fort Langley to reflect the proposed recommendations.
- Consult with local businesses to seek feedback on the proposed recommendations.
- Collect an inventory of off-street parking spaces by address/land use designation.
- Conduct parking demand and utilization study to identify seasonal peak demand and to determine appropriate mitigations measures such as overflow parking plans.
- Conduct employee survey to determine mode choice and parking use in commercial area.
- As redevelopment occurs, adjust on-street parking regulations (time restricted parking) to address spillover problems into residential area.
- Consider developing specific regulations for off-street passenger spaces to allow taxis, freight, and other private vehicles to load and unload in designated spaces if these activities are affecting through motor vehicle, cycle, and transit traffic.

9.0 NEXT STEPS

Based on the review and findings of this assignment, the next steps for the Township are to update the zoning bylaw for accessible parking, bike parking and end trip facilities, and the parking requirement rates for office and retail uses.

10.0 CLOSING

This memorandum summarizes the findings and recommendations for parking requirements and supply in Aldergrove Core Area and Fort Langley with a focus on commercial uses. We hope that there is sufficient information provided in this memo that will further assist in developing the parking regulations and policies in these two communities of the Township of Langley.

URBAN SYSTEMS LTD.

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~~**ATTACHMENT B**~~

City of Surrey Zoning Bylaw Bicycle Requirements:

Bicycle Space
means a space to secure one bicycle and must include a device that is anchored to a hard surface.

Bicycle Storage
means a secured, enclosed area for *bicycle spaces*.

***Secure Bicycle Parking Area*:**
A *secure bicycle parking area* provided in a separate bicycle room located within a *building,* whether located at or above *finished grade*, with convenient access to the outside of the *building*, is excluded from the calculation of the *floor area ratio* to a maximum of 170 sq. m [1,830 sq. ft.].

Counting Rules

The counting rules are as follows:

(a) Where *gross floor area* is used as a unit of measurement for the calculation of required *parking spaces*, it must exclude parking loading/unloading areas, *secure bicycle parking areas*, stairways and mechanical rooms within the *building*;

(b) For the purpose of determining the number of required *parking spaces* or *bicycle spaces*:

i. Any fraction less than one-half (0.5) must be disregarded; and

ii. Any fraction one-half (0.5) or greater must be considered equivalent to one (1); and

(c) Within *dwelling units* in *multiple unit residential buildings,* where rooms are identified as dens, studies, libraries or other rooms of like character which are a minimum of 9 square metres [97 sq. ft.] in floor area, such rooms must be considered bedrooms for the purpose of determining parking requirements.

D. *Bicycle Spaces* and *Secure Bicycle Parking Areas*

1. General *Bicycle Space* Requirements

All required *bicycle spaces* must:
(a) Not interfere with a pedestrian walkway;

(b) Be separated from *parking spaces* or loading/unloading spaces by 2.0 metres [8 ft.] or a physical barrier; and

(c) Be sufficiently illuminated.

2. Visitor *Bicycle Spaces*

General Service Use and *Eating Establishment*	0.06 *bicycle space* in a *secure bicycle parking area* per 100 m2 [1,075 ft2] of the *gross floor area* where the *gross floor area* is greater than or equal to 2,000 m2 [21,528 ft2]; **plus** **One of the following:** 0.12 visitor *bicycle space* per 100 m2 [1,075 ft2] of *gross floor area* within *City Centre* or *Town Centres*; **or** 0.06 visitor *bicycle space* per 100 m2 [1,075 ft2] of the *gross floor area* in areas outside of *City Centre* or *Town Centres.*
Hospital	0.1 *bicycle space* in a *secure bicycle parking area* per 100 m2 [1,075 ft2] of *gross floor area*; **plus** 6 visitor *bicycle spaces* at each public entrance.
Retail Store	0.1 visitor *bicycle space* per 100 m2 [1,075 ft2] of *gross floor area* where the *gross floor area* is greater than or equal to 4,645 m2 [50,000 ft2].
Public School and *Private School*	
Elementary	4 visitor *bicycle spaces* per classroom.
Secondary	8 visitor *bicycle spaces* per classroom.
Tourist Accommodation	1 visitor *bicycle space* per 30 rooms.
University and College	8 visitor *bicycle spaces* per classroom

Section 6

Off-street Bicycle Space Regulations

6.1 Number of Bicycle Spaces

6.1.1 General Requirements

Unless otherwise provided in Schedule C or a CD-1 By-law, in all districts, the number of spaces required for the off-street parking of bicycles shall be calculated according to section 6.2.

6.1.2 Bicycle Space Requirement Exemptions

The required number of off-street bicycle spaces need not be provided where any additions, alterations or changes of use to a building existing on October 17, 1995 would, in total, result in an increase of less than 10 percent of the number of spaces required before the additions, alterations or change in use.

6.1.3 Uses Not Listed

If a use is not listed in the tables, the number of bicycle spaces shall be calculated on the basis of a similar use as determined by the Director of Planning.

6.1.4 Multiple-Use Developments

For the purposes of this section uses with the same formula for determining required bicycle spaces shall be considered to be of the same class. If a development contains parking for more than one use as listed in section 6.2, the total number of bicycle spaces shall be the sum of the bicycle spaces required for the various classes of uses calculated separately and, unless otherwise permitted by the Director of Planning, in consultation with the City Engineer, taking into account the time-varying demand of uses, a bicycle space required for one use shall be deemed not to meet the requirement for any other use in that development.

6.1.5 Floor Area Calculation

Where gross floor area is used to calculate the number of required bicycle spaces, it shall be calculated in the same manner as the floor space ratio of the applicable district schedule or official development plan.

6.1.6 Rounding of Fractional Numbers

Where the calculation of total required bicycle spaces results in a fractional number, the nearest whole number shall be taken, unless specified otherwise in section 6.2. A fraction of one-half shall be rounded up to the next whole number.

6.2 Table of Number of Required Off-Street Bicycle Spaces

Bicycle spaces shall be required for any buildings classified in column 1 in accordance with the corresponding standards listed in column 2.

	Column 1 Building Classification	Column 2 Required Bicycle Spaces	
		Class A	Class B
6.2.2	**Institutional**		
6.2.2.1	Community Care Facility – Class B; Group Residence; Detoxification Centre.	A minimum of 1 space for every 100 beds.	No requirement.
6.2.2.2	Hospital or other similar use.	A minimum of 1 space for every 17 employees on a maximum work shift.	A minimum of 6 spaces at each public entrance.
6.2.2.3	School - Elementary or Secondary; School - University or College.	A minimum of 1 space for every 17 employees and for secondary schools, universities or colleges, 0.4 space for every 10 students on a maximum attendance period.	A minimum of 0.6 space for every 10 students on a maximum attendance period except that elementary schools shall provide a minimum of 1 space for every 20 students.
6.2.2.4	Church, chapel, place of worship, or similar place of assembly.	No requirement.	A minimum of 6 spaces.
6.2.2.5	Ambulance Station; Child Day Care Facility; Social Service Centre; Community Care Facility – Class A.	No requirement.	No requirement.

	Column 1 Building Classification	Column 2 Required Bicycle Spaces	
		Class A	Class B
6.2.5.3	Bed & Breakfast Accommodation; Funeral Home; Wedding Chapel.	No requirement.	No requirement.
6.2.6	**Manufacturing, Transportation & Storage, Utility & Communication Uses, Wholesale**		
6.2.6.1	Manufacturing Uses; Transportation and Storage uses; Utility and Communication Uses; Wholesale Uses.	A minimum of 1 space for each 1,000 square metres of gross floor area in the building or 1 space for every 17 employees on a maximum work shift, whichever is the greater.	No requirement.
6.2.7	**Parking**		
6.2.7.1	Parking Uses.	As determined by the Director of Planning in consultation with the City Engineer.	As determined by the Director of Planning in consultation with the City Engineer.
6.2.8	**Agricultural**		
6.2.8.1	Agricultural Uses.	No requirement.	No requirement.

6.3.7 Bicycle Room, Compound, or Locker Lighting

Lighting in the bicycle room, compound, or locker area shall provide vertical illumination at floor level of a minimum level of 160 lux, with true colour and a uniformity ratio of at most 3:1.

6.3.8 Bicycle Room, Compound, or Locker Supervision

The entry door to a bicycle room or bicycle compound, or bicycle lockers, shall be within sight of building or parking security, where such exists, an elevator, or an entrance.

6.3.9 Bicycle Space Size

All required Class A bicycle spaces shall have a minimum vertical clearance of 1.9 metres, shall be a minimum of 0.6 metres in width and shall be:

(a) a minimum of 1.8 metres in length if the bicycles are to be placed horizontally; or
(b) a minimum of 1.0 metres in length if the bicycles are to be placed vertically,

except that a minimum of 5% of the spaces must be oversized spaces of 2.4 metres in length and 0.9 metres in width, and may not be vertical or stacked spaces.

6.3.10 Bicycle Space Access

Except for the portion of the aisle directly in front of each oversized space as referred to in section 6.3.9, which shall be a minimum width of 1.5 metres, all required Class A bicycle spaces shall be independently accessible by means of an aisle of a minimum width of 1.2 metres, except that the Director of Planning, in consultation with the City Engineer, may permit a lesser width, to an absolute minimum of 0.9 metre, where the bicycle spaces served are provided more than the minimum required width. All access shall have a minimum vertical clearance of 1.9 metres. All doors on the route from Class A bicycle parking spaces to the outside shall be fitted with automatic door openers.

6.3.11 Bicycle Rack and Bicycle Locker Requirement

All required Class A bicycle spaces shall require a bicycle rack with individually numbered spaces or a numbered bicycle locker.

6.3.12 Bicycle Rack Design and Security

Class A bicycle space racks shall be constructed of sturdy theft-resistant material and shall have secure theft-resistant anchoring to the floor or ground. The bicycle rack shall support the bicycle frame above the centre of gravity and shall enable the bicycle frame and front wheel to be locked with a U-style lock.

6.3.13 Vertical and Stacked Bicycle Spaces

Vertical bicycle space racks shall support the bicycle without the bicycle being suspended on the wheels. No more than 30% of the required Class A bicycle spaces may be vertical, and in total, no more than 60% of the required Class A bicycle spaces may be vertical and stacked. Stacked bicycle spaces shall be designed to provide access without the need to lift the bicycle entirely off of the ground, and must provide convenient access. Where the Director of Planning accepts equipment proposed for providing stacked bicycle spaces, the dimensions required in 6.3.9 may be reduced for those spaces, and the dimensions required in 6.3.10 may be increased.

6.3.13A Minimum Number of bicycle lockers

At least 10% of the Class A bicycle spaces must be bicycle lockers.

6.4.2 Bicycle Rack Requirement and Space Size

All required Class B bicycle spaces shall be provided in racks which provide a minimum width of 0.6 metre for each bicycle, except as provided for in section 6.4.6.

6.4.3 Bicycle Space Access

All required Class B bicycle spaces shall be independently accessible by means of an aisle with a minimum width of 1.2 metres which is separate from pedestrian access. There shall be unrestricted access behind the space of a minimum length of 0.5 metre. All doors on the route from Class B bicycle parking spaces to the outside shall be fitted with automatic door openers.

6.4.4 Bicycle Rack Design and Security

Class B bicycle space racks shall be constructed of sturdy theft-resistant material and shall have secure theft-resistant anchoring to the floor or ground. The bicycle rack shall support the bicycle frame above the centre of gravity and shall enable the bicycle frame and front wheel to be locked to the rack with a U-style lock.

6.4.5 Bicycle Rack Location

Class B bicycle space racks shall be provided in a convenient, well-lit location that provides visual surveillance by occupants of the building the racks are intended to serve. If the racks are not readily visible to visitors to a site, directional signage to the racks shall be provided.

6.4.6 Bicycle Lockers

Bicycle lockers can be provided for required Class B bicycle spaces instead of bicycle racks, provided the lockers are numbered and are in compliance with sections 6.3.18 and 6.3.19.

6.5 End of Trip Facilities

6.5.1 Where Class A bicycle spaces are required for a non-dwelling use, a minimum number of clothing lockers equal to 1.4 times the minimum number of required Class A spaces shall be provided, and shall be a minimum of 45 centimetres in depth, 30 centimetres in width and 90 centimetres in height with respect to no more than 50% of the lockers and 180 cm in height with respect to at least 50% of the lockers.

6.5.2 Where Class A bicycle spaces are required for a non-dwelling use, water closets, wash basins, showers and grooming stations shall be provided in accordance with sections 6.5.4 and 6.5.5.

6.5.3 Despite the provisions of section 6.5.2, additional water closets, wash basins, showers and grooming stations are not required if on-site facilities are provided as part of an employee fitness centre, provided these facilities meet or exceed the requirements of sections 6.5.4 and 6.5.5, are accessible to employees before and after their work shifts, and are located conveniently in relation to employee Class A bicycle spaces.

6.5.4 The number of water closets, wash basins and showers required by section 6.5.2 shall conform to Table 6.5A for Office and Retail and Service uses, and shall conform to Table 6.5B for all other uses.

Table 6.5B
Bicycle End of Trip Facilities
Forming part of 6.5.4

Required Number of Class A Bicycle Spaces	Minimum Number of Fixtures		
	Water Closets	Wash Basins	Showers
0-3	0	0	0
4-29	2	2	2
30-64	4	2	4
65-94	6	4	6
95-129	8	4	8
130-159	10	6	10
160-194	12	6	12
Over 194	12 plus 2 for each additional 30 bicycle spaces or part thereof	6 plus 2 for each additional 30 bicycle spaces or part thereof	12 plus 2 for each additional 30 bicycle spaces or part thereof

6.5.5 There shall be no less than 1 grooming station for each shower provided, and each station shall be:

(a) separate from the wash basin;
(b) equipped with a mirror and an electrical outlet; and
(c) equipped with a counter top with a minimum width of 600 mm and a minimum depth of 250 mm.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (FORT LANGLEY PARKING REQUIREMENTS) BYLAW 2021 NO. 5749

EXPLANATORY NOTE

Bylaw 2021 No. 5749 amends Section 107 to change parking requirements for offices/financial institutions, adds parking requirements for bicycles, and amends parking requirements for persons with disabilities in the Fort Langley Area as indicated on the Map in Section 107.10 of the bylaw.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (FORT LANGLEY PARKING REQUIREMENTS) BYLAW 2021 NO. 5749

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 (Fort Langley Parking Requirements) Bylaw 2021 No. 5749".

2. For certainty, the amendments in Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Fort Langley Parking Requirements) Bylaw 2021 No. 5749 should be enacted subsequent to the amendments in Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Parking Requirements) Bylaw 2021 No. 5698.

3. The "Township of Langley Zoning Bylaw 1987 No. 2500" as amended is further amended by:

   (1) Replacing Section 107.1 2) as follows:

   Within the Fort Langley area as indicated more particularly on the map in Section 107.10. a cash in-lieu option can be considered for development. (Note: See Bylaw 1995 No. 3472 for cash-in-lieu option).

   (2) Replace the contents of the Table in Section 107.3 c) iv) and v) with:

iv) retail stores, service establishments, *personal service use* and *licensee retail store uses* except as otherwise stated	1 space per 35 m^2 of gross floor area	NA
v) offices, financial institutions	1 space per 35 m^2 of gross floor area	NA

   (3) Replacing Section 107.11 with:

   For *buildings* required to be accessible by persons with disabilities, where between 10 and 50 stalls are provided, at least one (1) parking stall for persons with disabilities shall be provided. For *buildings* required to be accessible where over 50 stalls are provided, parking stalls for persons with disabilities shall be provided in the ratio of one (1) every 50 stalls or part thereof. A parking stall for persons with disabilities shall:

   a) be at least 3.7 m wide and 5.8 m long;
   b) have a firm, slip-resistant and level surface;

c) be located close, and be accessible to, an entrance; and
d) be clearly identified as being solely for the use of persons with disabilities.

READ A FIRST TIME the	day of	, 2021
READ A SECOND TIME the	day of	, 2021
PUBLIC HEARING HELD the	day of	, 2021
READ A THIRD TIME the	day of	, 2021
ADOPTED the	day of	, 2021

_____ Mayor _____ Township Clerk

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	OCTOBER 18, 2021 - REGULAR MEETING	**REPORT:**	21-116
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	08-25-0098
SUBJECT:	DRAINAGE DEVELOPMENT WORKS AGREEMENT BYLAW (MITCHELL WILLIAMS POND DWA INC.)		

RECOMMENDATION

That Council give first, second, and third reading to Drainage Development Works Agreement Mitchell Williams Pond DWA Inc. Bylaw 2021 No. 5624, for the provision of off-site drainage infrastructure for the area of Williams in the Willoughby Community Plan.

EXECUTIVE SUMMARY:

Pursuant to Section 570 of the Local Government Act, Development Works Agreements (DWAs) are agreements between a municipality and a developer, through which significant infrastructure and off-site services are provided by the developer. As part of the agreement, the municipality, through adoption of bylaws, undertakes to collect part of the cost of the works from owners of property within the benefiting area defined in the agreement and forward the funds to the developer.

DWAs are typically used to provide services to undeveloped 'greenfield' areas and must be supported by the majority of owners of land within the benefiting area through a formal petition process.

DWA Bylaw 2021 No. 5624 will facilitate the construction of a community stormwater detention facility and infrastructure, identified in the documents with an estimated total construction value of approximately $34 million; of which approximately $7 million will be eligible for a Development Cost Charge Frontending Agreement, subject to Council approval. The remaining costs estimated at approximately $27 million will form part of the Drainage DWA Bylaw 2021 No. 5624.

The Drainage works are comprised of the following major components:

- Construction of a community stormwater detention facility with a volume of approximately 34,000 m^3 covering a land area of approximately 2.9 ha;
- a 3.6 m x 3.6 m concrete box flow control chamber,
- Approximately 34 lineal metres of 900 mm and 133 lineal metres of 1,350 diameter storm sewers with associated stormwater manholes, and other appurtenances

Property owners representing approximately 65.5% of the benefiting area and 84.6% of the assessed land value have indicated their support by signing the petition documents, which have been reviewed and verified for sufficiency by the Township Clerk.

PURPOSE:

To request Council's consideration of a bylaw in relation to execution of a DWA for Drainage works.

BACKGROUND/HISTORY:

At its meeting of July 12, 2021 Council gave first and second readings to Rezoning Bylaw 2021 No. 5729 for a proposed development in the Williams Neighbourhood of the Willoughby Community Plan. Council granted third reading at its meeting of July 26, 2021.

One of the development prerequisites set by Council prior to consideration of final reading is the execution of a Servicing Agreement to secure the works and services, including a community stormwater detention facility, necessary to support the proposed development, at no cost to the Township.

Mitchell Williams Pond DWA Inc. proposes to provide a community stormwater detention facility and associated trunk storm sewers to support development in the northern catchment area of the Williams Neighbourhood Plan, prior to receiving fourth/final reading of Rezoning Bylaw No. 5729 at their own risk.

Policy No. 07-352, relating to implementation of DWAs, was adopted by Council at its meeting of November 15, 2004 and amended May 30, 2016. This policy, a copy of which is provided as Attachment A to this report, provides standardized guidelines for the execution and implementation of Development Works Agreements in accordance with provincial regulations.

Mitchell Williams Pond DWA Inc., submitted the documents necessary for execution of the DWA in accordance with the provincial regulations and municipal policies.

DISCUSSION/ANALYSIS:

A DWA is an agreement executed between a municipality and a private developer, pursuant to Section 570 of the Local Government Act, for the provision of works by the municipality or by the developer. The works to be provided are generally trunk or major services that provide a benefit to a large area beyond the front-ending developer's lands. When the works are to be provided by the developer, the municipality is required to allocate all or part of the cost of the works to the owners of real property in the benefiting area.

This cost recovery mechanism is similar, in principle, to the 'latecomer' legislation, but has some distinct features and requirements. One of the primary differences is the requirement for a DWA to be authorized through a bylaw approved by Council. Approval of the bylaw is contingent upon a sufficient and valid petition from the owners of real property within the benefiting area having been presented to Council.

Pursuant to Section 212 of the Community Charter, a sufficient and valid petition is one that is signed by at least 50% of the owners of parcels that have at least 50% of the assessed value of the lands that would be subject to the DWA charge. In the case of Drainage Development Works Agreement Bylaw 2021 No. 5624, the Township Clerk has reviewed and confirmed the sufficiency of the petitions submitted by the proponents, a copy of which is provided as Attachment B.

Another distinctive feature of a DWA is the flexibility it offers relating to the term and applicable interest rates. Unlike a latecomer agreement, there is no time limit specified in the Local Government Act for collection of charges payable under a DWA. The terms and interest rates applicable to DWAs can vary, depending on the economic climate and other market conditions, to suit each individual development. In the case of Mitchell Williams Pond DWA Inc. the interest rate is set at 3.95% valid over a period of 15 years from the date of final adoption of the DWA Bylaw.

DWA charges are payable to the Municipality prior to and as a condition of final adoption of a rezoning bylaw, approval of a subdivision plan, strata plan, development permit, development variance permit or building permit issuance for those lands included within the benefiting area. The collected funds are forwarded to the Developer on an annual basis.

APPLICABLE POLICIES:

Other existing Township bylaws and policies relevant to the attached Development Works Agreement Policy are the Subdivision and Development Servicing Bylaw 2019 No. 5382 (as amended), Latecomer Policy No. 07-353, and Neighbourhood Plan Policy No. 07-220.

LEGISLATION:

Drainage Development Works Agreement Bylaw 2021 No. 5624 is in compliance with Sections 565 and 570 of the Local Government Act and Section 212 of the Community Charter.

FINANCIAL IMPLICATIONS:

There are not expected to be any financial implications to the Township as the works are financed by the Developer. The municipal processing and administrative costs are also borne by the Developer, at a rate of $15,000.

Respectfully submitted,

Dave Anderson
MANAGER, DEVELOPMENT ENGINEERING
for
COMMUNITY DEVELOPMENT DIVISION

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

CONCURRENCES	
Division / Department	Name
Finance Division	S. Nam
Corporate Administration Division	W. Bauer

ATTACHMENT A Development Works Agreement Policy No. 07-352

ATTACHMENT B Certificate of Sufficiency for Bylaw 2021 No. 5624

Township of Langley
Est. 1873

COUNCIL POLICY

Subject: Development Works Agreement

Policy No:	**07-352**
Previous Policy No:	**07-401**
Approved by Council:	**2004-11-15**
Revised by Council:	**2016-05-30**

1. Purpose

1.1 To provide guidelines for the administration of Development Works Agreements.

2. Background

2.1 The Township of Langley is committed to the management of growth in an environmentally and fiscally responsible manner

2.2 The Neighbourhood Plans Policy provides the basis of a neighbourhood planning process that capitalizes on voluntary contributions and facilitates growth consistent with community goals and objectives.

2.3 Neighbourhood plans, adopted by Council, designate land uses, illustrate projected subdivision patterns, transportation facilities, servicing schemes, amenities and other facilities.

2.4 The *Local Government Act* (the Act), authorizes the Township to enter into development works agreements with private developers for the provision of sewage, water, drainage and highway facilities; and for the allocation of all or part of the costs associated with the construction of such facilities, amongst owners of real property within the benefitting area.

3. Related Policies

3.1 07-220 Neighbourhood Plans

3.2 07-230 Subdivision

3.3 Development Cost Charges Bylaw 2012 No. 4963, as amended

3.4 07-354 Development Cost Charges (DCCs)

3.5 Subdivision and Development Services Bylaw 2011, No: 4861, as amended

4. Policy

4.1 Development Works Agreements (DWAs) must be completed in compliance with all relevant statutes.

4.2 All works to be completed under a proposed DWA must be designed in harmony with the latest overall community and neighbourhood plans and corresponding engineering servicing schemes.

4.3 A bylaw authorizing a DWA may only be considered by Council, when supported by a sufficient petition from the owners of real property within the area subject to the DWA. Sufficiency of a petition is determined in accordance with governing statutes.

4.4 DWAs shall only be considered for the provision of works and services in areas of the Township where a Neighbourhood Plan has been adopted, or otherwise approved by Council; and only if such works and services are in support of proposed developments within the benefiting areas.

4.5 DWAs shall only be completed upon execution of a Servicing Agreement in accordance with the Township's Subdivision and Development Servicing Bylaw 2011 No. 4861, as amended, including provision of securities by the developer to ensure compliance with the terms and conditions of the DWA and the Servicing Agreement.

4.6 Requests for initiation of a DWA must be submitted in writing by the proponent to the Development Engineering Department and shall contain the following preliminary information:

4.6.1 Maps highlighting the works that are proposed under the DWA, the tributary catchment area of the proposed works and the benefiting area that is subject of the DWA, to scales not exceeding 1:2,500 with legal and topographical information, prepared by a qualified professional engineer.

4.6.2 Construction cost estimates for the proposed works, signed and sealed by a qualified professional engineer, indicating which components of the proposed works, if any, have been included in the Township Development Cost Charges program.

4.6.3 Confirmation of when the proposed works are to be provided and the anticipated term of the DWA.

4.6.4 A proposed formula for calculating the amount of specified charges in accordance with the act.

4.7 Requests for cost sharing by the Township must be submitted in writing and may be considered, subject to Council approval.

4.8 When actual construction costs are to be used in determining the specified charge in a DWA, the actual charge shall not exceed 110% of the estimated charge, unless the DWA bylaw is amended, complete with new petition.

4.9 Terms and conditions of a proposed DWA, including the term (validity period) and applicable interest rate (based on the current Bank of Canada rate plus 1.5%), must be agreed to by the Township prior to commencing the required petition process.

4.10 Charges imposed under a DWA shall be collected by the Township and held pending Township acceptance of actual costs. After acceptance of actual costs, payment will be forwarded to the developer on an annual basis, with no interest payable by the Township.

4.11 If the payments, referred to in 4.10 above, are returned to the Township and after all reasonable efforts by the Township to locate the developer and the said payments remain unclaimed after 12 months from the date of expiry of the DWA, any unclaimed funds shall be forfeited to the Township for use at its discretion.

4.12 When the works contemplated under a DWA include the installation of works whose costs have been included in calculating the Township Development Cost Charges (DCCs), owners within the benefiting area may be entitled to credits against DCCs payable in respect of a proposed development, all in accordance with bylaws, policies and statutes current at the time that such DCC payment is due and payable.

4.13 The term of a DWA commences at the time of adoption of the authorizing bylaw.

4.14 All works proposed under a DWA must be completed within two years of the date of final adoption of the authorizing bylaw.

4.15 All DWAs are subject to an administration fee of $1,000 plus applicable taxes, for each year of the term, payable prior to the execution date.

4.16 Detailed procedures and operational guidelines assist staff and the development community with implementation of this policy.

Township of Langley

Est. 1873

CERTIFICATE OF SUFFICIENCY

LOCAL AREA PETITION

DEVELOPMENT WORKS AGREEMENT FOR DRAINAGE – WILLIAMS NEIGHBOURHOOD (Bylaw 2021 No. 5624)

Pursuant to Section 212 of the *Community Charter*, I hereby certify that the attached petition to the Township of Langley Council for Drainage Development Works Agreement – Williams Neighbourhood Plan (**Bylaw 2021 No. 5624**) meets the following requirements and contains the following:

1) The petition is signed by at least 50% of the owners of the parcels that would be subject to the Drainage Development Works Agreement charge;
2) The signatures belong to the owners of the parcels having at least 50% of the assessed value of the land and improvements that would be benefit from the works;
3) That each page of the petition contains the necessary information as outlined in Section 212 (2) of the *Community Charter.*

The petition having met the requirements as provided by the *Community Charter*, I declare it sufficient for the purpose of a Development Works Agreement for Drainage – Williams Neighbourhood Plan (**Bylaw 2021 No. 5624**).

Declared at Langley, British Columbia
This 7th day of October, 2021.

W. Bauer
Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DRAINAGE DEVELOPMENT WORKS AGREEMENT
(MITCHELL WILLIAMS POND DWA INC.)

BYLAW 2021 NO. 5624

EXPLANATORY NOTE

Bylaw 2021 No. 5624 authorizes the execution of a Development Works Agreement between the Township of Langley and Mitchell Williams Pond DWA Inc. for the provision of Drainage Works in the Williams Neighbourhood Plan area of the Township of Langley and the imposition of a charge on the owners of parcels of land within the specified area benefiting from the said works.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DRAINAGE DEVELOPMENT WORKS AGREEMENT
(MITCHELL WILLIAMS POND DWA INC.)

BYLAW 2021 NO. 5624

A Bylaw to enter into a development works 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 "Drainage Development Works Agreement (Mitchell Williams Pond DWA Inc.) Bylaw 2021 No. 5624".

2. Appendix "A" is a copy of the Development Works Agreement.

3. If any section, subsection, sentence, clause or phrase of the Bylaw is for any reason held invalid by a court of competent jurisdiction, the invalid portion shall be severed and the holding invalidity shall not affect the validity of the remainder of the Bylaw.

4. The Township enters into, and Mayor and Corporate Officer are authorized to, execute that certain form of development works agreement attached to and forming part of this bylaw as Appendix "A".

5. This Bylaw is repealed 15 years after the date of its adoption.

READ A FIRST TIME the	day of	, 2021
READ A SECOND TIME the	day of	, 2021
READ A THIRD TIME the	day of	, 2021
ADOPTED the	day of	, 2021

_____ Mayor _____ Township Clerk

APPENDIX "A" TO
BYLAW 2021 NO. 5624

DEVELOPMENT WORKS AGREEMENT
FOR DRAINAGE WORKS

Project No. 08-25-0098

THIS AGREEMENT dated for reference the _____ day of _____, 2021

BETWEEN:

THE CORPORATION OF THE TOWNSHIP OF LANGLEY, a municipal corporation under the Municipal Act of the Province of British Columbia and having its offices at 20338 – 65 Avenue, Langley, BC V2Y 3J1

(the "Township")

OF THE FIRST PART

AND:

MITCHELL WILLIAMS POND DWA INC. a body corporate, duly incorporated under the laws of the Province of British Columbia, having its place of business at Suite 200 – 17650 66 Avenue, Surrey, BC V3S 4S4

(the "Developer")

OF THE SECOND PART

A. WHEREAS real property within a drainage catchment area of the Williams Neighbourhood Plan is identified in Schedules "A" and "B" attached hereto.

B. AND WHEREAS a storm sewer and related appurtenances as described in Schedule "C" attached hereto is required to be constructed for the development of lands owned by the Developer within the Benefiting Area.

C. AND WHEREAS the Works are not currently scheduled for construction by the Township.

D. AND WHEREAS certain portions of the Works are included within the Township's Development Cost Charge program.

E. AND WHEREAS the Developer has agreed to construct the Works.

F. AND WHEREAS the Works may benefit the development of other lands within the Benefiting Area.

G. AND WHEREAS Section 570 of the Act authorizes the Township to enter into an agreement with the Developer for the provision of the Works and the allocation of all or part of the cost to construct the Works amongst lands within the Benefiting Area.

H. AND WHEREAS Section 565 of the Act states:

"(3) "Despite a development cost charge bylaw, if a work required to be provided under a development works agreement under section 570 (2) [municipal agreements with private developers] is included in the calculations used to determine the amount of a development cost charge, the applicable amount calculated under subsection (4) or (5) is to be deducted from the development cost charge that would otherwise be payable for that class of work."

(4) For a development cost charge payable by a developer for a work provided by the developer under the agreement, the amount deducted under subsection (3) is to be calculated as

(a) the cost of the work

less

(b) the amount to be paid by the municipality to the developer under section 570 (3) (b), other than an amount that is an interest portion under section 570 (6) (c).

(5) For a development cost charge payable by a person other than the developer referred to in subsection (4), the amount deducted under subsection (3) is to be calculated as

(a) the amount charged under section 570 (2) (b) to the owner of the property

less

(b) any interest portion of that charge under section 570 (6) (c)."

I. AND WHEREAS the Township and the Developer have entered into this Agreement to provide for the construction of the Works, the allocation of the costs thereof throughout the Benefiting Area and the collection and remittance of the Specified Charges imposed pursuant to the Development Works Agreement Bylaw.

NOW THEREFORE THIS AGREEMENT WITNESSES that in consideration of the sum of ONE $1.00 DOLLAR of lawful money of Canada and other good and valuable consideration now paid by each of the parties hereto, to each of the other parties hereto, the receipt whereof is hereby acknowledged, the parties hereto hereby covenant, promise and agree with each other as follows:

1. DEFINITIONS

In this Agreement and in the recital above:

"**Act**" means the Local Government Act, R.S.B.C. 2015, Chapter 1, as revised, re-enacted or consolidated from time to time and any successor statute;

“**Actual Capital Cost of the Works**” means the actual Capital Cost of the Works as described in Section 4(d);

"**Agreement**" means this agreement and all Schedules attached hereto, which form part of the agreement;

"**Benefiting Area**" means the real property described in Schedule "A" attached hereto;

"**Benefiting Parcel**" means the parcels of land situated in the Benefiting Area as of the date of this Agreement and described in Schedule “A” and any subdivided portion thereof;

"**Capital Cost**" means the cost to design, engineer and construct the Works excluding Goods and Services Tax;

"**Council**" means the elected Council of the Township;

“**DCC Drainage**” means that portion of the Works which is included in the Township’s DCC program ($7,146,365.49);

"**Developer**" means Mitchell Williams Pond DWA Inc;

"**Development Cost Charge**” and “**DCC**" means a charge imposed pursuant to the Township’s Development Cost Charge Bylaw;

"**Development Cost Charge Bylaw**" means the Township’s Development Cost Charge Bylaw 2020, No. 5555, enacted by the Township under the Act as revised, re-enacted or consolidated from time to time and any successor bylaws;

"**Development Works Agreement Bylaw**" means Bylaw 2021 No. 5624 enacted by the Township under the Act as such bylaw is revised, re-enacted or consolidated from time to time;

"**Estimated Cost of the Works**" means the estimated Capital Cost of the entire Works. The Estimated Cost of the Works for Bylaw 2021 No. 5624 is $34,403,842.19;

"**General Manager of Engineering**" means the General Manager of Engineering for the Township or his designate;

"**Owner**" and "**Owners**" means each of the registered owners from time to time of a Benefiting Parcel;

"**Servicing Agreement**" means a servicing agreement in form and substance acceptable to the General Manager of Engineering executed by the Developer with respect to the construction and provision of the Works;

"**Specified Charge**" means $566,255.41 per Net Developable Hectare for each Benefiting Parcel located within the Benefiting Area, plus interest calculated in accordance with Section 5;

"**Term**" means the period of time that this Agreement is in effect as specified in Section 6;

"**Works**" means the Drainage Works including the DCC portion and related appurtenances described in Schedule "C".

2. AREA SUBJECT OF AGREEMENT

The Benefiting Area is the subject of this Agreement

3. CONSTRUCTION OF DRAINAGE

The Developer shall, at its sole cost and expense, construct and provide the Works in accordance with the Servicing Agreement.

4. DRAINAGE COSTS

(a) Upon development of a Benefiting Parcel during the Term, the Owner of that Benefiting Parcel shall pay to the Township the Specified Charge payable with respect to that development;

(b) The Specified Charge shall be payable to Township in accordance with the terms of the Development Works Agreement Bylaw;

(c) If a Specified Charge is payable, Council, an Approving Officer, a building inspector or other municipal authority may, but is not obligated to, approve a subdivision plan, strata plan, building permit, development permit, development variance permit or zoning bylaw necessary for the development of a Benefiting Parcel, or do any other thing necessary for the development of a Benefiting Parcel until the Specified Charge has been paid;

(d) After completion of the construction of the Works and in accordance with the Servicing Agreement and to the satisfaction of the General Manager of Engineering, the Developer’s engineer or an engineer appointed by the Township shall calculate and submit to the General Manager of Engineering for approval, the Actual Capital Cost of the Works.

(e) The Township is not responsible for financing any part of the design or construction of the Works;

(f) In consideration of the satisfactory completion of the construction of the Works by the Developer, to the acceptance of the General Manager of Engineering without incurring any cost to the Township, the Township agrees to collect from each Owner of a Benefiting Parcel the Specified Charges levied in accordance with the terms of the Development

Works Agreement Bylaw;

(g) Subsequent to the completion of the construction of the Works in accordance with the Servicing Agreement to the acceptance of the General Manager of Engineering and the approval of the Actual Capital Cost of the Works, the Township shall pay to the Developer, at the beginning of the next calendar year and each calendar year thereafter, the Specified Charges collected from the previous year in respect of the development of Benefiting Parcels. The Township, at its sole discretion, may make partial payments at any time during a calendar year. The Township shall have no further obligation to the Developer to make any other payment pursuant to this Agreement. The Developer agrees that any interest earned by the Township on Specified Charges from the date of their collection to the date of their payment to the Developer shall be retained by the Township in consideration of the Township costs of administering this Agreement. If the said payments are returned to the Township unclaimed by the Developer and if the Township is unable to locate the Developer after all reasonable efforts, then the Township shall hold all monies collected until the expiry of this Agreement. After the expiry of this Agreement, all such unclaimed funds shall be retained forever by the Township; and

(h) In the event of the assignment or transfer of the rights of the Developer under Section 4(g), the Township shall pay any benefits accruing thereunder, after notice, to such successor of the Developer as the Township, in its judgment, deems entitled to such benefits; and in the event of conflicting demands being made upon the Township for benefits accruing under this Agreement, then the Township may at its option commence an action in interpleader joining any party claiming rights under this Agreement, or other parties which the Township believes to be necessary or proper, and the Township shall be discharged from further liability upon payment to the person or persons whom any court having jurisdiction of such interpleader action shall determine, and in such action the Township shall be entitled to recover its legal fees and costs, which fees and costs shall constitute a lien upon all funds accrued or accruing pursuant to this Agreement.

5. INTEREST

(a) Interest will be calculated from the later of the date the construction of the Works is completed and one year after the adoption of this bylaw to the date the Specified Charge is paid at a rate of 3.95% per annum calculated annually in advance.

6. TERM

(a) The term of this Agreement shall commence upon the adoption of the Development Works Agreement Bylaw and shall expire on the earlier of:

i) fifteen (15) years from the date of the adoption of the Development Works Agreement Bylaw; and
ii) upon the Developer receiving the maximum Specified Charges imposed upon the Benefiting Area pursuant to the Development Works Agreement Bylaw;

(b) The Developer covenants and agrees that no Specified Charges shall be due and payable to the Developer subsequent to the expiration of the Term.

The benefits and obligations of this Agreement shall come into force upon the adoption of the Development Works Agreement Bylaw.

7. LATECOMER CHARGES

(a) The Developer covenants and agrees that it will not apply for nor enter into any latecomer agreements with the Township with respect to the Works and the Developer hereby releases and discharges the Township, its officers, employees, servants and agents and covenants and agrees to indemnify and save harmless the Township, its officers, employees, servants and agents from and against all damages, losses, costs, actions, causes of action, claims, demands and expenses (including legal fees and litigation) which may arise or accrue to any person, firm or corporation against the Township, its officers, employees, servants and agents for which the Township, its officers, employees, servants and agents may pay, incur, sustain or be put to by reason of the application of Section 507 of the Local Government Act as amended from time to time to the Works.

8. INDEMNITY

The Developer covenants and agrees to indemnify and save harmless the Township against:

(a) all actions and proceedings, costs, damages, expenses, claims and demands whatsoever and by whomsoever brought by reason of the construction, installation, maintenance or repair of the Works; and

(b) all expenses and costs which may be incurred by reason of the construction, installation, maintenance or repair of the Works.

9. MUNICIPAL COSTS

The Developer shall pay to the Township, by cash or bank draft, prior to the Township executing this Agreement, a fee of $15,000 for the preparation, registration and administration of this Agreement.

10. NOTICES

(a) Any notice, demand, acceptance or request required to be given hereunder in writing shall be deemed to be given if either personally delivered or mailed by registered mail, postage prepaid (at any time other than during a general discontinuance of postal services due to a strike, lockout or otherwise) and addressed to the Developer at the following address:

Mitchell Williams Pond DWA Inc.
Suite 200 – 17650 66 Avenue
Surrey, BC V3S 4S4

and to the Township as follows:

The Corporation of the Township of Langley
20338 – 65 Avenue
Langley, BC V2Y 3J1
Attention: Manager of Development Engineering

Or such change of address as the Township has, by written notification, forwarded to the other parties.

(b) Any notice shall be deemed to have been given to and received by the party to which it is addressed:

i) if delivered, on the date of delivery; or
ii) if mailed, then on the fifth (5^{th}) day after the mailing thereof.

11. BINDING ON SUCCESSORS

(a) It is hereby agreed by and between the parties hereto that this Agreement shall be enforceable by and against the parties, their successors and assigns.

(b) The Developer shall not assign or transfer their interest in this Agreement without the prior written consent of the Township which consent may be arbitrarily withheld.

12. ENTIRE AGREEMENT

This Agreement constitutes the entire Agreement between the parties hereto with respect to the subject matter hereof and supersedes any prior Agreements, undertakings, declarations or representations, written or verbal, in respect thereof.

13. LAWS OF BRITISH COLUMBIA

This Agreement shall be interpreted under and is governed by the applicable laws of Canada and the Province of British Columbia.

14. SCHEDULES

The Schedules attached hereto, which form part of this Agreement, are as follows:

(a) Schedule "A" – List of Benefiting Parcels;
(b) Schedule "B" – Map of Benefiting Area;
(c) Schedule “C” – Description of the Works;

IN WITNESS WHEREOF the parties hereto have executed this contract the day and year first above written.

FOR CORPORATE BODY	SIGNED BY:	)
		)
	_____	)
		)
	In the presence of:	)
	(witness):	)
	Signature _____	)
	Name _____	)
	Address _____	)
	Occupation _____	)
FOR THE CORPORATION OF THE TOWNSHIP OF LANGLEY	SIGNED BY GENERAL MANAGER, ENGINEERING & COMMUNITY DEVELOPMENT	)
	For and on behalf of	)
	THE CORPORATION OF THE	)
	TOWNSHIP OF LANGLEY	)
		)
	_____	)
	GENERAL MANAGER, ENGINEERING & COMMUNITY DEVELOPMENT	)
		)
	SIGNED BY TOWNSHIP CLERK	)
	For and on behalf of	)
	THE CORPORATION OF THE	)
	TOWNSHIP OF LANGLEY	)
		)
	_____	)
	TOWNSHIP CLERK	)
		)
	In the presence of:	)
	(as to both Township signatures)	)
		)
	_____	)
	Name:	)
	Address:	)
	Occupation:	)

SCHEDULE "A"
LIST OF BENEFITING PARCELS

Map ID	PID	Civic	Short Legal	Net Dev Ha.
1	027-538-516	21305 83 AVENUE	LT 17, SEC 25, TWP 8, NWD, PL BCP36639	0.68
2	001-801-350	21341 83 AVENUE	LT 12, SEC 25, TWP 8, NWD, PL NWPNWP2758	0.86
3	009-275-622	21373 83 AVENUE	SEC 25, TWP 8, NWD, PL NWP23602	0.68
4	015-022-366	21427 83 AVENUE	LT V, SEC 25, TWP 8, NWD, PL NWP23602	0.49
5	002-412-110	21443 83 AVENUE	LT W, SEC 25, TWP 8, NWD, PL NWP23602	0.33
6	010-733-159	21476 83 AVENUE	SEC 25, TWP 8, NWD, PL NWPNWP2758	1.01
7	010-733-191	21422 83 AVENUE	SEC 25, TWP 8, NWD, PL NWPNWP2758	1.01
8	031-144-721	N/A	LT 3, SEC 25, TWP 8, NWD, PL EPP86150	13.85
9	031-144-713	N/A	LT 2, SEC 25, TWP 8, NWD, PL EPP86150	1.68
10	031-144-756	N/A	LT 5, SEC 25, TWP 8, NWD, PL EPP86150	2.30
11	031-144-730	N/A	LT 4, SEC 25, TWP 8, NWD, PL EPP86150	8.51
12	011-971-762	7993 216 STREET	SEC 24, TWP 8, NWD, PL NWP1098	0.88
13	011-971-771	21536 80 AVENUE	SEC 24, TWP 8, NWD, PL NWP1098	0.93
14	011-826-771	7941 216 STREET	SEC 24, TWP 8, NWD, PL NWP1098	0.91
15	011-971-801	7913 216 STREET	SEC 24, TWP 8, NWD, PL NWP1098	0.91
16	011-971-746	21480 80 AVENUE	SEC 24, TWP 8, NWD, PL NWP1098	0.93
17	011-971-738	21456 80 AVENUE	SEC 24, TWP 8, NWD, PL NWP1098	0.94
18	011-971-720	21446 80 AVENUE	SEC 24, TWP 8, NWD, PL NWP1098	0.94
19	011-971-690	21406 80 AVENUE	SEC 24, TWP 8, NWD, PL NWP1098	0.94
20	018-450-245	21392 80 AVENUE	LT A, SEC 24, TWP 8, NWD, PL LMP12423	0.85
21	018-450-253	21350 80 AVENUE	LT B, SEC 24, TWP 8, NWD, PL LMP12423	0.92
22	004-989-376	21314 80 AVENUE	SEC 24, TWP 8, NWD, PL NWP12105	1.87

Map ID	PID	Civic	Short Legal	Net Dev Ha.
23	004-399-501	21264 80 AVENUE	SEC 24, TWP 8, NWD, PL NWP12105	1.87
24	006-154-492	21216 80 AVENUE	LT 1, SEC 24, TWP 8, NWD, PL NWP1098	0.55
25	011-992-867	21247 78 AVENUE	SEC 24, TWP 8, NWD, PL NWP1098	2.18
26	011-992-875	21277 78 AVENUE	LT 15, SEC 24, TWP 8, NWD, PL NWP1098	0.46
27	002-618-249	21321 78 AVENUE	LT 14, SEC 24, TWP 8, NWD, PL NWP1098	0.28
28	031-144-764	N/A	LT 6, SEC 25, TWP 8, NWD, PL EPP86150	N/A
29	031-144-705	N/A	LT 1, SEC 25, TWP 8, NWD, PL EPP86150	4.18
30	000-655-112	21214 82 AVENUE	LT 24, SEC 25, TWP 8, NWD, PL NWP68078	1.01

SCHEDULE "B"
MAP OF BENEFITING AREA



BENEFITING AREAS

AREA	ADDRESS	NET DEVELOPABLE AREA (Ha)
1	21305 83 Avenue	0.68
2	21341 83 Avenue	0.86
3	21373 83 Avenue	0.68
4	21427 83 Avenue	0.49
5	21443 83 Avenue	0.33
6	21476 83 Avenue	1.01
7	21422 83 Avenue	1.01
8	031-144-721	13.85
9	031-144-713	1.68
10	031-144-756	2.30
11	031-144-730	8.51
12	7993 216 Street	0.88
13	21536 80 Avenue	0.93
14	7941 216 Street	0.91
15	7913 216 Street	0.91
16	21480 80 Avenue	0.93
17	21456 80 Avenue	0.94
18	21446 80 Avenue	0.94
19	21406 80 Avenue	0.94
20	21392 80 Avenue	0.85
21	21350 80 Avenue	0.92
22	21314 80 Avenue	1.87
23	21264 80 Avenue	1.87
24	21216 80 Avenue	0.55
25	21247 78 Avenue	2.18
26	21277 78 Avenue	0.46
27	21321 78 Avenue	0.28
28	POND	2.90
29	031-144-705	4.18
30	21214 82 Avenue	1.01
SUB-TOTALS		55.85

DWA CATCHMENT AREAS

LEGEND
- CATCHMENT BOUNDARY
- EXCLUDED LANDS (GREENWAY, ETC)
- FRONT ENDER'S LANDS
- BENEFITING LANDS

McElhanney
SUITE 2300 - CENTRAL CITY TOWER
13450 102 AVENUE, SURREY, BC
V3T 5X3
P: 604-596-0391
F: 604-584-5050

This drawing and design is the property of McElhanney Consulting Services Ltd. and shall not be used, reused or reproduced without the consent of the said company. McElhanney Consulting Services Ltd. will not be held responsible for the improper or unauthorized use of this drawing and design.

Scale: 1:5000
Date: Oct. 07, 2021
Job No.: 2111-03116-02
TOL Project No.: 08-25-0098

SCHEDULE "C"
DESCRIPTION OF THE WORKS

Construction of a community stormwater detention facility of approximately 34,000 m^3 over a lot area of approximately 2.9 ha., with related stormwater mains, manholes, and other appurtenances, including a 3.6 m x 3.6 m concrete box flow control chamber, having an estimated cost of approx. $34 million (including land), all in accordance with the Township of Langley Subdivision and Development Servicing Bylaw, per design drawings numbered

- 2111-03116; sheets 1 to 8 inclusive, prepared by McElhanney Consultants Ltd. dated October 2019.

- 19-163 sheets L1 to L6 inclusive, prepared by PMG Landscape Architects dated February 11, 2021.

Applicable DCC Project ID Number from Development Cost Charge Bylaw 2020 No. 5555 related to the works is as follows:

DCC Project ID Number	Description
18 D 049	Detention Pond

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (DEOL) BYLAW 2021 NO. 5743

EXPLANATORY NOTE

Bylaw 2021 No. 5743 rezones the property located at 6869 – 210 Street from Suburban Residential Zone SR-2 to Comprehensive Development Zone CD-131 to accommodate 19 Townhouse units.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (DEOL) BYLAW 2021 NO. 5743

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 (Deol) Bylaw 2021 No. 5743”.

2. The “Township of Langley Zoning Bylaw 1987 No. 2500” as amended is further amended by rezoning the lands described as:

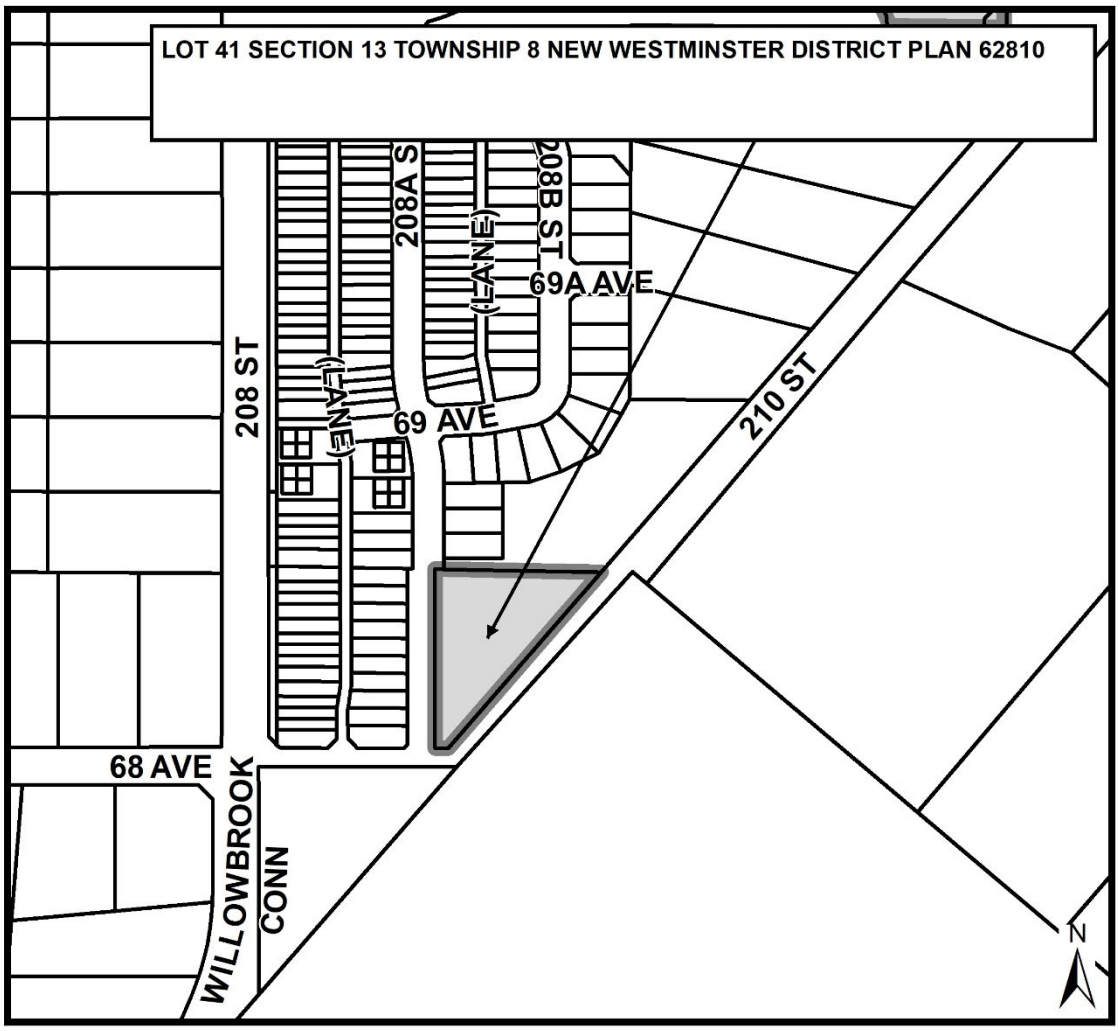
   Lot 41 Section 13 Township 8 New Westminster District Plan 62810

   as shown delineated on Schedule “A” attached to and forming part of this Bylaw to Comprehensive Development Zone CD-131.

READ A FIRST TIME the	04	day of	October	, 2021
READ A SECOND TIME the	04	day of	October	, 2021
NOTICE WAS ADVERTISED the	7, 14	day of	October	, 2021
READ A THIRD TIME the		day of		, 2021
ADOPTED the		day of		, 2021

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 5743



Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED: OCTOBER 4, 2021 - REGULAR MEETING
FROM: COMMUNITY DEVELOPMENT DIVISION
SUBJECT: REZONING APPLICATION NO. 100603 AND DEVELOPMENT PERMIT APPLICATION NO. 101160 (DEOL / 6869 - 210 STREET)

REPORT: 21-109
FILE: 08-13-0084

PROPOSAL:

Application to rezone a 0.46 ha (1.14 ac) property located at 6869 – 210 Street to Comprehensive Development Zone CD-131 and issue a Development Permit to facilitate development of 19 townhouse units.

RECOMMENDATION SUMMARY:

That Council give first and second reading to Bylaw No. 5743 subject to 11 development prerequisites being satisfied prior to final reading; that Council authorize issuance (at time of final reading of Bylaw No. 5743) of Development Permit No. 101160; and that staff be authorized to proceed with the written submission opportunity.

RATIONALE:

The proposed development is consistent with the Northeast Gordon Estate Neighbourhood Plan's overall objectives.



RECOMMENDATIONS:

That Council give first and second reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Deol) Bylaw 2021 No. 5743, rezoning a 0.46 ha (1.14 ac) property located at 6869 – 210 Street to Comprehensive Development Zone CD-131 to facilitate the development of 19 townhouse units, subject to the following development prerequisites being satisfied to the acceptance of the Township of Langley General Manager of Engineering and Community Development, unless otherwise noted, 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 and Northeast Gordon Estate Engineering Services Plan;
2. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw;
3. Provision of road dedications, widenings, and necessary traffic improvements for 210 Street and 208A Street, in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Northeast Gordon Estate Neighbourhood Plan, and the Street Trees and Boulevard Plantings Policy;
4. Construction of the Urban/ALR Interface within the 210 Street road dedication, including final acceptance of the greenway landscape design plans, sidewalk/trail alignment, signage, landscape details and security in accordance with the provisions of the Northeast Gordon Estate Neighbourhood Plan;
5. Provision of a final tree management plan incorporating tree retention, replacement, protection details, and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection);
6. Compliance with Age Friendly Amenity Area requirements;
7. Registration of restrictive covenants acceptable to the Township:
    a. Identifying the units (minimum 5% for townhouses) required to incorporate the Adaptable Housing Requirements;
    b. Prohibiting parking on internal strata roadways (other than in clearly identified parking spaces);
    c. Prohibiting garages from being developed for purposes other than parking of vehicles and prohibiting the development of secondary suites within individual townhouse units;
    d. Notifying property owners of the proximity of the ALR and of the potential for sound, odour, and airborne impact from natural farm activities;
    e. Securing the 7.5m wide ALR buffer along the east property line;
8. Provision of a 7.5m wide ALR buffer along the east property line;
9. Provision of improvements and upgrades to the existing community detention pond facility north of the subject site;
10. Compliance with the Community Amenity Contributions Policy, Willoughby Arterial Roads Completion and Amenity Policy, and the requirements of the 208 Street Area Greenway Amenity Policy;
11. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Development Engineering and Green Infrastructure Service fees, Development Works Agreement (DWA) and Latecomer charges, and compliance with the Township's 5% Neighbourhood Park Land Acquisition Policy;

That Council at time of final reading of Rezoning Bylaw No. 5743, authorize issuance of Development Permit No. 101160 subject to the following conditions:

a. Building plans being in compliance with Attachment A - Schedule "A"; and
b. Landscape plans being in substantial compliance with Attachment A – Schedule "B" and in compliance with the Township's Street Tree and Boulevard Planting Policy and Age Friendly Amenity Area requirements.

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

a. Payment of supplemental Development Permit application fees, applicable Development Cost Charges, and Building Permit administration fees;
b. Landscaping and boulevard treatment being secured by letter of credit at the Building Permit stage;
c. Tree retention, replacement and protection in compliance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) being secured by letter of credit, including payment of associated administration fees;
d. Written confirmation from owner and landscape architect or arborist that the tree protection fencing identified in the tree management plan is in place; and
e. Submission of a site specific on-site servicing and stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw, and an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw, to the acceptance of the Township of Langley General Manager of Engineering and Community Development;

That Council authorize staff to proceed with the written submission opportunity notice prior to Council's consideration of third reading of Rezoning Bylaw No. 5743 in conjunction with proposed Development Permit No. 101160.

EXECUTIVE SUMMARY:

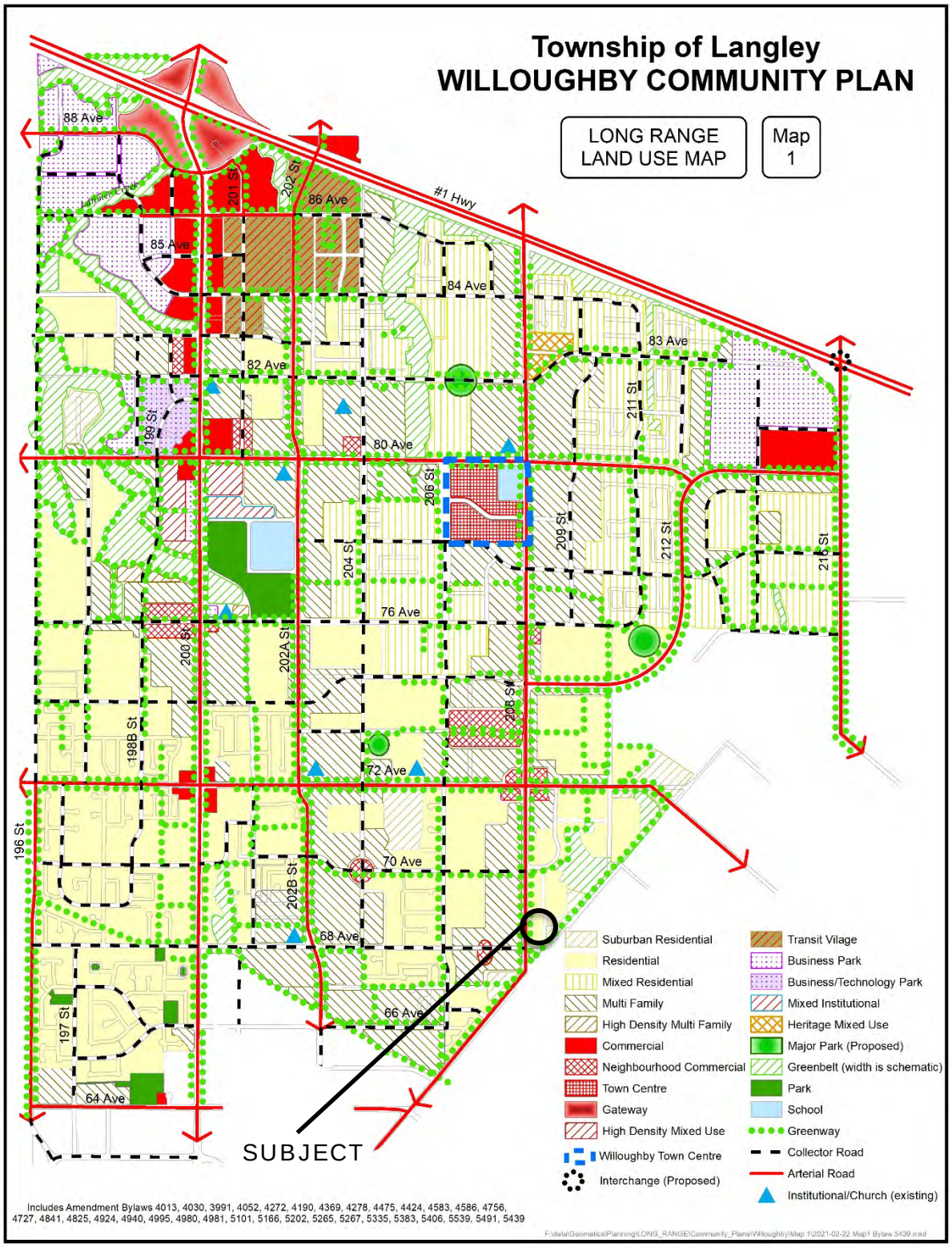
Paul Deol has applied to rezone 0.46 ha (1.14 ac) of land located at 6869 – 210 Street to Comprehensive Development Zone CD-131 to facilitate development of 19 townhouse units.

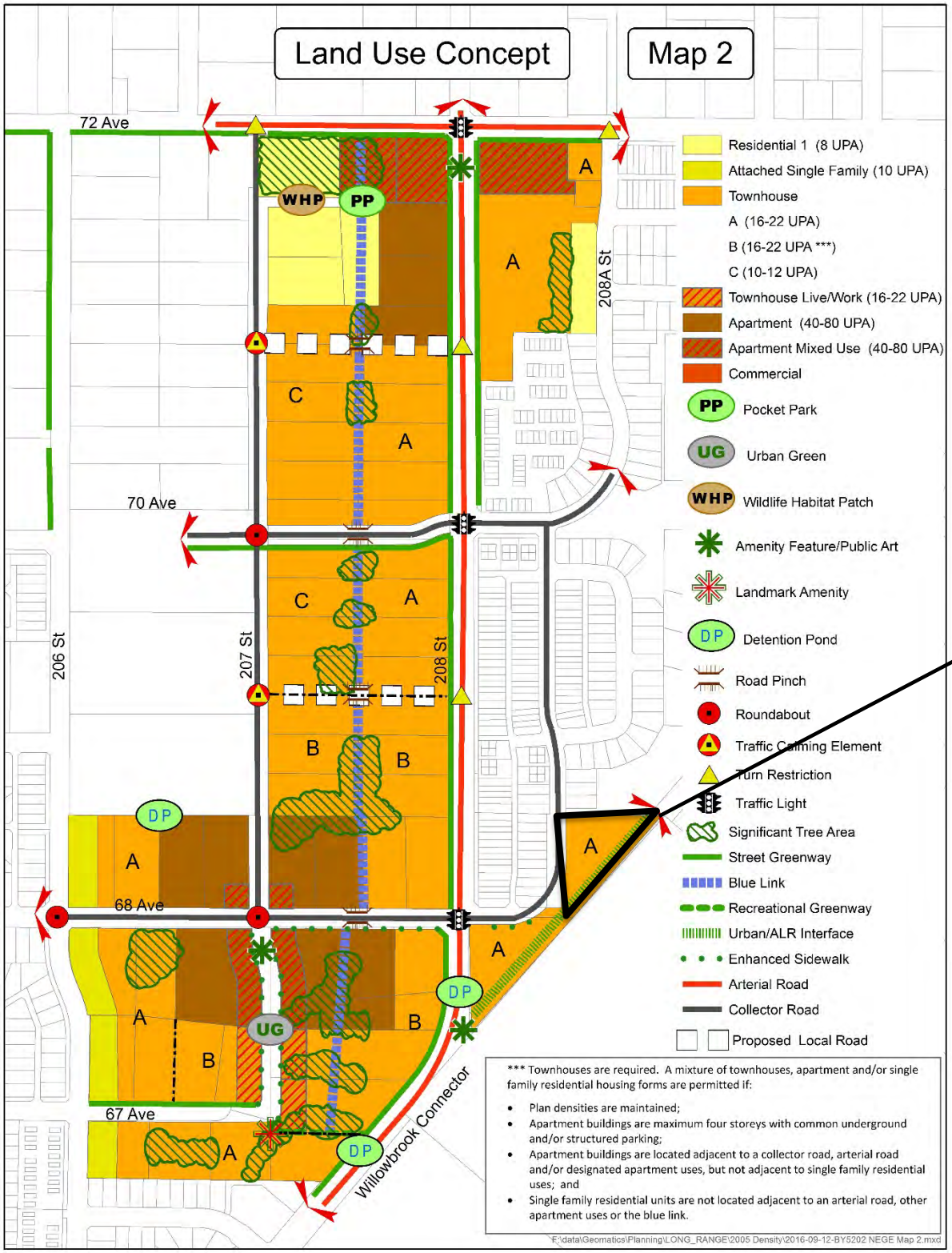
A Development Permit for the site is being processed in conjunction with the rezoning application to provide Council the opportunity to review the form and character of the proposed development.

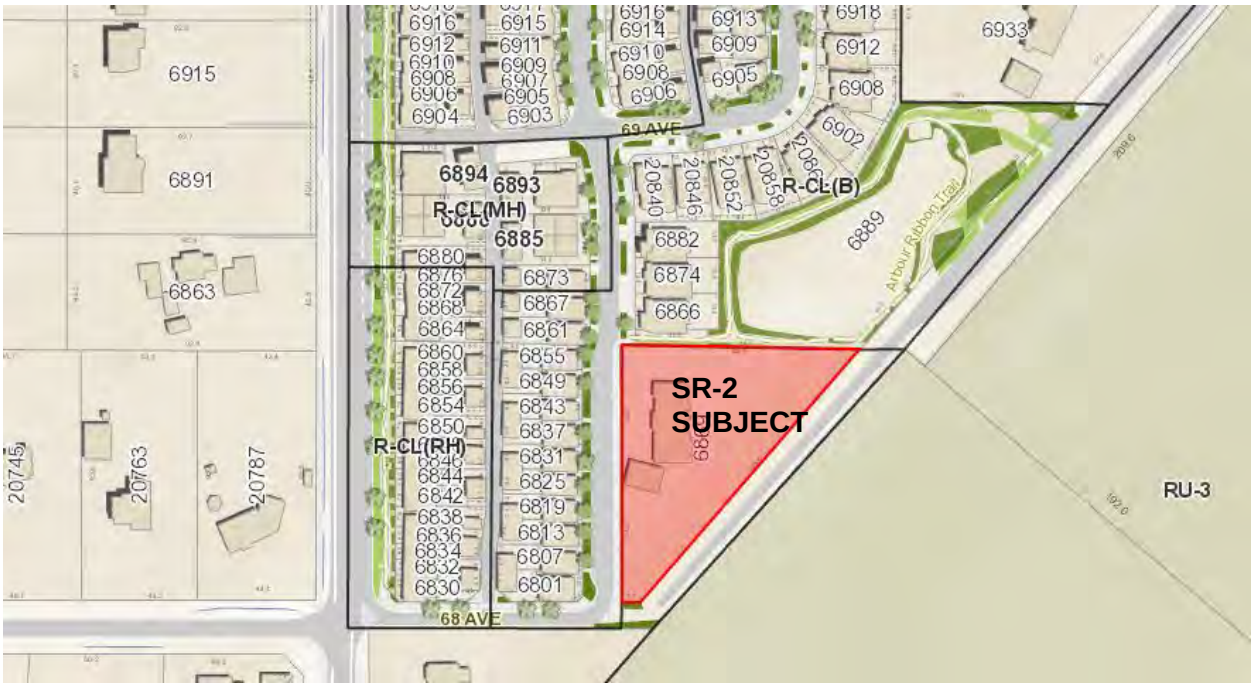
The proposal is consistent with the overall objectives of the Northeast Gordon Estate Neighbourhood Plan. Staff recommend that Council consider the rezoning request, subject to the completion of 11 development prerequisites. Staff also recommend that Council authorize issuance (at time of final reading of Bylaw No. 5743) of Development Permit No. 101160.

PURPOSE:

The purpose of this report is to advise and make recommendations to Council with respect to Rezoning Bylaw No. 5743 and Development Permit No. 101160.


Township of Langley
WILLOUGHBY COMMUNITY PLAN
LONG RANGE LAND USE MAP
Map 1
#1 Hwy
88 Ave
86 Ave
85 Ave
84 Ave
83 Ave
82 Ave
80 Ave
76 Ave
72 Ave
70 Ave
68 Ave
66 Ave
64 Ave
199 St
201 St
202 St
204 St
206 St
208 St
209 St
211 St
212 St
216 St
200 St
202A St
198B St
196 St
202B St
197 St
SUBJECT
Suburban Residential
Residential
Mixed Residential
Multi Family
High Density Multi Family
Commercial
Neighbourhood Commercial
Town Centre
Gateway
High Density Mixed Use
Willoughby Town Centre
Interchange (Proposed)
Transit Vilage
Business Park
Business/Technology Park
Mixed Institutional
Heritage Mixed Use
Major Park (Proposed)
Greenbelt (width is schematic)
Park
School
Greenway
Collector Road
Arterial Road
Institutional/Church (existing)
Includes Amendment Bylaws 4013, 4030, 3991, 4052, 4272, 4190, 4369, 4278, 4475, 4424, 4583, 4586, 4756, 4727, 4841, 4825, 4924, 4940, 4995, 4980, 4981, 5101, 5166, 5202, 5265, 5267, 5335, 5383, 5406, 5539, 5491, 5439


Land Use Concept
Map 2
72 Ave
70 Ave
68 Ave
67 Ave
206 St
207 St
208 St
208A St
Willowbrook Connector
SUBJECT
WHP
PP
UG
DP
A
B
C
Residential 1 (8 UPA)
Attached Single Family (10 UPA)
Townhouse
A (16-22 UPA)
B (16-22 UPA ***)
C (10-12 UPA)
Townhouse Live/Work (16-22 UPA)
Apartment (40-80 UPA)
Apartment Mixed Use (40-80 UPA)
Commercial
Pocket Park
Urban Green
Wildlife Habitat Patch
Amenity Feature/Public Art
Landmark Amenity
Detention Pond
Road Pinch
Roundabout
Traffic Calming Element
Turn Restriction
Traffic Light
Significant Tree Area
Street Greenway
Blue Link
Recreational Greenway
Urban/ALR Interface
Enhanced Sidewalk
Arterial Road
Collector Road
Proposed Local Road
*** Townhouses are required. A mixture of townhouses, apartment and/or single family residential housing forms are permitted if:
Plan densities are maintained;
Apartment buildings are maximum four storeys with common underground and/or structured parking;
Apartment buildings are located adjacent to a collector road, arterial road and/or designated apartment uses, but not adjacent to single family residential uses; and
Single family residential units are not located adjacent to an arterial road, other apartment uses or the blue link.
F:\data\Geomatics\Planning\LONG_RANGE\2005 Density\2016-09-12-BY5202 NEGE Map 2.mxd



ZONING BYLAW NO. 2500

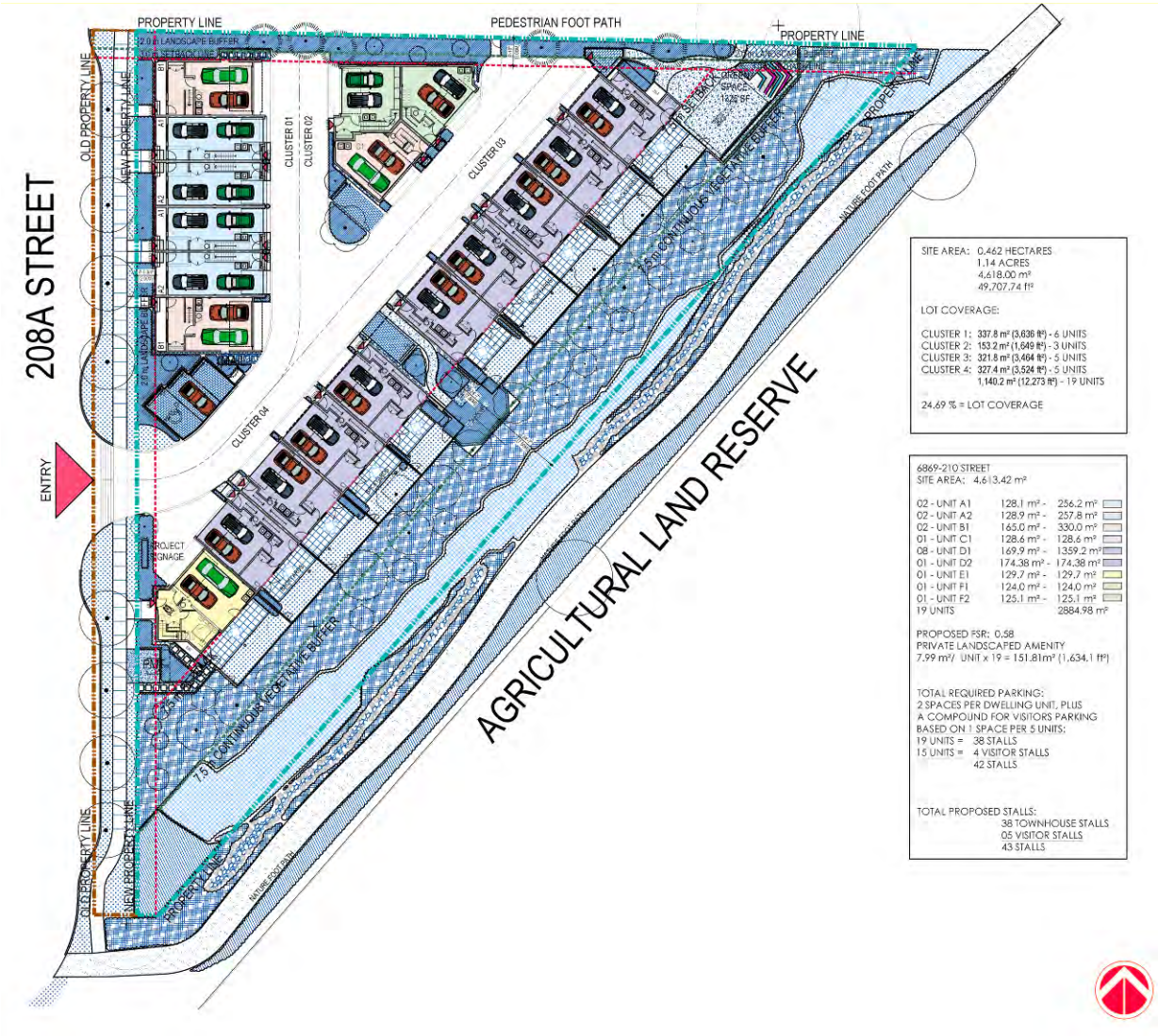


3D VIEW: 208A STREET SOUTH EAST



3D VIEW: 208A STREET NORTH EAST AT ENTRANCE

RENDERINGS – SUBMITTED BY APPLICANT



SITE PLAN – SUBMITTED BY APPLICANT

REFERENCE:

Owner / Agent:	Paul Deol 6869 – 210 Street Langley, BC V2Y 2R7
Legal Description:	Lot 41 Section 13 Township 8 NWD Plan 62810
Location:	6869 – 210 Street
Area:	0.46 ha (1.14 ac)
Existing Zoning:	Suburban Residential Zone SR-2
Proposed Zoning:	Comprehensive Development Zone CD-131
Willoughby Community Plan:	Residential
Northeast Gordon Estate Neighbourhood Plan:	Townhouse A (40 – 54 UPH / 16 – 22 UPA)

BACKGROUND/HISTORY:

The subject property is currently one (1) of three (3) remaining development properties on the east side of 208 Street within the density review area of the Northeast Gordon Estate Neighbourhood Plan. The subject site borders the Agricultural Land Reserve (ALR) to the east and the developed neighbourhood to the north and west. The property accommodates a single family residence accessed via 210 Street. The proposed development site is zoned Suburban Residential SR-2 and designated Townhouse A in the Northeast Gordon Estate Neighbourhood Plan.

DISCUSSION/ANALYSIS:

Paul Deol has applied to rezone a 0.46 ha (1.14 ac) property located at 6869 – 210 Street to accommodate development of 19 townhouse units. The applicant has also applied for a development permit for the site to be processed in conjunction with the rezoning application to provide Council the opportunity to review the form, character, and siting of the development.

The application proposes an overall gross density of 41 UPH (16.6 UPA), which complies with the density provisions of the Northeast Gordon Estate Neighbourhood Plan (40 to 54 UPH (16 to 22 UPA)).

Adjacent Uses:

North:	A property accommodating a community detention pond, beyond which is a single family lot zoned Residential Compact Lot Zone R-CL(B), designated Suburban Bonus Density 1 in the Northeast Gordon Estate Neighbourhood Plan;
South:	A 0.65 ha (1.6 ac) residential property zoned Suburban Residential Zone SR-2, designated Townhouse A in the Northeast Gordon Estate Neighbourhood Plan;
East:	210 Street, beyond which is a 40 ha (99 ac) property located within the ALR, zoned Rural Zone RU-3, designated Agriculture/Countryside in the Rural Plan;
West:	208A Street, beyond which are single family residential lots zoned Residential Compact Lot Zone R-CL(B), designated Residential Bonus Density in the Northeast Gordon Estate Neighbourhood Plan.

Zoning Amendment:

The subject development site is currently zoned Suburban Residential Zone SR-2. Bylaw No. 5743 proposes to rezone the site to Comprehensive Development Zone CD-131 to facilitate development of 19 townhouse units. The project complies with the provisions of the site's proposed Comprehensive Development Zone CD-131 zoning in terms of siting, site coverage, parking, height, use, and density.

Public Consultation:

As per Policy 07-164, the applicant held a public meeting on September 1, 2021. Results of the Developer Held Public Information Meeting were compiled and are provided as Attachment E.

Development Permit:

The site is designated a mandatory Development Permit Area to provide Council the opportunity to review the form, character, and siting of any proposed development. The site has been considered in accordance with the existing Residential Development Permit Area Guidelines included in the Willoughby Community Plan (see Attachment B) and Development Permit Area "I" – Agricultural Edge and Escarpment Protection guidelines for the area (Attachment C). Proposed Development Permit No. 101160 is attached to this report as Attachment A. The proponent has submitted building elevations and renderings detailing the form, height, exterior finishing and architectural style, and massing of the proposed townhouse site for Council's consideration.

The townhouse development consists of 19 townhouse units with street-oriented units facing 208A Street and the remainder located internally with the age friendly amenity area sited in the northerly portion of the site.

All units are three (3) storeys with floor areas for individual units ranging from 124 to 170 m^2 (1,334 ft^2 to 1,830 ft^2). The units accommodate second floor living areas (kitchen, dining room, living room, powder room), contain three (3) bedrooms and a mix of tandem (21%) and double car garages.

The street facing elevations feature design elements such as projecting roofs, covered and strongly identifiable entrances. Cladding materials include hardi panel and stone veneer. Variations in colours and materials are proposed to highlight the individual units as well as the architectural features of the buildings. The internal façade's feature an upper and lower deck with privacy glazing panels on the safety railings. The second storey deck wraps the building corners to provide additional outdoor space as well as visual interest. Street facing units are further treated with a projection, extensive glazing, and a hip roof.

The applicant has provided photos, sections, and a view shed analysis attached to this report as Attachment F to demonstrate that the proposed site design, neutral building colours and trees (on and off site) combine to maintain the view of a treed slope from the Milner Valley in compliance with the objectives of the Development Permit Area "I" Guidelines.

Prior to consideration of final reading, the applicant is required to register restrictive covenants securing the required ALR buffer and notifying the future property owners of the proximity to the ALR lands and the potential for sound, odour, and airborne impact from natural farm activities. The proposed building heights (three (3) storeys), site coverage (25%), and siting comply with the requirements of the Comprehensive Development CD-131 zone.

Access and Parking:

Vehicular access is proposed from 208A Street. Pedestrian access will be provided from a greenway along 210 Street and new sidewalks to be constructed along 208A Street.

A total of 43 parking spaces are proposed which meets the minimum requirements of the Zoning Bylaw. A summary of the proposed parking is provided below:

	Parking Spaces Required	Parking Spaces Provided
Residential Spaces (15 side by side garage) (2 spaces required / unit)	30	30
Residential Spaces (4 tandem units) (2.3 spaces required / unit)	9	9
Visitor Parking	4	4
Total	43	43

As a prerequisite of final reading of the rezoning bylaw, the applicant will be required to register a restrictive covenant prohibiting parking on the internal strata roadways and prohibiting garages from being developed for purposes other than the parking of vehicles.

Community Amenity Contributions:

Staff note that the Community Amenity Contributions (CAC) Policy (adopted by Council on July 23, 2018 and subsequently revised on April 15, 2019 and November 18, 2019) is applicable to the subject residential rezoning application. The policy specifies target contribution amounts based on unit types. The applicant has reviewed the policy and has agreed to provide the current target contribution amounts specific to this development which are $5,776 per townhouse unit for a total of $109,744.

Adaptable Housing:

In accordance with Section 3.1.9 of the Township's Official Community Plan, a minimum of 5% of townhouse units shall be provided as adaptable housing. Council has chosen to implement this provision through the adoption and implementation of Schedule 2 – Adaptable Housing Requirements of the Official Community Plan. In compliance with the Official Community Plan, one (1) adaptable unit is proposed in the development. As a prerequisite of final reading of the rezoning bylaw, the applicant will be required to register a restrictive covenant identifying / securing the units required to comply with Schedule 2 – Adaptable Housing Requirements.

School Sites:

School District 35 has provided comments (Attachment D) estimating that the proposed development will ultimately generate approximately five (5) new students for Donna Gabriel Robbins Elementary (located 2.1 km northwest of the site), two (2) students for Peter Ewart Middle School (located approximately 2.3 km northwest of the site), and four (4) students for RE Mountain Secondary School (located approximately 2.1 km northwest of the site). The School District notes that there is currently sufficient capacity within the School District to enroll the students as noted above at the present time.

Landscaping:

The landscape plans (Attachment A – Schedule B) proposes planting trees, shrubs, and groundcovers around the perimeter of the site as well as along the internal roadways and the

common areas. The applicant proposes to provide improvements to the existing community detention pond facility adjacent / north of the subject site. The improvements include a new viewing platform as a community amenity and increased depth / capacity. Provision of the above improvements has been included as a condition of rezoning.

Age Friendly Amenity Area:

Section 111.5 of the Township's Zoning Bylaw requires the provision of 152 m^2 (1,636 ft^2) Age Friendly Amenity areas (8 m^2 per unit) with two (2) centralized amenity spaces totalling 197 m^2 (2,120 ft^2) proposed. Final age friendly amenity area plans are subject to the final acceptance of the Township. This requirement has been included in the list of development prerequisites to be completed prior to final reading of the rezoning bylaw.

Tree Protection/Replacement:

The tree management plans submitted by the applicant indicate that four (4) significant trees exist on the subject site, with one (1) proposed for retention. In accordance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection), a total of 21 replacement trees are required and 30 are proposed. In addition, approximately eight (8) street trees are required along the road frontages (in compliance with the Township's Street Trees and Boulevard Plantings Policy). Post development, approximately 39 trees will be in place. Final tree retention, protection, and replacement plans are subject to the final acceptance of the Township. This requirement has been included in the list of development prerequisites to be completed prior to final reading of the rezoning bylaw.

Greenways:

The Northeast Gordon Estate Neighbourhood Plan requires provision of a 7.5 m (25 ft) wide ALR / Urban Interface buffer along the eastern property line with minimum 35 m (115 ft) building setback. Due to the unique shape of the site and in order to meet minimum densities specified in the plan, the applicant proposes a reduced building setback (25 m (82 ft)), while still achieving the full 7.5 m (25 ft) wide ALR buffer to be secured by restrictive covenant.

Additionally, the applicant has provided a site configuration sensitive to the ALR land interface by including rear yards in addition to the 7.5 m (25 ft) ALR buffer rather than access lanes or garages, which would be less compatible with edge planning objectives. Based on the above, staff do not object to the proposal as the proposed building setback and ALR buffer meet the intent of the Northeast Gordon Estate Neighbourhood Plan while maintaining minimum plan density.

Details of the open space improvements (e.g., required landscaping and fencing including the phasing / treatment / construction of the greenways and municipal trails) are required to be finalized prior to final reading to the acceptance of the Manager of Green Infrastructure Services.

Servicing:

Prior to final reading, improvements to the existing community detention pond will be required in order to accommodate the subject development. The applicant will also be required to dedicate and construct the east half of 208A Street.

The applicant is required to enter into a Servicing Agreement to secure works and services such as construction of road works, greenways, tree replacement, improvements to the existing community stormwater detention pond, and utility upgrades and/or extensions to the acceptance of the Township. Road dedications, widening, and necessary traffic improvements (both on-site

and off-site) will be required in accordance with the Subdivision and Development Servicing Bylaw and the Northeast Gordon Estate Neighbourhood Plan. The applicant will also be required to provide erosion and sediment control measures in accordance with the Erosion and Sediment Control Bylaw, to the acceptance of the Township.

Transit:

Currently, transit service is provided along 208 Street (595 bus) approximately 375 m (1,230 ft^2) northwest of the site.

Environmental Considerations:

The Township's Sustainability Charter includes environmental objectives to protect and enhance rivers, streams, wildlife habitats and environmentally sensitive areas in the Township. These environmental objectives are supported by policy and guidance outlined in the Township's Environmentally Sensitive Areas Study, Wildlife Habitat Conservation Strategy, Schedule 3 of the OCP, Erosion and Sediment Control Bylaw, and Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) which promote sound environmental management practices and outline Township environmental performance expectations. The provision of stormwater management and sediment control measures and compliance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) satisfies the objectives of the Sustainability Charter.

Policy Considerations:

The proposed rezoning and Development Permit applications will facilitate the development of 19 townhouse units. The proposed development complies with the land use and density provisions of the Northeast Gordon Estate Neighbourhood Plan, and in staff's opinion is in compliance with the Development Permit Guidelines of the Willoughby Community Plan.

Staff recommend that Council give first and second reading to Bylaw No. 5743 (subject to 11 development prerequisites) and authorize issuance (at time of final reading of Bylaw No. 5743) of accompanying Development Permit No. 101160 and authorize staff to proceed with the written submission opportunity.

Respectfully submitted,

Daniel Graham
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A	Development Permit No.101160
ATTACHMENT B	Willoughby Development Permit Area B – Residential Guidelines
ATTACHMENT C	Willoughby Community Plan Development Permit Area I – Agricultural Edge and Escarpment Protection Guidelines
ATTACHMENT D	School District 35 Comments
ATTACHMENT E	Developer Led Public Information Meeting
ATTACHMENT F	Agricultural Edge and Escarpment Protection – Applicant Rationale

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Development Permit No. 101160

This Permit is issued this _____ day of _____, 2021 to:

1. NAME: Paul Deol

   ADDRESS: 6869 – 210 Street
   Langley, BC V2Y 2R7

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 41 Section 13 Township 8 NWD Plan 62810
   CIVIC ADDRESS: 6869 – 210 Street

3. This permit is issued subject to compliance with all of the bylaws of the Municipality of Langley applicable thereto, except as specifically varied or supplemented by this permit as follows:

   a. Building plans being in substantial compliance with Attachment A - Schedule “A”; and
   b. Landscape plans being in substantial compliance with Attachment A - Schedule “B” and in compliance with the Township’s Street Tree and Boulevard Planting Policy and Age Friendly Amenity Area requirements.

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

   a. Payment of supplemental Development Permit application fees, applicable Development Cost Charges, and Building Permit administration fees;
   b. Landscaping and boulevard treatment being secured by letter of credit at the Building Permit stage;
   c. Tree retention, replacement and protection in compliance with the Township’s Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) being secured by letter of credit, including payment of associated administration fees;
   d. Written confirmation from owner and landscape architect or arborist that the tree protection fencing identified in the tree management plan is in place; and
   e. Submission of a site specific on-site servicing and stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw, and an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw, to the acceptance of the Township of Langley General Manager of Engineering and Community Development.

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 _____, 2021.

Attachments:

SCHEDULE A	Architectural Drawings
SCHEDULE B	Landscape Drawings

TOWNHOUSE RESIDENCES
TOWNSHIP OF LANGLEY, B.C.

PROJECT STATISTICS

REVISION NO. 02			DATE:	03-Jun-21
SITE INFORMATION				
LEGAL DESCRIPTION	LOT 41, SECTION 13, TOWNSHIP 8, NEW WESTMINSTER DISTRICT, PLAN 62810			
CIVIC ADDRESS	6869-210 STREET, TOWNSHIP OF LANGLEY, BC			
ZONING	SR-2		ALLOWED	TBD
SITE AREA - 1.14 ACRES	**49707.74 (ft²)**	**4618.0 (m²)**	**1.5 FAR**	**0.62 FAR**
SITE DATA			**ALLOWED**	**PROPOSED**
SITE COVERAGE			30%	38%
BUILDING HEIGHT	Three Storeys		11.0 m	11.0 m
SETBACKS	Front	14.5 DEDICATION +	9.84' (3.0m)	9.84' (3.0m)
	Side (West)		14.76' (4.5m)	14.76' (4.5m)
	Side (East)		14.76' (4.5m)	14.76' (4.5m)
	Rear (North)	ENVIRO SETBACK	VARIES	VARIES
TOTAL HORIZONTAL PROJECTION				**1,738.1**

PARKING DATA	DESCRIPTION	RATE	# OF UNITS	# OF STALLS
REQUIRED PARKING				**REQUIRED**
	2 Spaces per Unit	2	19	38
	Visitor Parking	0.2	19	4
TOTAL REQUIRED PARKING				**42**
PROPOSED PARKING				**PROPOSED**
	2 Spaces per Unit			38
	Visitor Parking			5
TOTAL PROPOSED PARKING				**43**

GREEN SPACE		**OUTDOOR SPACE**
32.29ft² (3.0m²) / dwelling unit (19)	614 ft² (57m²)	
PRIVATE FENCED YARDS		4,012.1ft² (372.7m²)
PRIVATE DECKS		3,188 ft² (296.2m²)
ENVIRONMENTAL PROTECTION ZONE		4,553.1ft² (423.9m²)

DESCRIPTION

CONTROL MONUMENT: 85h0980

LOT 41, SECTION 13, TOWNSHIP 8, NEW WESTMINSTER DISTRICT, PL NWP62810
CIVIC ADDRESS: INTERSECTION OF 208 STREET & 72 AVENUE

6869 210 STREET, TOWNSHIP OF LANGLEY, BC
V2Y 2R7

DRAWING LIST

ARCHITECTURAL

A0000	COVER SHEET - STATISTICS
A0001	FORM + CHARACTER: 3D SKETCHUP IMAGE
A0002	FORM + CHARACTER: 3D SKETCHUP IMAGE
A0003	FORM + CHARACTER: 3D SKETCHUP IMAGE
A0004	COMMUNITY MAILBOXES
A0100	EXISTING SURVEY PLAN
A0101	CONTEXT PHOTOS
A0102	CONTEXT PHOTOS
A0103	SITE PLAN
A0104	VEHICLE PATHS
A0105	VEHICLE PATHS
A0200	CLUSTER-1 LEVEL 1 & LEVEL 2 PLANS
A0201	CLUSTER-1 LEVEL 3 & ROOF PLANS
A0202	CLUSTER-2 LEVEL 1 & LEVEL 2 PLANS
A0203	CLUSTER-2 LEVEL 3 & ROOF PLANS
A0204	CLUSTER-3 LEVEL 1 & LEVEL 2 PLANS
A0205	CLUSTER-3 LEVEL 3 & ROOF PLANS
A0206	CLUSTER-4 LEVEL 1 & LEVEL 2 PLANS
A0207	CLUSTER-4 LEVEL 3 & ROOF PLANS
A0208	TOWNHOUSE PLANS
A0209	TOWNHOUSE PLANS
A0210	TOWNHOUSE PLANS
A0211	TOWNHOUSE PLANS
A0300	CLUSTER 1 ELEVATIONS
A0301	CLUSTER 1 ELEVATIONS
A0302	CLUSTER 2 ELEVATIONS
A0303	CLUSTER 2 ELEVATIONS
A0304	CLUSTER 3 ELEVATIONS
A0305	CLUSTER 3 ELEVATIONS
A0306	CLUSTER 4 ELEVATIONS
A0307	CLUSTER 4 ELEVATIONS
A0308	MATERIAL BOARD

LANDSCAPE

L01	COVER PAGE
L02	LANDSCAPE PLAN
L03	AMENITY AREA PLAN
L04	PLANTING PLAN
L05	GRADING PLAN
L06	SECTIONS
LD-01	DETAILS
LD-02	DETAILS
LD-03	DETAILS

CONSULTANT LIST

CLIENT
PAUL DEOL
6869 210 STREET
LANGLEY BC V2Y 2R7
TEL.: 604 787 6689
CONT: PAUL DEOL

ARCHITECT
WA ARCHITECTS
301 - 1444 ALBERNI STREET
VANCOUVER B.C. V6G 2Z4
TEL: 604-685-3529
CONT: CARL HUMPHREY
BARRY WEIH

LANDSCAPE
VDZ + A
102-9181 CHURCH STREET
P.O BOX 461
FORT LANGLEY, BC V1M 2R8
TEL.: 604 882 0024
CONT: STEPHEN HELLER

CIVIL ENGINEER
McELHANNEY
13450-102 AVENUE SUITE 2300 CENTRAL
CITY TOWER
SURREY, BC V3T 5X3
TEL: 604 424 4886
CONT: SYDNEY BRADFORD, EIT

FORM + CHARACTER IMAGE



TOWNHOUSE STATISTICS

UNIT TYPE	NO. BED.	NO. BATH.	AREA (ft²) (excluding garage)		UNITS	YARD(ft²)	TOTAL(ft²)	DECK (ft²)	TOTAL	UNITS	%
A1	3	3	1350	2700	2			41	82	2	10.5%
A2	3	3	1360	2720	2			41	82	2	10.5%
B1	3	3	1669	3338	2			103	206	2	10.5%
C1	3	3	1384	1384	1			112	112	1	5.3%
D1	3	3	1807	14456	8	390	3120	250	2000	8	42.1%
D2	3	4	1886	1886	1	390	390	250	250	1	5.3%
E1	4	3	2045	2045	1	502	502	314	314	1	5.3%
F1	2	3	1363	1363	1			97	97	1	5.3%
F2	2	3	1372	1372	1			45	45	1	5.3%
			31264	**31264**	19	1282	4012	1253	3188	19	100.0%

ROOF TERRACES



SITE MAP



LOCATION MAP



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NORTH ARROW:

OWNER/CLIENT:

NO.	ISSUE	Y/M/D
03	REISSUED FOR RZ/DP	21/06/03
02	ISDC COMMENTS RESPONSE	20/10/12
01	INTEGRATED SITE DESIGN CONCEPT	19/04/12

SEAL:

CONSULTANT:

WA ARCHITECTS
VAN 301 - 1444 Alberni Street Vancouver, V6G 2Z4
VIC 104 - 3212 Jacklin Road Victoria, V9B 0J5
604.685.3529 | office@wa-arch.ca | wa-arch.ca

PROJECT NAME:
NORTH EAST GOLDEN, TOWNSHIP OF LANGLEY

PROJECT ADDRESS:
6869 210 STREET, TOWNSHIP OF LANGLEY, BC

DRAWING TITLE:
COVER SHEET

SCHEDULE A
H.1

PROJECT NO: 18013 DRAWN BY: AS
SCALE: REVIEW BY: BW
DWG NO: A0000



3D VIEW: 208A STREET SOUTH EAST

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NORTH ARROW:

OWNER/CLIENT:

NO.	ISSUE	Y/M/D
03	REISSUED FOR RZ/DP	210603
02	ISDC COMMENTS RESPONSE	201012
01	INTEGRATED SITE DESIGN CONCEPT	190412

SEAL:

CONSULTANT:

WA ARCHITECTS
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PROJECT NAME:
NORTH EAST GORDAN, TOWNSHIP OF LANGLEY

PROJECT ADDRESS:
6869 210 STREET,
TOWNSHIP OF LANGLEY, BC

DRAWING TITLE:
FORM + CHARACTER

PROJECT NO: 18013 DRAWN BY: AS
SCALE: REVIEW BY: BW
DWG NO: A0001



3D VIEW: 208A STREET NORTH EAST AT ENTRANCE

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NORTH ARROW:

OWNER/CLIENT:

NO.	ISSUE	Y/M/D
03	REISSUED FOR RZDP	21/06/03
02	ISDC COMMENTS RESPONSE	20/10/12
01	INTEGRATED SITE DESIGN CONCEPT	19/04/12

SEAL:

CONSULTANT:

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PROJECT NAME:
NORTH EAST GORDAN, TOWNSHIP OF LANGLEY

PROJECT ADDRESS:
6869 210 STREET,
TOWNSHIP OF LANGLEY, BC

DRAWING TITLE:
FORM + CHARACTER

PROJECT NO: 18013 DRAWN BY: AS
SCALE: REVIEW BY: BW
DWG NO: A0002



3D VIEW: CLUSTER 04 OUTDOOR SPACES

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NORTH ARROW:

OWNER/CLIENT:

NO.	ISSUE	Y/M/D
03	REISSUED FOR RZDP	210603
02	ISDC COMMENTS RESPONSE	201012
01	INTEGRATED SITE DESIGN CONCEPT	190412

SEAL:

CONSULTANT:

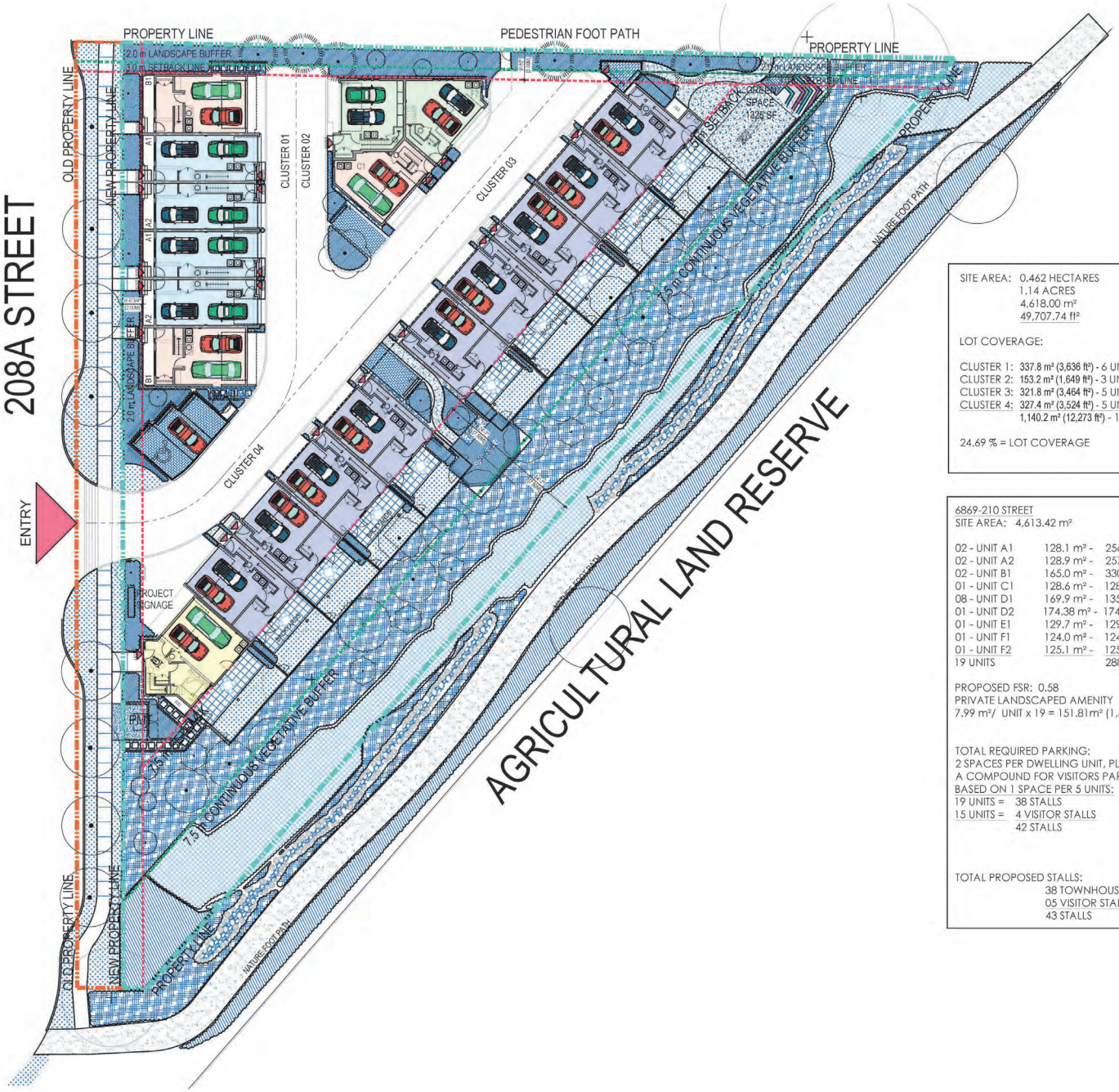
WA ARCHITECTS
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VIC 104 - 3212 Jacklin Road Victoria, V9B 0J5
604.685.3528 | office@wa-arch.ca | wa-arch.ca

PROJECT NAME:
NORTH EAST GORDAN, TOWNSHIP OF LANGLEY

PROJECT ADDRESS:
6869 210 STREET,
TOWNSHIP OF LANGLEY, BC

DRAWING TITLE:
FORM + CHARACTER

PROJECT NO: 18013 DRAWN BY: AS
SCALE: REVIEW BY: BW
DWG NO: A0003



SITE AREA: 0.462 HECTARES
1.14 ACRES
4,618.00 m²
49,707.74 ft²

LOT COVERAGE:

CLUSTER 1: 337.8 m² (3,636 ft²) - 6 UNITS
CLUSTER 2: 153.2 m² (1,649 ft²) - 3 UNITS
CLUSTER 3: 321.8 m² (3,464 ft²) - 5 UNITS
CLUSTER 4: 327.4 m² (3,524 ft²) - 5 UNITS
1,140.2 m² (12,273 ft²) - 19 UNITS

24.69 % = LOT COVERAGE

6869-210 STREET
SITE AREA: 4,613.42 m²

02 - UNIT A1	128.1 m² -	256.2 m²
02 - UNIT A2	128.9 m² -	257.8 m²
02 - UNIT B1	165.0 m² -	330.0 m²
01 - UNIT C1	128.6 m² -	128.6 m²
08 - UNIT D1	169.9 m² -	1359.2 m²
01 - UNIT D2	174.38 m² -	174.38 m²
01 - UNIT E1	129.7 m² -	129.7 m²
01 - UNIT F1	124.0 m² -	124.0 m²
01 - UNIT F2	125.1 m² -	125.1 m²
19 UNITS		2884.98 m²

PROPOSED FSR: 0.58
PRIVATE LANDSCAPED AMENITY
7.99 m²/ UNIT x 19 = 151.81m² (1,634.1 ft²)

TOTAL REQUIRED PARKING:
2 SPACES PER DWELLING UNIT, PLUS
A COMPOUND FOR VISITORS PARKING
BASED ON 1 SPACE PER 5 UNITS:
19 UNITS = 38 STALLS
15 UNITS = 4 VISITOR STALLS
42 STALLS

TOTAL PROPOSED STALLS:
38 TOWNHOUSE STALLS
05 VISITOR STALLS
43 STALLS

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03	REISSUED FOR RZDP	21/06/03
02	ISDC COMMENTS RESPONSE	20/10/12
01	INTEGRATED SITE DESIGN CONCEPT	19/04/12

SEAL:

CONSULTANT:

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VIC 104 - 3212 Jacklin Road Victoria, V9B 0J5
604.685.3528 | office@wa-arch.ca | wa-arch.ca

PROJECT NAME:
NORTH EAST GORDAN, TOWNSHIP OF LANGLEY

PROJECT ADDRESS:
6869 210 STREET.
TOWNSHIP OF LANGLEY, BC

DRAWING TITLE:
SITE PLAN

H.1

PROJECT NO: 18013 DRAWN BY: AS
SCALE: 1/16"=1'-0" REVIEW BY: BW
DWG NO: A0103



1 A0103 CLUSTER 1 – WEST ELEVATION
3/16"=1'-0"



2 A0103 CLUSTER 1 – EAST ELEVATION
3/16"=1'-0"

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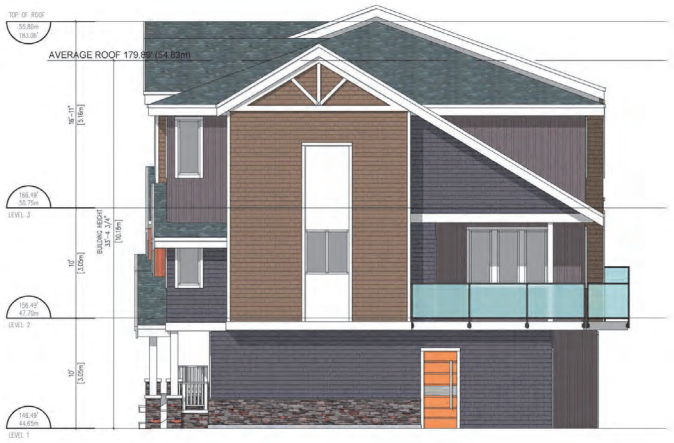
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PROJECT NAME:
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PROJECT ADDRESS:
6869 210 STREET, TOWNSHIP OF LANGLEY, BC

DRAWING TITLE:
ELEVATIONS CLUSTER 01

PROJECT NO: 18013 DRAWN BY: AS
SCALE: 3/16"=1'-0" REVIEW BY: BW
DWG NO: A0300



3 A0103 CLUSTER 1 – SOUTH ELEVATION
3/16"=1'-0"



4 A0103 CLUSTER 1 – NORTH ELEVATION
3/16"=1'-0"

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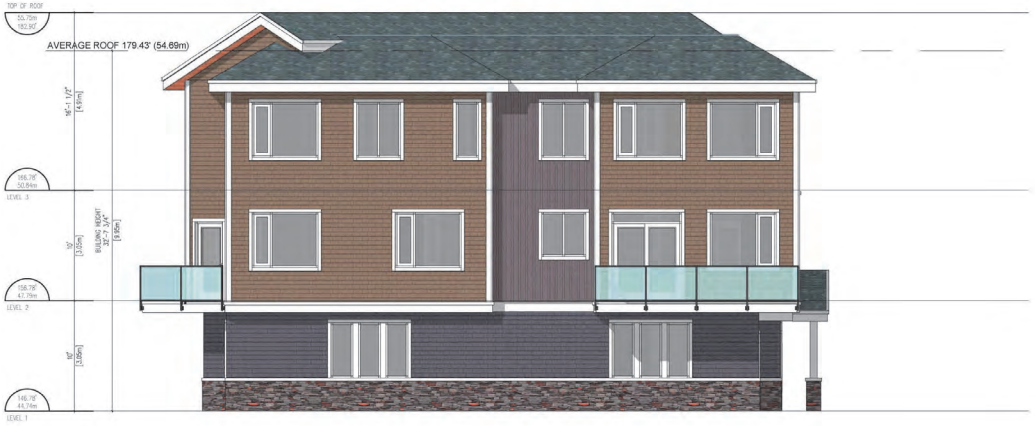
PROJECT ADDRESS:
6869 210 STREET.
TOWNSHIP OF LANGLEY, BC

DRAWING TITLE:
ELEVATIONS CLUSTER 01

PROJECT NO: 18013 DRAWN BY: AS
SCALE: 3/16"=1'-0" REVIEW BY: BW
DWG NO: A0301



1 A0103 CLUSTER 2 – SOUTHEAST ELEVATION
3/16"=1'-0"



2 A0103 CLUSTER 2 – NORTH ELEVATION
3/16"=1'-0"

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OWNER/CLIENT:

NO.	ISSUE	Y/M/D
03	REISSUED FOR RZ/DP	210603
02	ISDC COMMENTS RESPONSE	201012
01	INTEGRATED SITE DESIGN CONCEPT	190412

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PROJECT ADDRESS:
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TOWNSHIP OF LANGLEY, BC

DRAWING TITLE:
ELEVATIONS CLUSTER 02

PROJECT NO: 18013 DRAWN BY: AS
SCALE: 3/16"=1'-0" REVIEW BY: BW
DWG NO: A0302



3 A0103 CLUSTER 2 – WEST ELEVATION
3/16"=1'-0"



4 A0103 CLUSTER 2 – SOUTHWEST ELEVATION
3/16"=1'-0"

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01	INTEGRATED SITE DESIGN CONCEPT	190412

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TOWNSHIP OF LANGLEY, BC

DRAWING TITLE:
ELEVATIONS CLUSTER 02

PROJECT NO: 18013 DRAWN BY: AS
SCALE: 3/16"=1'-0" REVIEW BY: BW
DWG NO: A0303



1 A0103 CLUSTER 3 – NORTHWEST ELEVATION
3/16"=1'-0"



2 A0103 CLUSTER 3 – SOUTHEAST ELEVATION
3/16"=1'-0"

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PROJECT ADDRESS:
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TOWNSHIP OF LANGLEY, BC

DRAWING TITLE:
ELEVATIONS CLUSTER 03

PROJECT NO: 18013 DRAWN BY: AS
SCALE: 3/16"=1'-0" REVIEW BY: BW
DWG NO: A0304



3 A0103 CLUSTER 3 – SOUTHWEST ELEVATION
3/16"=1'-0"



4 A0103 CLUSTER 3 – NORTHEAST ELEVATION
3/16"=1'-0"

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DRAWING TITLE:
ELEVATIONS CLUSTER 03

PROJECT NO: 18013 DRAWN BY: AS
SCALE: 3/16"=1'-0" REVIEW BY: BW
DWG NO: A0305



1 A0103 CLUSTER 4 – NORTHWEST ELEVATION
3/16"=1'-0"



2 A0103 CLUSTER 4 – SOUTHEAST ELEVATION
3/16"=1'-0"

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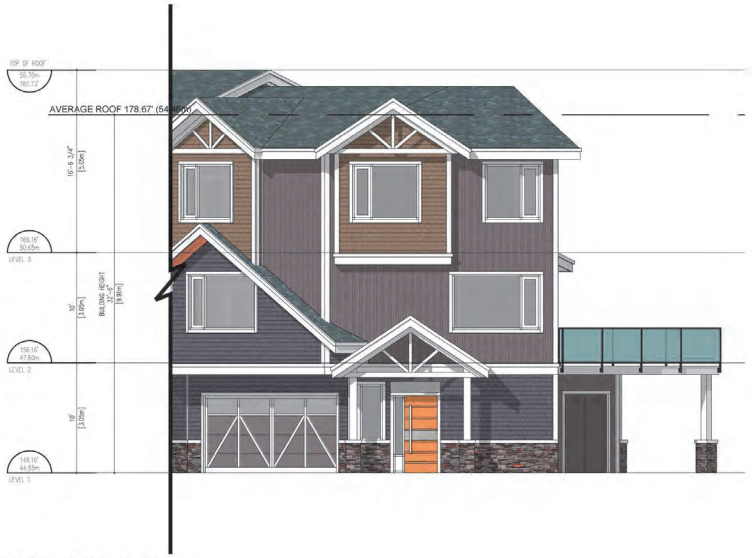
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TOWNSHIP OF LANGLEY, BC

DRAWING TITLE:
ELEVATIONS CLUSTER 04

PROJECT NO: 18013 DRAWN BY: AS
SCALE: 3/16"=1'-0" REVIEW BY: BW
DWG NO: A0306



3 A0103 CLUSTER 4 – WEST ELEVATION
3/16"=1'-0"



4 A0103 CLUSTER 4 – NORTHEAST ELEVATION
3/16"=1'-0"

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DRAWING TITLE:
ELEVATIONS CLUSTER 04

PROJECT NO: 18013 DRAWN BY: AS
SCALE: 3/16"=1'-0" REVIEW BY: BW
DWG NO: A0307



1 CEMENTITIOUS SIDING / STRAIGHT EDGE SHINGLE - DEEP BLUE



2 CEMENTITIOUS SIDING / STRAIGHT EDGE SHINGLE - WOODSTOCK BROWN



3 CEMENTITIOUS SIDING / BOARD & BATTEN - AGED PEWTER



4 LEDGE STONE VENEER - NATURAL



11 RESIDENTIAL ASPHALT SHINGLE - DARK GREY

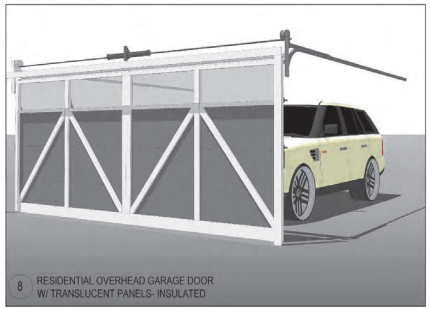




7 RESIDENTIAL VINYL ENTRY DOORS (SOLID + GLAZED)



6 RESIDENTIAL VINYL FRAME WINDOW UNIT - DOUBLE GLAZED



8 RESIDENTIAL OVERHEAD GARAGE DOOR W/ TRANSLUCENT PANELS- INSULATED



MATERIAL LEGEND

	MATERIALS		COLORS
1	CEMENTITIOUS SIDING / STRAIGHT-EDGE SHINGLE	PREFINISHED	DEEP OCEAN
2	CEMENTITIOUS SIDING / STRAIGHT-EDGE SHINGLE	PREFINISHED	WOODSTOCK BROWN
3	CEMENTITIOUS SIDING / BOARD & BATTEN	PREFINISHED	AGED PEWTER
4	LEDGE STONE VENEER	PREFINISHED	NATURAL
5	CEMENTITIOUS FASCIA / TRIM	PRE-PRIMED & PAINTED	BENJAMIN MOORE - WHITE
6	RESIDENTIAL VINYL FRAME WINDOW UNIT - DOUBLE GLAZED	PREFINISHED	MANUFACTURE STOCK "WHITE"
7	RESIDENTIAL ENTRY DOOR(SOLID + GLAZED)	PREFINISHED	WOODGRAIN
8	GARAGE OVERHEAD GARAGE DOOR W/ TRANSLUCENT PANELS- INSULATED	PREFINISHED	GREY
9	ALUMINUM RAILING + GLASS RAILING (CLEAR) OR PRIVACY SCREEN (SMOKED GLASS)	PREFINISHED ALUMINUM	CHARCOAL
10	ARCHITECTURAL WOOD FENCING	STAINED AND SEALED	BENJAMIN MOORE - WHITE
11	RESIDENTIAL ASPHALT SHINGLE	PREFINISHED	DARK GREY
12	VINYL SOFFIT	PREFINISHED	CEDAR

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PROJECT NAME:
NORTH EAST GORDAN, TOWNSHIP OF LANGLEY

PROJECT ADDRESS:
6869 210 STREET, TOWNSHIP OF LANGLEY, BC

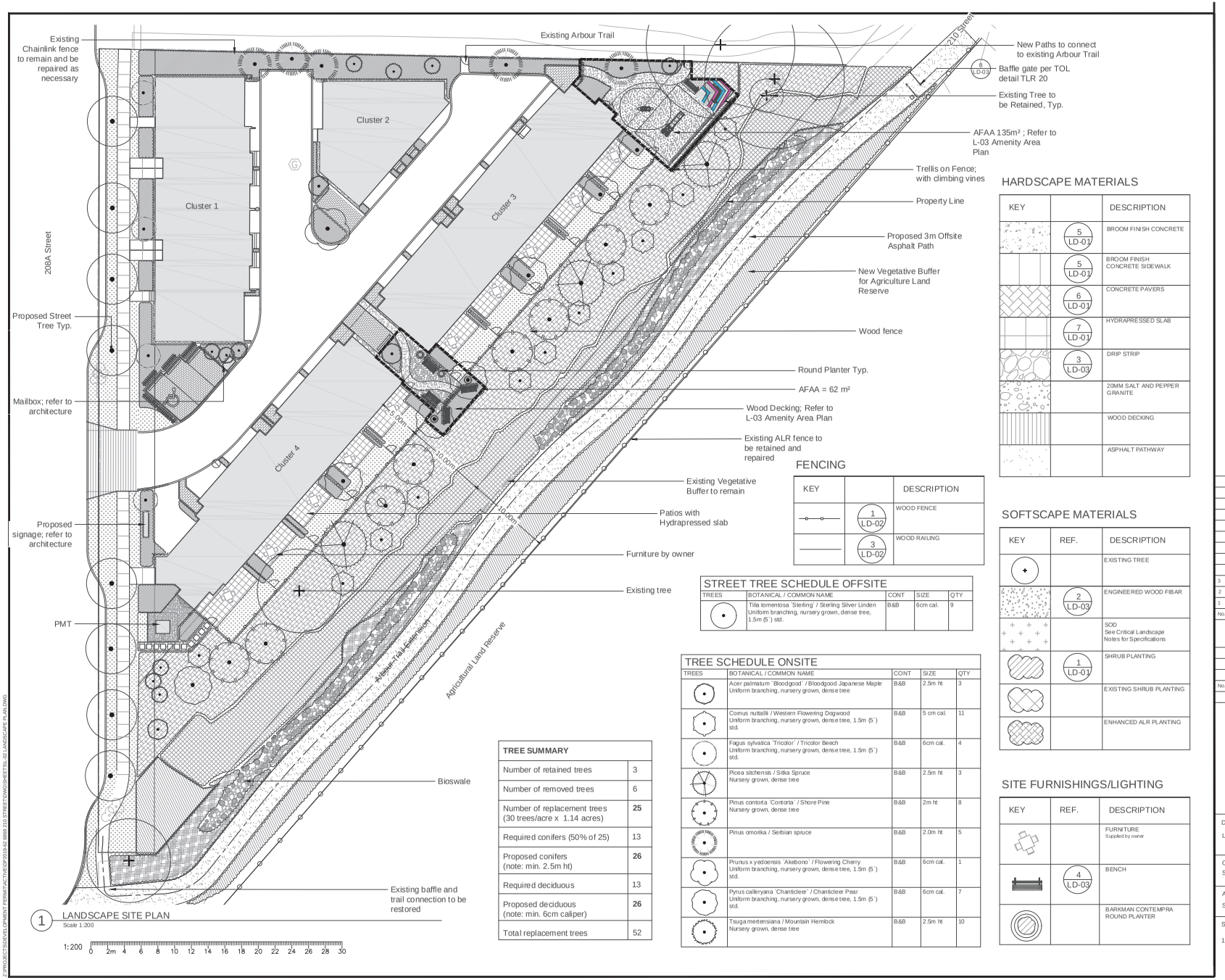
DRAWING TITLE:
MATERIAL BOARD

H.1

PROJECT NO: 18013 DRAWN BY: AS

SCALE: REVIEW BY: BW

DWG NO: A0308



HARDSCAPE MATERIALS

KEY		DESCRIPTION
	5 LD-01	BROOM FINISH CONCRETE
	5 LD-01	BROOM FINISH CONCRETE SIDEWALK
	6 LD-01	CONCRETE PAVERS
	7 LD-01	HYDRAPRESSED SLAB
	3 LD-03	DRIP STRIP
		20MM SALT AND PEPPER GRANITE
		WOOD DECKING
		ASPHALT PATHWAY

FENCING

KEY		DESCRIPTION
	1 LD-02	WOOD FENCE
	3 LD-02	WOOD RAILING

SOFTSCAPE MATERIALS

KEY	REF.	DESCRIPTION
		EXISTING TREE
	2 LD-03	ENGINEERED WOOD FIBAR
		SOD See Critical Landscape Notes for Specifications
	1 LD-01	SHRUB PLANTING
		EXISTING SHRUB PLANTING
		ENHANCED ALR PLANTING

SITE FURNISHINGS/LIGHTING

KEY	REF.	DESCRIPTION
		FURNITURE Supplied by owner
	4 LD-03	BENCH
		BARKMAN CONTEMPRA ROUND PLANTER

STREET TREE SCHEDULE OFFSITE

TREES	BOTANICAL / COMMON NAME	CONT	SIZE	QTY
	Tilia tomentosa `Sterling` / Sterling Silver Linden Uniform branching, nursery grown, dense tree, 1.5m (5') std.	B&B	6cm cal.	9

TREE SCHEDULE ONSITE

TREES	BOTANICAL / COMMON NAME	CONT	SIZE	QTY
	Acer palmatum `Bloodgood` / Bloodgood Japanese Maple Uniform branching, nursery grown, dense tree	B&B	2.5m ht	3
	Cornus nuttallii / Western Flowering Dogwood Uniform branching, nursery grown, dense tree, 1.5m (5') std.	B&B	5 cm cal.	11
	Fagus sylvatica `Tricolor` / Tricolor Beech Uniform branching, nursery grown, dense tree, 1.5m (5') std.	B&B	6cm cal.	4
	Picea sitchensis / Sitka Spruce Nursery grown, dense tree	B&B	2.5m ht	3
	Pinus contorta `Contorta` / Shore Pine Nursery grown, dense tree	B&B	2m ht	8
	Pinus omorika / Serbian spruce	B&B	2.0m ht	5
	Prunus x yedoensis `Akebono` / Flowering Cherry Uniform branching, nursery grown, dense tree, 1.5m (5') std.	B&B	6cm cal.	1
	Pyrus calleryana `Chanticleer` / Chanticleer Pear Uniform branching, nursery grown, dense tree, 1.5m (5') std.	B&B	6cm cal.	7
	Tsuga mertensiana / Mountain Hemlock Nursery grown, dense tree	B&B	2.5m ht	10

TREE SUMMARY	
Number of retained trees	3
Number of removed trees	6
Number of replacement trees (30 trees/acre x 1.14 acres)	**25**
Required conifers (50% of 25)	13
Proposed conifers (note: min. 2.5m ht)	**26**
Required deciduous	13
Proposed deciduous (note: min. 6cm caliper)	**26**
Total replacement trees	52

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V1M 2R8 | V5T 3J7
www.vdz.ca 604-882-0024

No.	By:	Description	Date
3	LJ	Issued for Development Permit	Feb 09, 2021
2	ET	Issued for Development Permit	Jan. 18, 2021
1	LJ	Issued for Development Permit	Nov. 29, 2019

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Project:
North East Gordon,
Township of Langley

Location:
6869 210 Street
Township of Langley, BC

TOL File: 08-13-0084

Drawn: LJ
Checked: SH
Approved: SH
Scale: 1:200
Stamp:
Original Sheet Size: 24"x36"

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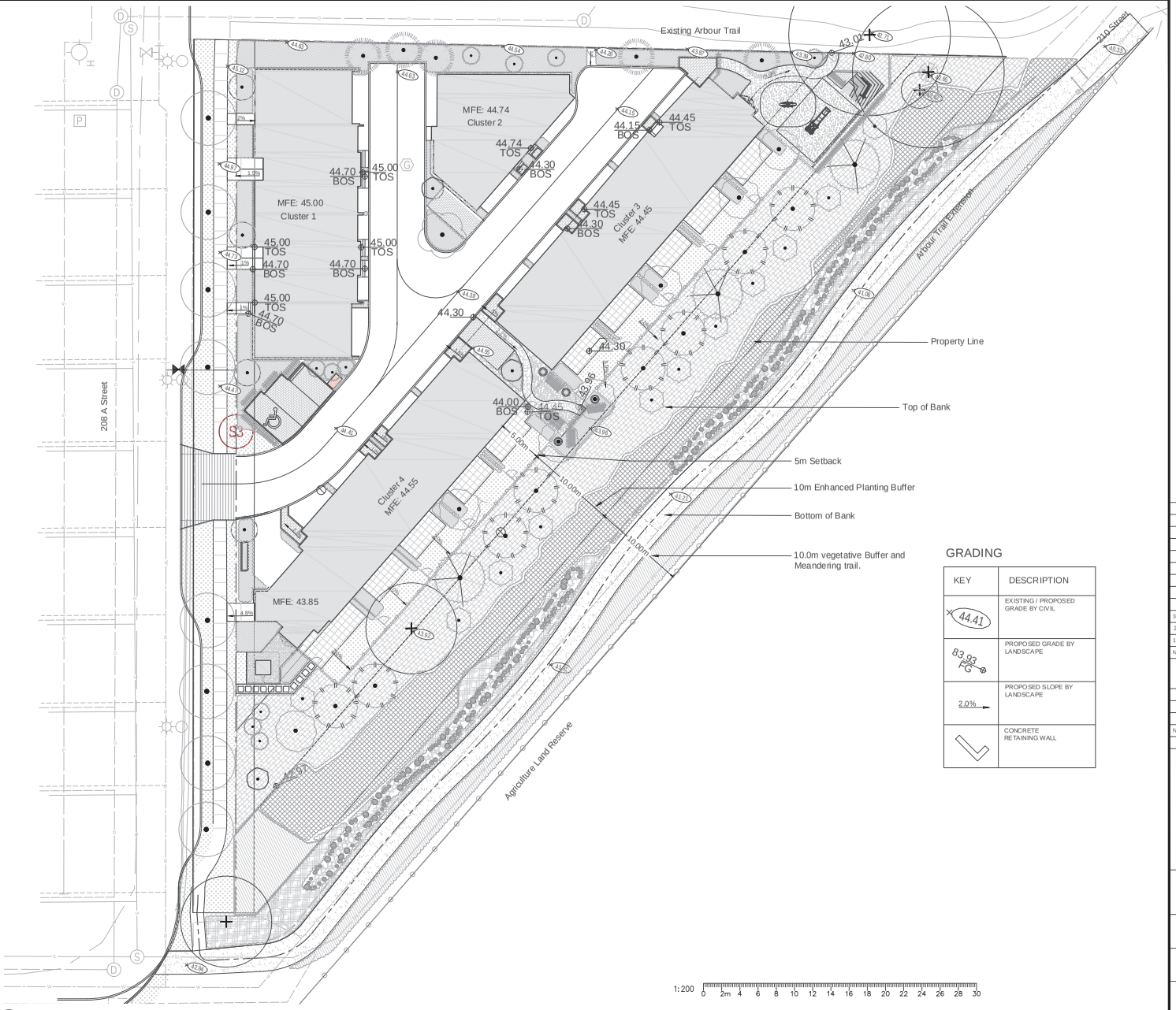
Drawing Title: LANDSCAPE PLAN

NORTH

VDZ Project #: DP2019-62

Drawing #: L-01

SCHEDULE B



1 GRADING PLAN
Scale 1:200

GRADING

KEY	DESCRIPTION
44.41	EXISTING / PROPOSED GRADE BY CIVIL
83.93 FG	PROPOSED GRADE BY LANDSCAPE
2.0%	PROPOSED SLOPE BY LANDSCAPE
	CONCRETE RETAINING WALL

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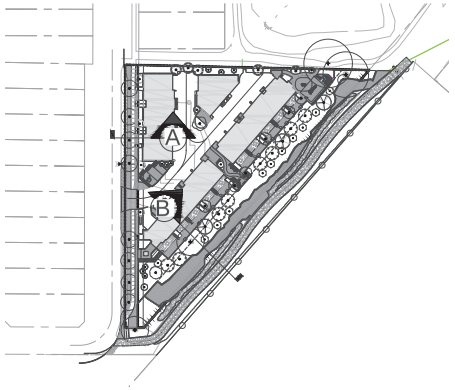
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VDZ Project #: DP2019-62

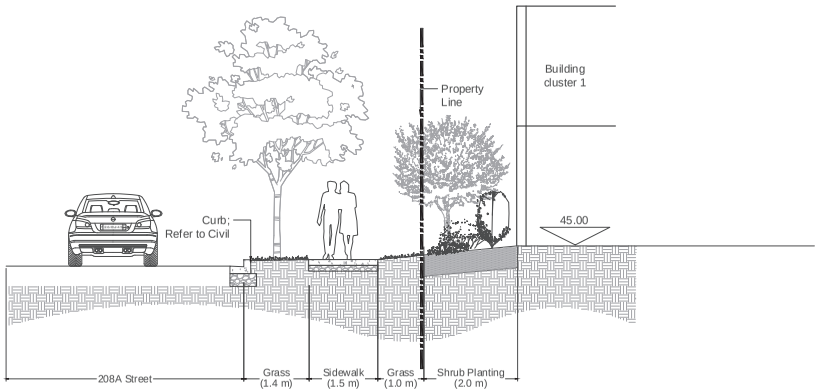
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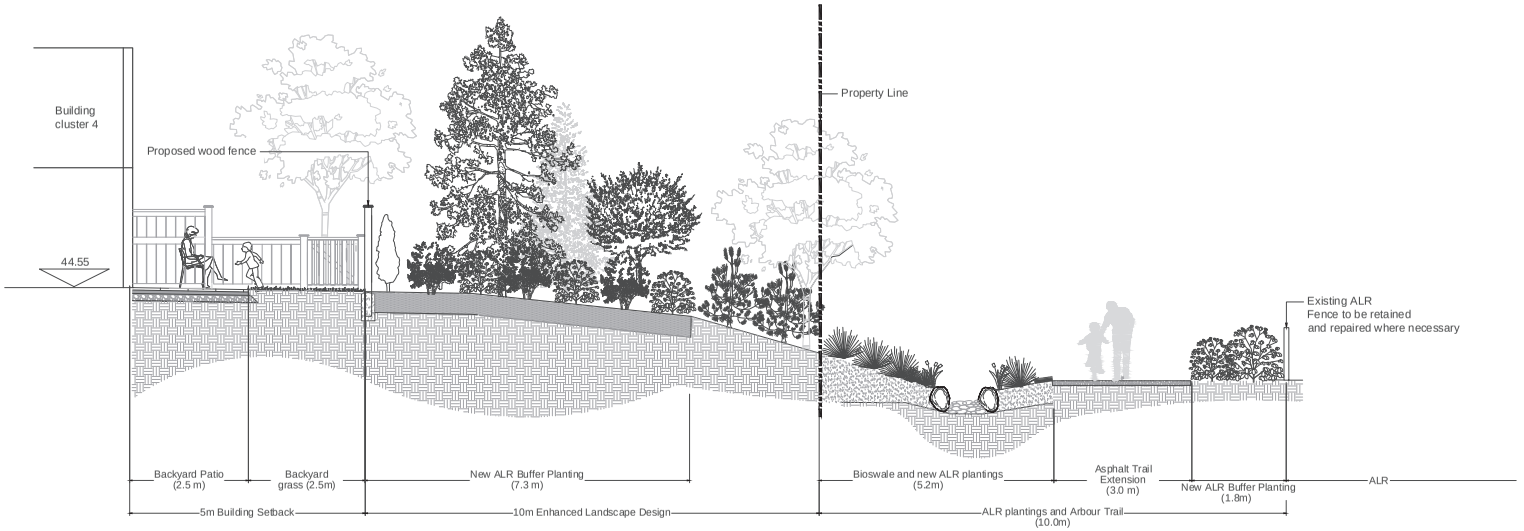
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1 KEY MAP



2 SECTION A: THROUGH BUILDING CLUSTER 1 AND WEST PROPERTY LINE
1:50



3 SECTION B: THROUGH BUILDING CLUSTER 4 AND SOUTH EAST PROPERTY LINE
1:50

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Location:
6869 210 Street
Township of Langley, BC

TOL File: 08-13-0084

Drawn: LJ	Stamp:
Checked: SH	
Approved: SH	Original Sheet Size: 24"x36"
Scale: AS SHOWN	CONTRACTOR SHALL CHECK ALL DIMENSIONS ON THE WORK AND REPORT ANY DISCREPANCY TO THE CONSULTANT BEFORE PROCEEDING. ALL DRAWINGS AND SPECIFICATIONS ARE THE EXCLUSIVE PROPERTY OF THE OWNER AND MUST BE RETURNED AT THE COMPLETION OF THE WORK. ALL REDLINED/AS-BUILT DRAWINGS MUST NOT BE PRICED FOR CONSTRUCTION UNLESS LABELED/ISSUED FOR TENDER/CONSTRUCTION.

Drawing Title: SECTIONS

NORTH

VDZ Project #: DP2019-62

Drawing #: L-10 H

Z:\PROJECTS\DEVELOPMENT PERMITS\ACTIVE\DP2019-62 6869 210 STREET\DWG\SHEET PLAS\6 SECTIONS.DWG

property in a manner that will maintain the character of the existing streetscape and surrounding neighbourhood.

Unless the owner of land first obtains a development permit or produces a registerable building scheme acceptable to the Township, land within this development permit area shall not be subdivided, and construction of, addition to or alteration of an additional dwelling unit, or work exceeding value of $50,000 measured in 2000 dollars, must not be started.

Development permit guidelines for this area are as follows:

- Where an existing estate character house is to be retained, new infill units shall be designed in a complementary style, using features such as roof slope, building massing and finish materials to create a cohesive development.
- Where a new "main house" is to be developed as part of the development, the overall project should appear as a cohesive development compatible with the remainder of the neighbourhood.
- Infill units shall be sited and designed to limit overview of adjacent rear yards, and to permit sun penetration onto adjacent properties. Building height is to be compatible with existing houses in the neighbourhood.
- Only one driveway access will be permitted per each original parcel. As such, the main house and infill units will share one access. On a corner lot, a second driveway access would be permitted from the other street.
- Wherever possible, existing mature vegetation should be retained and enhanced by new plantings.
- Where possible, infill units should be sited around a courtyard and/or common parking area.

06/02/06 - Bylaw No. 4475 Deleted Section 4.1.2 Commercial and Business/Office Park Areas Development permit guidelines.

04/02/08 - Bylaw No. 4586 Deleted Section 4.1.3 Development Permit Area 'B' – Residential Density Bonus and Multi-Family

4586
04/02/08

4.1.2 DEVELOPMENT PERMIT AREA "B" – RESIDENTIAL

Lands identified as "Residential" on Map 4, Development Permit Areas are hereby designated as development permit areas under Section 488(1)(e) and (f) of the Local Government Act to establish objectives and provide guidelines for the form and character of intensive and multi family residential development.
The objective of this development permit area designation is to encourage development of attractive and safe multi family areas.
Unless the owner first obtains a development permit, land within this development permit area shall not be subdivided, and construction of, addition to or alteration of a multi family dwelling (including a townhouse, rowhouse, apartment, duplex, triplex or fourplex) must not be started.
Development permit guidelines are as follows:

4.1.2.1 GENERAL

The following general guidelines apply to all development within Development Permit Area "B."

4.1.2.2 SINGLE FAMILY DEVELOPMENT

General

- Single family developments shall enter into an Exterior Design Control Agreement (to be registered on title as a restrictive covenant) prior to final subdivision approval and to the

acceptance of the Township. The agreement shall incorporate the following single family development permit guidelines.

Architectural Details

- No residential units shall back onto a public road or street greenway other than 212 Street between 76 and 80 Avenues.
- All building elevations visible from public land (i.e. parks, roads, greenways and detention pond sites) shall provide architectural detailing to be consistent with the front of the building.

Parking and Traffic/Pedestrian Circulation

- Where single-family lots abut an arterial road or a street greenway vehicular access and parking shall be provided via a rear lane or any other vehicular access from the rear of the property while retaining the front pedestrian access of the building facing the street.

Landscaping

- Fences adjacent to a street greenway shall not exceed 122 cm (48 inches) in height. These fences shall be designed to complement the building and be an open picket fence design. Fences must permit observation of the public realm and incorporate landscaping to soften their appearance from the road.

Building Form

- Pitched roofs are required. Pitched roofs shall have architectural grade roof material, including ridge caps and shadow lines.

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4.1.2.3 MULTIPLE UNIT DEVELOPMENT

General

The following guidelines apply to all multiple-unit development including but not limited to apartment, townhouse, rowhouse, duplex, triplex and fourplex buildings.

Site Design

- While providing individual design character, buildings shall be designed to integrate and complement adjacent developments with respect to siting, setbacks, design, exterior finish, landscaping and parking areas. Facade and roofline articulation with porches and other projecting elements is required. Blank or undifferentiated facades shall be avoided.
- Buildings shall be sited and designed to maximize sun penetration to adjacent roads, sidewalks and properties.
- Buildings sited on corners shall address both street edges, shall express a visually stimulating ‘landmark’ architecture, and be massed to define the intersection.
- On sloping sites, buildings should be massed to create a terraced form of development and provide view opportunities for a majority of housing units.
- Site planning and landscaping for residential development should take into account established principles of Crime Prevention Through Environmental Design (CPTED) – including opportunities for neighbourhood surveillance of pathways, landscaped areas and roadways and provision of defensible space that is clearly separated by fences, landscaping or paving, readily visible by residents and adequately lit.
- In order to allow for stormwater infiltration to maintain flow in watercourses, development is encouraged to maintain low surface imperviousness through compact building form and site layout, consideration shall be given to alternative stormwater and road standards, use of pervious surface materials where feasible and preservation of existing vegetation.

- Multi family buildings shall be designed to maximize avoidance of leaky condominium syndrome by using industry best building practices.
- Mail box kiosks located within a stratified development shall be protected from the weather, be architecturally integrated into the development and be located adjacent to a visitor parking stall with pull-out.
- Presenting garages to public roads is discouraged. Offsetting garages behind the front face of the building is encouraged. Carports are not permitted. Developments shall register a restrictive covenant on title preventing conversion of the garage to any other use that prohibits vehicle storage.
- Development of street facing buildings (i.e. the front door is facing towards the municipal roadway) is required abutting a street or street greenway, other than 200 and 212 (between 76 and 80 Avenues) Streets.
- A pedestrian connection shall be provided from each development site to adjacent streets, street greenways, or public spaces. Public, semi-public and private space shall be clearly delineated.
- A strong street presence is required through inclusion of elements such as extended porches and patios, recessed entries, ground oriented units with direct pedestrian street access, and other similar arrangements. Where individual street access to residential units is not practical, building design should foster a relationship with the adjacent street and pedestrians using the street.
- Buildings should be oriented to streets, greenways, or other public spaces, neither gated nor turning away from the public realm, to provide overview for safety and encourage resident involvement with the activities of the neighbourhood.
- Pedestrian street access to individual residential units is strongly encouraged in order to reinforce pedestrian activity and street life.
- Private outdoor spaces of residential buildings fronting public streets shall provide a sense of separation while still contributing to the streetscape. Semi-private outdoor spaces adjacent to the public realm shall be similarly arranged.
- 5101 28/09/15 Private driveway access over greenways should be consolidated and minimized to ensure maximum safety of the users of the greenway. Private driveways may be restricted to laneway access only.

Building Form

- 5101 28/09/15 Roofscape is an important element of building design. Green roofs and green walls are encouraged in compliance with the BC Building Code. Roofs may also be developed to provide resident amenity. Open areas of flat roofs shall be finished with pavers or other coloured materials to enhance the view from above. Pitched roofs are required unless a green roof or amenity space incorporating landscaping is provided. Flat roofs shall be designed to enhance the view from adjacent buildings with patterned, textured and/or coloured materials and also include activity areas and or green roofs. Low albedo (light coloured) roofing should be used to the greatest possible extent consistent with appearance from above and avoidance of glare from light reflection for the visual comfort of occupants.
- Ground level and roof areas created by setbacks shall be used as active outdoor space wherever possible, arranged to create ‘eyes on the street’, and appropriately landscaped.
- Building entrances should be clearly identified by the architecture of the building and include articulation or added elements to provide weather protection.

Exterior Design and Finish

- The main entrance of the building should be clearly identified by the architecture of the building and include such elements as pedestrian awnings, canopies, and building overhangs to provide protection from the weather.
- Exterior finish of buildings shall be high quality to ensure integrity of the building envelope design, and to present an attractive appearance.
- Exterior materials, colours and textures shall be selected and applied in the context of newer residential and mixed use developments as well as overall community character.
- Acceptable wall cladding materials include natural and manufactured stone, brick masonry, wood, fiber cement composite siding and panels, metal, and glass. Vinyl as a secondary material is permitted, however, a variety of cladding orientation, material, design and/or colour shall be used. Stucco cladding materials may also be used, however are discouraged, and may not fill more than 25% of any wall surface.
- Glass elements incorporated into weather protection shall be frosted, or provided with other translucent finish, to maintain acceptable appearance between maintenance cycles.
- Mechanical equipment shall be screened or integrated with the roof form, as viewed from the street or higher buildings, in a manner consistent with the overall architecture of the building.
- To provide visual interest elevations of buildings facing a street shall have architectural details such as roofline height, varied colour treatments, windows, articulation in the building envelope, etc.
- Building elevations that are visible from adjacent roads, municipal greenway or other public spaces shall be designed with the same level of care and attention in terms of character, articulation, fenestration, architectural detail, and material quality.
- All exposed base supports for structures that include signage, amenity features, building appurtenances and other site elements shall be architecturally integrated into the overall site design. Unadorned concrete and metal is not permitted.

Landscaping

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28/09/15

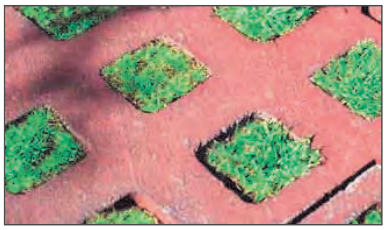
- Significant tree stands and tree corridors shall be incorporated into the development. A Tree Management Plan shall be prepared and submitted in compliance with the Subdivision and Development Servicing Bylaw 2011 No. 4861 (Schedule I – Tree Protection), as amended from time to time.
- Roof top patios shall be landscaped with water and electrical outlets.
- On-site landscaping shall be required to enhance the appearance of the development, screen parking, loading and utility areas, and garbage containers/enclosures from adjacent properties and roadways. Best efforts should be made to appropriately screen all utility boxes and meters.
- A landscape plan shall be prepared by a registered B.C. Landscape Architect.
- Playground facilities shall be provided, in accordance with the Township's Child Friendly Amenity Area requirements, as amended.
- Entrances shall be articulated with appropriate low fencing and high quality features to provide distinction between public and private space.
- Where lots abut municipal property (i.e. environmental area or a park) a black coated chain link fence shall be constructed to municipal standard. If an adequately landscaped buffer (native plant species are encouraged) of at least 2 metres in width is provided on the greenway side of the fence to the acceptance of the Township, other fence types may be used provided they are visually permeable above 122 cm (48 inches) and do not exceed 180cm (6 feet) in total height.
- If security fencing is required for storage areas, black coated chain link fencing screened with hedging material may be used.

- A 5 metre wide landscaping area and a fence shall be provided on multi family properties along abutting lots designated for non residential development (other than municipal greenspace). Fences should be aesthetically designed and reflect adjacent residential building character where applicable.
- The use of perimeter berms (in most circumstances), high fences and security gates is not permitted to provide surveillance and a more pedestrian-friendly street system. Fences adjacent to a public road allowance or a street greenway shall not exceed 122 cm (48 inches) in height. These fences shall complement the building in terms of design character, materials, and colour. Fences must permit observation of the public realm and incorporate landscaping to soften their appearance form the road.
- Landscape materials and design, on development sites and within road right-of-ways and other public spaces, shall be selected in the context of adjacent developments as well as overall community character, all in consultation with the Township.
- Landscape site planning and design shall incorporate both hard and soft materials in support of the principles of CPTED.
- Where fencing or guards are used for life safety purposes or public/private space definition within the landscape, such enclosures shall be as transparent as possible in support of CPTED objectives.
- All retaining walls shall be composed of split face concrete block, natural stone, or patterned cast-in-place concrete. Material selection shall be in the context of, and integrate with similar installations on adjacent properties.
- The public realm shall incorporate street furniture and amenities, heritage artifacts, and public art pieces, to enhance the pedestrian experience and contribute to the character, unity and identity of the neighbourhood.
- The design, materials and finishes of site furniture and pedestrian walkways shall be selected and should be generally consistent throughout the neighbourhood.
- Street and site furniture shall be durable and have a low life-cycle cost; be selected to discourage vandalism and use for skateboard activity; and be designed to meet the needs of a wide range of users including children, seniors, and those with disability.
- On-site utilities shall be architecturally integrated into the development or screened from view through a combination of hard and/or soft landscaping.
- Landscape planting within residential and commercial areas shall use minimum 50% native plantings with appropriate character, and mixed with other non-invasive plants.
- Use of materials such as permeable paving to maximize surface permeability to the greatest extent possible and practical is encouraged.
- The following surface treatments shall be incorporated into on-site hard surfaces and/or walkway design as a substitute for conventional pavement in low traffic areas.
- Porous pavement in areas with low-risk of ground water contamination. Porous pavements may be applied to lanes/access roads, driveways, and low-traffic parking areas.





- Concrete grid / modular pavers in low-traffic areas and may be applied to lanes/access roads, driveways, and low-traffic parking areas, footpaths and bike paths.





- Grass Pave/Grasscrete/Golpha plastic reinforcement products used in conjunction with gravel or grass surfaces.



- Curb cuts may be used to divert runoff from road surfaces into swales or rainwater gardens which contribute to evapotranspiration.



- Multi-use trails shall be incorporated into the development to promote pedestrian and cyclist activity and link to the surrounding trail network.

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Parking Lot Landscaping

- Screen at-grade and structured parking or service areas located within a residential building from the public street through such treatments as soft and hard landscaping elements. Where possible, parking should be integrated into the building structure or provided below grade.
- If surface parking areas are required in multi-unit residential buildings, place them away from public view and not between the public street and the building. Design landscape parking areas so they do not detract from any rear yard amenity space.
- Provide a landscape buffer along the edges of multi-unit residential parking areas, in situations where they are along a public street. Provide breaks in the buffers to connect the sidewalk to walkways on the site. Buffers may include low shrubs, trees, and decorative fences.

- In addition to trees and landscaping around the perimeter of surface parking areas, shade trees and landscaping are required within parking lots as per Section 111 of Zoning Bylaw 1987 No. 2500 Landscape Requirements, as amended from time to time.
- Pedestrian connections should be facilitated throughout the development, including through parking lots, and to adjoining land uses.

Parking and Traffic/Pedestrian Circulation

- Pedestrian connections shall be provided throughout the development, including through parking lots, and to adjoining land uses. Ornamental paving materials (stamped and coloured concrete or better) are required for all pedestrian connections.
- Provision of underground parking is encouraged and shall be designed with CPTED principles. Access to either underground or structured parking should be from a lane if possible.
- Parking shall be provided in enclosed and secured garages attached to individual units or in a secure underground parkade.
- Tandem parking on all end units is not permitted.
- Surface parking should be provided for in a number of smaller areas rather than one large lot, and shall be located primarily in the interior of the site or otherwise screened from view. Surface parking shall integrate landscaping and other design elements to reduce the massing of parking areas. Vehicular entrances to surface parking areas shall be landscaped, not gated, to create a subtle boundary between the semi-private and public areas.
- Private driveway access over greenways should be consolidated and minimized to ensure maximum safety of the users of the greenway. Private driveways accessing arterial roads may be restricted.
- Wheelchair access shall be provided throughout the development.
- Pedestrian connections shall be clearly visible, landscaped, and provided with hard surfaces suitable for older people and wheelchairs.
- Highly detailed paving materials are required along the High Street to indicate such things as storefronts, thru traffic, seating areas, and aesthetic relief areas.





- Without compromising the safety of users, all surface parking shall be visually screened from sub-neighbourhood streets through a combination of building arrangement and landscaping.
- At grade frontage shall be for commercial uses with only the access and egress points visible from the street.
- Vehicular access and egress points shall be combined and the presence and appearance of garage entrances should be designed so that they do not dominate the street frontage of a building.
- Horizontal floor designs are preferred to allow for adaptive reuse. Scissored floor designs are discouraged.
- Garage entrances shall have less prominence than the pedestrian entrances. A separate pedestrian entrance to the garage shall be provided. . This may be achieved through:
  - The relative importance of the garage entrance reduced by enhancing the pedestrian entrance.

- Locating the entry on the side of the facade where it will draw less attention than if it is centered on the facade.
- Recessing the portion of the facade where the entry is located to help conceal it.
- Extending portions of the structure over the garage entry to help conceal it.
- Emphasizing other elements of the facade to reduce the visual prominence of the garage entry.
- Use of screening and landscaping to soften the appearance of the garage entry from the street.
- Locating the garage entry where the topography of the site can help conceal it.

o Pedestrian entrances shall be separate from vehicular access points.
o Uses near access and egress points shall include design elements that reduce conflict between uses.
o Ramps to additional levels are to be contained within the structure and screened from view.
o Access and egress points shall have consistent sidewalk texture, colours and material for that portion intersecting with the streetscape.
o Provide separate parking areas for residential and commercial uses.
o The façade shall be architecturally integrated into the building and otherwise screened from view. Green walls and planters may be used in combination with architectural integration for this effect.
o Setbacks from above the second storey shall be incorporated into the design.
o If rooftop parking is provided additional landscaping shall be required consistent with Parking Lot Landscaping. Planters with arbors shall be provided continuously along the parapet.
o Lighting on the exterior (including the roof) shall be consistent with the entire building. Ornamental lighting shall be used on the rooftop parking areas.
o Public and private parking shall be clearly identified through a system of numbering and signage.
o Underground parking structures shall be planned for the convenience and safety of users; shall have walls and ceilings finished in a light coloured paint for reflectivity; and shall incorporate motion-activated lighting to the greatest extent permitted.
o Adequate secured, sheltered and screened bicycle parking be provided on-site for short term and long term bicycle parking/storage facilities.

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28/09/15

- Short term bicycle parking should be in well-lit locations and clearly visible from a main building entrance and/or public roads with bicycle racks made of sturdy, theft-resistant material that is securely anchored to the floor or ground.
- Longer term bicycle storage areas provided (secured in a separate room/enclosed area) as part of a parking structure should be located close to elevators and access points.

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4.1.2.4 TOWNHOUSES/ROWHOUSE

These guidelines are in addition to section 4.1.2.3 and apply to all townhouse and rowhouse developments.

Site Design

o Ground-oriented developments shall be designed with continuity in the design with respect to the exterior finishing materials and architectural detailing. Individual or paired units shall be significantly visually differentiated from other adjoining units (i.e. staggering in plan or elevation, varying rooflines, variation in exterior materials, variation in colour treatments, and architectural detailing).

- Developments which include multiple buildings on the same site shall include significant variation in the exterior design, façade, roofline articulation, material and colour of buildings.
- Units shall be oriented towards public roads, street greenways, natural areas, and greenlinks/commons where applicable.
- Scale building height and massing in proportion to open spaces.
- A pedestrian connection shall be provided from each development site to adjacent streets, street greenways, or public spaces. Public, semi-public and private space shall be clearly delineated.
- Tandem parking on end units is not permitted.

Landscaping

- Where there are multiple buildings on a site, buildings should be located to enclose courtyards and other landscaped spaces.

4825 30/05/11

4.1.2.5 APARTMENTS

These guidelines are in addition to section 4.1.2.3 and apply to all apartment developments.

Architectural Details

- Street facing facades of free-standing apartment buildings shall be designed for a pedestrian scale with the first storey architecturally differentiated from upper floors.
- The apparent mass of a building shall be reduced through roof design, facade articulation and shadowing.
- Incorporate a 'good neighbour' policy by ensuring building heights being stepped or terraced to relate to adjacent buildings.
- Building height and massing shall be in proportion to adjacent open space.
- The main entrance of each apartment building should include an awning, canopy, porte-cochere or other architectural element to provide protection from the weather.
- Orient the main building entrance to the street and provide a secondary building entrance and pedestrian link to adjacent municipal greenspace where applicable.
- Avoid blank or undifferentiated facades.
- Provide weather protection from parking area to front entrance where appropriate.

Landscaping

- Where there are multiple buildings on a site, buildings should be located to provide common space such as courtyards.

Parking and Traffic/Pedestrian Circulation

- Minimize above grade projection of parking structures.
- Provide drop-off areas at grade level near the main building entrance where possible.
- Provide resident parking underground or within the building.

4.2 COMMERCIAL DEVELOPMENT PERMIT PROVISIONS

4.2.1 DEVELOPMENT PERMIT AREA "C"– LOCAL COMMERCIAL

Lands identified as "Development Permit Area "C"– Local Commercial" on Map 4, Development Permit Areas are hereby designated as development permit areas under Section 488(1) (f) of the Local Government Act. Act to establish objectives and provide guidelines for the form and character of development.

4475 06/02/06

4825 30/05/11

4.3.4 DEVELOPMENT PERMIT AREA "H" – BUSINESS/TECHNOLOGY PARK

4109
16/08/04

Lands identified as "Development Permit Area "H" – Business/Technology Park" on Map 4, Development Permit Areas, are hereby designated as Development Permit Areas under Section 488(1)(f) of the Local Government act to establish objectives and provide guidelines for the form and character of development.

The objective of this development permit area is to provide an overall co-ordinated design theme, ensure attractive business/technology park development along 200 Street, 198A Street, as well as 80 and 82 Avenues, and to reduce conflict with adjacent uses. The development permit guidelines for this area are:

- As contained in the document titled "Design Development Guidelines" prepared by Bunting Coady Associates Inc. (May 2002).

4475
06/02/06

4.3.5 DEVELOPMENT PERMIT AREA "I" – AGRICULTURAL EDGE AND ESCARPMENT PROTECTION

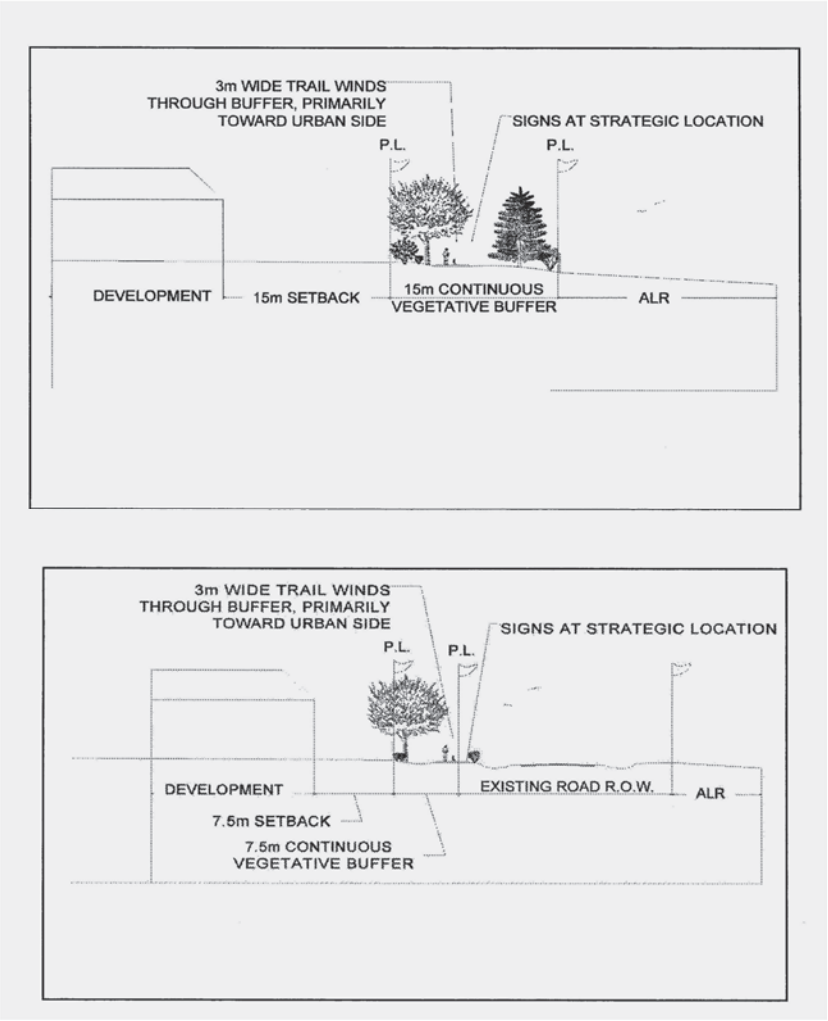
Lands identified as Agricultural Edge and escarpment Protection on Map 4, Development Permit Areas, are hereby designated as development permit areas under Section 488 (1) (c), (e) and (f) of the Local Government Act for protection of farming, the establishment of objectives for the form and character of intensive residential and multi family development.

The eastern edge of the Willoughby area is defined by the Willoughby "Escarpment", a heavily wooded hillside that provides a landmark cultural landscape from the Milner Valley that is adjacent to land in the Agricultural Land Reserve. The objectives of this development permit area designation are to ensure that new housing:

- Occurs in a manner that respects the environmentally sensitive nature of the area and the adjacent agricultural land,
- Increases agricultural awareness for new property owners,
- Provides guidelines to minimize potential land use conflicts, and
- Minimizes any change in the view of the area from Glover Road.

Development permit guidelines for this area are as follows:

- Residential development shall be ground oriented and in the form of single family, duplex, or townhouse. The materials used for the siding and roofing of new buildings shall be natural earth-tone colours to blend with the natural, treed environment.
- The provisions of the Tree Protection Bylaw shall apply and the location of new trees planted shall take into account the objective of maintaining a treed view from Glover Road.
- A 15 metre landscaped area shall be dedicated adjacent to the ALR boundary (or a 7.5 metre landscaped area where a road exists along the ALR boundary).
- Principal buildings in areas adjacent to the Urban/ALR boundary shall be sited as shown in the following diagrams:



- Notification shall be provided on new property titles within the development permit area indicating the proximity to ALR lands and the potential for sound, odour and airborne impact from natural farm activities.
- Agricultural awareness signage shall be provided advising of farm activities.

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4.4 MIXED USE DEVELOPMENT PERMIT PROVISIONS

4.4.1 DEVELOPMENT PERMIT AREA "J" – TOWN MARKET COMMERCIAL

4586
04/02/08

General

Lands identified as "Development Permit Area "J" – Town Market Commercial" on Map 4, Development Permit Areas are hereby designated as development permit areas under Section 488 (1)(f) of the Local Government Act to establish objectives and provide guidelines for the form and character of commercial and residential development.

The objective of this development permit area designation is to encourage development of a pedestrian oriented commercial and residential community centre.

ATTACHMENT D

13 September, 2021

Daniel Graham
Development Planner
Township of Langley
20338 65 Avenue
Langley, BC V2Y 3J1

Re: Development Application Project 08-13-0084 / DEOL

CIVIC: 6869 210 Street

LEGAL: Lot 41 Section 13 Township 8 NWD Plan 62810

We have reviewed the above proposal.
We calculate the approximate number of students generated by this proposal will be as follows:

Type of Housing	Number of Units	Elementary K-5	Middle 6-8	Secondary 9-12
Townhouses	**19**	**5**	**2**	**4**

Given the current school catchments this development would impact Donna Gabriel Robins Elementary School, Peter Ewart Middle School and R.E. Mountain Secondary School. As you know, while the Langley School District is not responsible for the amount or pace of development we work closely with the Township of Langley in order to advocate to the Ministry of Education for the development of joint sites to benefit our students.

We make every effort to keep students in their catchment schools, but if there is insufficient space in the catchment school we will find them a space at another school in the district.

Please advise if you need any other information.

Yours sincerely,

Brian Iseli, CPA, CMA
Secretary Treasurer

September 7, 2021

Our File: 2111-05109-00

Township of Langley

Community Development Division

20338 65 Avenue

Langley, BC V2Y 3J1

Attention: Daniel Graham, Planner

Summary Report - Public Information Meeting

Proposed 19-unit Townhouse Development within the Northeast Gordon Estate Neighbourhood Plan Area, Township of Langley Project No. 08-13-0084

INTRODUCTION

This report is submitted to the Township of Langley in accordance with the Developer Held Public Information Meetings Policy (07-164). The policy was amended in May 2021 to include guidelines for conducting virtual Public Information Meetings (PIM) in response to concerns for public health and safety due to COVID-19. The organization and logistics for this PIM are in accordance with this amended policy.

The PIM for development application 08-13-0084 represented lands located at 6869 210 Street in the Northeast Gordon Estate Neighbourhood Plan Area of the Township of Langley, and was held on Wednesday September 1, 2021.

The purpose of the meeting was to introduce the project and project team, present the development plans, and obtain feedback from the community via an online live chat mediated by the project presenters.

NOTIFICATION

The public was notified in two (2) ways (Attachment 1):

1. **Direct mail-out to neighbouring properties**

   95 mail-out invites mailed on August 13, 2021, 19 days prior to scheduled PIM.

2. **Two (2) advertisements in the local newspaper (Langley Advanced Times)**

   August 19 and August 26, 2021.

Township of Langley staff generated and provided a mail-out map and prepared mailing labels. Due to mailing delays for return mail during COVID-19, no notice has been returned as undeliverable at the time of this report.

The notification provided general information, including an overall description of the development and website for the PIM, as well as the subject site. A site location map was included to provide spatial context. Contact information was provided on the invitation, allowing community members unable to attend the meeting to submit questions, comments and inquiries directly to the project team.

INFORMATION MEETING LOGISTICS

Due to virtual PIM policies, the logistics are slightly different from in-person PIMs, with certain information and materials made available to the wider public earlier than would be for an in-person PIM.

Project Website

The project website serves as the main hub for the various activities that distribute information about the project site once residents receive notice or are aware of the PIM.

The website became publicly available on August 18, 2021. It presents an overview of the proposed project and invites those who are interested to register for the PIM meeting, or to provide early comments to the consultant contact. It was also noted on the website that a questionnaire would be made available starting from the day of the meeting. The deadline to complete the questionnaire was also noted on the website. The project website provided more in-depth information at an earlier point compared to an in-person PIM. This allowed interested residents the opportunity to browse the information on their own time, and provided various methods for submitting comments and feedback.

Online Meeting

The PIM was held online in a webinar format over Zoom. The meeting was scheduled for 1.5 hours, from 7:00pm – 8:30pm on Wednesday, September 1, 2021. A representative from the Township of Langley Development Services Department and the proponent were in attendance to observe the PIM.

The consulting team in attendance included the following individuals:

James Pernu *Senior Planner – McElhanney*	**Raymond Sull** *Senior Engineer – McElhanney*
Clover Mei *Planner – McElhanney*	**Barry Weih** *Architect – WA Architects*
Stephen Heller *Landscape Architect – van der Zalm + Assocates*	

PUBLIC INFORMATION MEETING DETAILS

A total of 22 attendees registered for the event between August 18th and September 1st (*Attachment 2*). However, only 12 registrants were present at the virtual meeting session.

The meeting was organized as follows:

- 30min live presentation
- 1 hour Question & Answer (Q&A) session

A total of 22 slides were presented at the PIM (Attachment 3). Attendees were informed that all questions submitted will be answered during the Q&A period, and that they are able to utilize either "Raise Hand" to ask question verbally, or to submit a text through the Q&A box provided on Zoom.

The following display boards were presented via PowerPoint in the meeting space in the following information categories:

Welcome & Housekeeping
Project Team
Project Overview
Community Context
Site Plan
Tree Management
Servicing
Landscape Profiles
Site Rendering
Thank you

An online questionnaire was also made available at the beginning of the meeting, and attendees were directed to the questionnaire during and at the end of the meeting to provide their inputs.

PUBLIC INFORMATION MEETING RESULTS



A questionnaire was prepared to gather public input on the proposed development. The questionnaire included five (5) questions that pertains to the development, and community members were given an opportunity to provide additional comments. Based on responses received, all respondents appear to reside the Township of Langley.

It should be noted that while most responses are attributed to those who have registered or attended the online meeting, due to the online public nature of the questionnaire, there are some responses that come from those who could not attend the meeting on September 1st. Despite the majority of people had completed the questionnaire in full, there are several who may have missed, or intentionally opted out of one of more of the questions, this is noted in the question breakdown below.

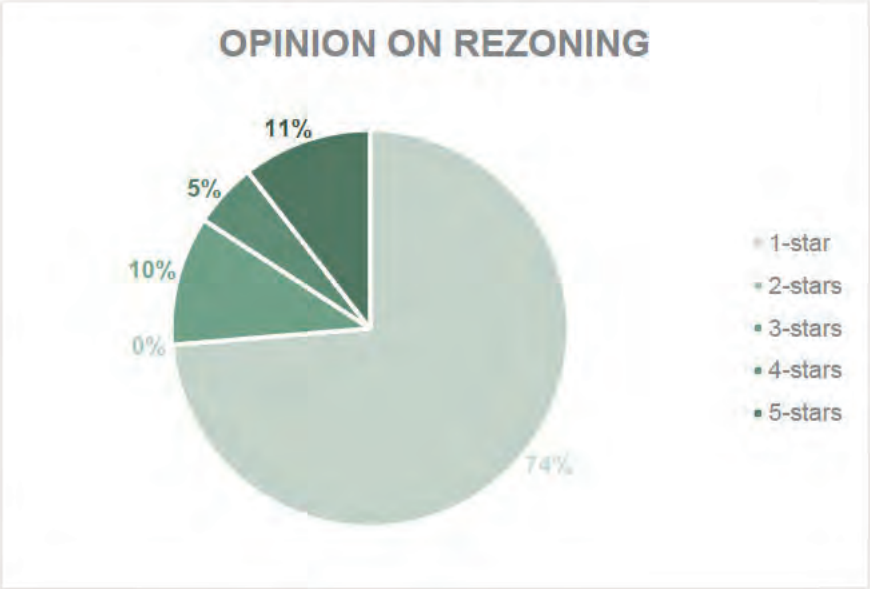
Two types of questions are presented:

5-star rating scale	Short Answer
Four (4) questions are presented in this style, where: *1 star = Strongly Disagree* *3 stars = No Opinion* *5 stars = Strongly Agree*	One (1) question is presented in this style, where users can select more than one answer.

The information collected from the questionnaires is summarized below for the five (5) questions.

Question 1

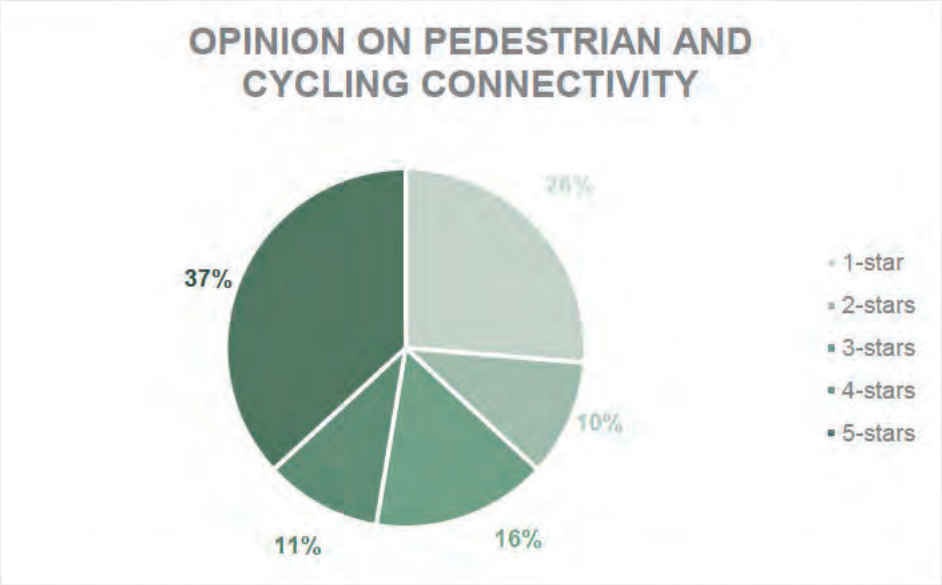
Please rate your opinion on the proposed application to rezone existing Suburban Residential (SR-2) zoning to Comprehensive Development (CD) for development of 19 townhouse units. Where 1 star = Strongly Disagree, 3 stars = No Opinion, 5 stars = Strongly Agree.



Of 19 respondents to Question 1, a 74% majority or 14 respondents, are in opposition with the proposed rezoning. An additional three (3) respondents indicated support or somewhat support; and two (2) had no opinion to the rezoning.

Question 2

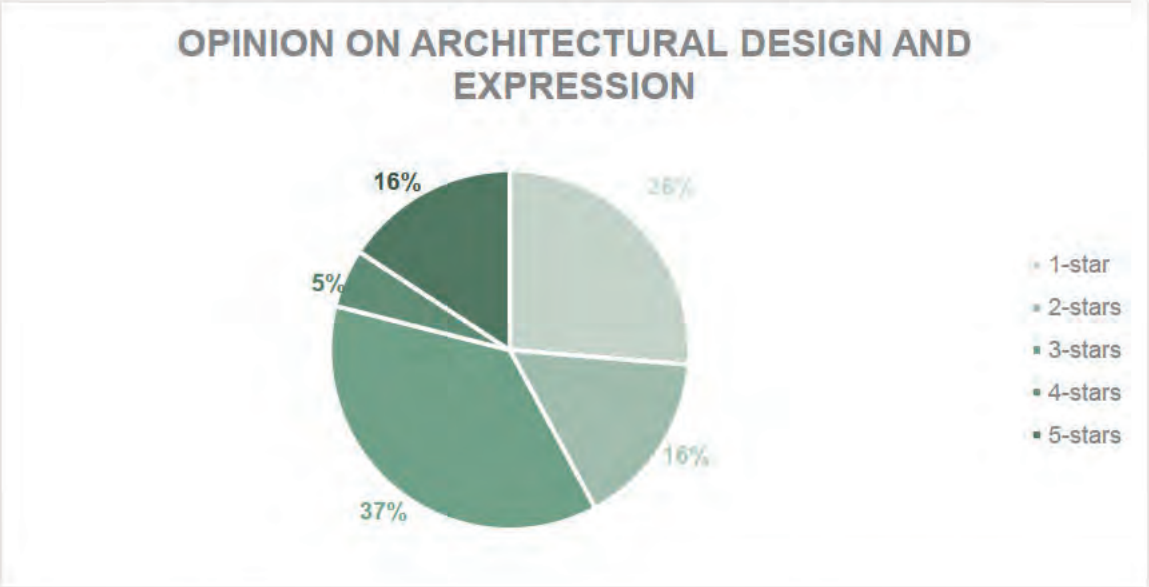
Please rate your opinion on the proposed pedestrian and cycling connectivity proposed along 210 Street. Where 1 star = Strongly Disagree, 3 stars = No Opinion, 5 stars = Strongly Agree.



Question 2 received some support, with 49% (9 respondents) in full or somewhat support of the pedestrian and cycling connectivity along 210 Street. Three (3) respondents have no opinion, and seven (7) in opposition or partial opposition to the uses.

Question 3

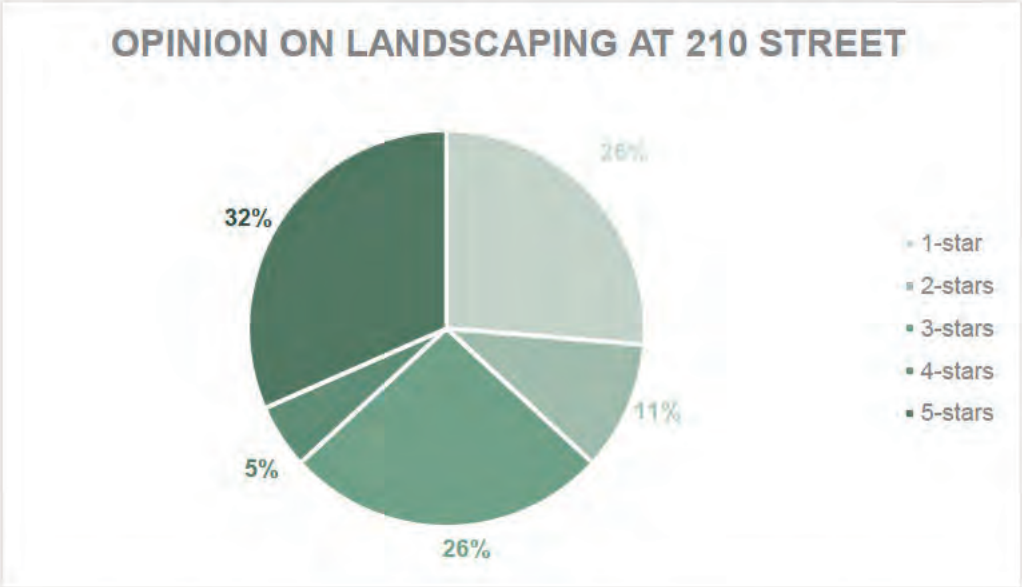
Please rate your opinion on the proposed architectural design and expression. Where 1 star = Strongly Disagree, 3 stars = No Opinion, 5 stars = Strongly Agree.



Question 3 received 37% (7) respondents having no opinion on the proposed architectural design and expression. 21% (4) respondents indicated full and partial support, and 42% (8) respondents in partial or full opposition.

Question 4

Please rate your opinion on proposed landscaping interface along 210 Street. Where 1 star = Strongly Disagree, 3 stars = No Opinion, 5 stars = Strongly Agree.



Question 5 received some support, with seven (7) respondents, or 37%, in full or somewhat support of the proposed 210 St landscape interface. An additional five (5) respondents with no opinion, and seven (7) respondents in opposition or partial opposition to the proposed.

Question 5

What are your thoughts on the improvements to the detention pond area and viewing platform?

This is a short-answer question. The majority of feedback is regarding maintenance of the area surrounding the pond. The following comments are submitted:

- Useless. This is not a good spot, the corner near 210 adjacent to the property would be a much better location.
- Good improvements if it will be maintained.
- It hasn't been maintained by Vesta which is the developer that first installed it. I expect a few years after installation it will be overgrown once again.
- nice to have improvements but moving forward who will maintain ?
- Happy... its appears to be well designed
- I like the proposed improvements and the fact the concrete deck won't be slippery
- A platform was built when originally put in. It's overgrown and TOL advised it was left "natural" so wouldn't be cleaned up. Just another dressed up promise to get approval and then left to deteriorate.
- This I support
- A clean up improvement is needed
- Viewing Platform is a joke. Can you actually see anything?
- Neither positive or negative. The area doesn't necessarily need a new observation deck, but someone to take ownership of the trees, bushes and blackberries. Unless this removed them from the property a new observation deck isn't going to solve that.
- Will be great for the neighborhood
- I have lived in the area almost 10 years and have witnessed kids along with parents throwing rocks in the pond at duck hatching season. Dogs chasing ducks and duckings, I once witnessed an off leash dog kill a duck. The pond is for nature not for our enjoyment, we have messed their space up enough. Leave them the pond, plant more trees around it, give the birds and duck more of a buffer "from us" not expand it for our selfish destruction. Not to mention the weed smoking and dial a dope meetings that are a regular meeting destination.
- Great. It is overgrown so it will be nice to have it cleaned up. Will this be maintained for years to come?
- Not sure how necessary this is.
- Nice if it actually gets maintained regularly...unlike the pond currently.

COMMENTS SECTION

The questionnaire included space to provide additional comments. Additional comments were provided on 17 of the questionnaires. One (1) additional email inquiry has been received prior to the date of the meeting, the consultant team has provided response to the inquirer and the email conversation is attached as shown in Appendix 4, separate from the list of comments below.

Comments below are directly quoted from questionnaires:

- I think the proposed townhouse site fits with the development in the area
- Looking forward this development. Fits the neighborhood very well.
- The presentation was good, unfortunately I don't believe that adding a 19 unit project with the probability of 38 new vehicles on the road, is the right project in that location. There is already a problem with cars making illegal left had u-turns from the 68 Ave slip road. People are too impatient to drive a sensible speed along 208A to 71st to get out of the neighborhood. And then the parking implications are horrendous to consider. I like the widening of 208A to allow for extra street parking, but it is just not enough.
- My opposition to this proposal is primarily due to two reasons:

    1) The lack of on-site visitor parking proposed in the plan.
    I live on FOIPPA s.22(1) and there already is a challenge to find parking spots on 208A street during evenings/weekends. Visitors to our home often struggle to find parking or have to walk long distances. With this proposed development, the parking situation would undoubtedly become worse. The township has made poor decisions in approving the Milner Heights neighbourhood plan with very few visitor parking stalls (ex. The 27 Row homes on 208st from 68 to 69 avenue have 3 designated visitor parking stalls and no option for on-street parking). As a result, visitors to these row homes use 208A street for parking...if they are lucky enough to get a spot). Approving this project as proposed would only add to an already stressed situation.

    2) Increased traffic flow on 208A. With only one entrance/route to this development, all traffic will have to travel on 208A street. Putting a high density development at the end of a residential street just doesn't make sense in terms of traffic flow. High density development should be done closer to the entrance of the neighbourhood (like the Radius and Lattice developments in Milner Heights) to minimize traffic flow through narrow residential streets. Putting a high density development in the proposed location is poor planning. This site should be zoned for ""residential compact lot"" like all the other properties surrounding it.

    If such a project as the one proposed is to be completed, I would like to see a reduced density. Instead of squeezing 19 townhouses onto the lot to maximize profits, why not reduce the density and ensure that all visitor parking can be contained on site to minimize the impact on the existing neighborhood.

- This site seems too small and awkwardly shaped to squeeze in this many units, despite what zoning permits. It seems much more conducive to single family homes with actual yards but of course that would affect the revenue stream. The already dismal parking situation in this neighbourhood will only get worse. Densely packed rowhouses with one-sided street parking and too-small garages for all of the trucks and SUVs most people drive, show a complete lack of

foresight in planning this neighbourhood. Opening both sides of the 6800 block of 208A to parking might (might!) alleviate the current shortage- until you add a 19 unit complex with undoubtedly 2 cars per unit. Not to mention rowhome density along 208 with no street parking at all, so the overflow is on 208A. A townhouse complex added to 208A will only make it worse.

- I understand the development is about the money associated to selling 19 units for the developers and taxes for the township. Parking along 208A is already at a premium and with the addition of 19 units and on average 2 cars per unit the already crowded 208A will be a disaster. I understand there will be parking on the east side of the street but that will certainly not account for the increase in vehicles looking for parking. Many townhouse owners will use their garage as storage (strata will no doubt allow) many vehicles cannot fit into the small garages and many vehicle owners will not want to park behind another vehicle. These situations already exist with the current townhouse owners in the neighborhood which has lead them to park on 208A blocks away from where they live. I certainly doubt the developers would have any interest in decreasing the number of units to increase the size of the garages and/or parking pads within the development. What about creating parking on 210 [Street]? It would be important rather than putting focus on so called improvements which are cosmetic to the area (pond, path, landscape) to focus on the real issue which is parking and be proactive and create some viable solutions at the start. There is no doubt once the developer is finished with this project they will wash their hands of the parking mess and be onto their next project leaving the residents to deal with the mess and the resultant headaches. As a result 208A will just be another parking nightmare in Langley for residents who will then complain to township.
  On a different topic I hope access for trucks will be 210 as 208A with parking on one side of the street is already very narrow for vehicles to pass each other. I cannot imagine how it will be with trucks using that route.

- First off, residents were not aware of this plan until someone got a whiff of it and shared. TOL has a duty to advise residents of anything that will affect our neighborhood.
  This proposed complex will affect the whole of Milner with a lot of extra traffic, gross parking issues and noise. This definitely shows the lack of parking on site.
  This site is more suitable to single houses and would fit in with the surrounding area. Please consider these concerns before proceeding. "

- Our neighbourhood and street of 208a cannot handle a 19 unit development. There already is not enough street parking and at times the people driving down our streets are doing so at such a speed that it compromises safety. With how narrow the streets are and the existing congestion it's difficult to see. Our dog was run over by a car out front of our house on 208a and the driver didn't stop. Additionally a few days ago a 12 year old on his scooter was hit in the alley way off 208a and had to be taken to the hospital. The proposed parking in the complex will not facilitate the needs of the owners. Each [unit] will have at least two cars, more if there are kids of driving age. Not to mention most people with garages don't even use their garage for parking but rather for storage. Just drive through our neighbourhood or any neighbourhood and you will see all the cars parked in driveways and on the road and just how congested we already are. For this complex to only have 4 visitor spots is unrealistic. Even if there will be additional street parking there is not enough on our small street. I don't understand why the access isn't from 210 which is the ACTUAL lot address for the proposed complex. Or why it has to be townhouses at all? Why not follow the existing layout of the neighbourhood and put two or three executive homes on the property AND have the access come off 210 street? To follow with the existing design it should be below grade basement with main floor and top floor above grade. How would you feel to have

lived in the neighbourhood for the last 10 years to soon have to look at a development of this nature?? Not to mention most, if not all owners when they bought were told that this specific property was not zoned for multi family. Had we known I'm sure we would have found another neighbourhood. We have created a wonderful neighbourhood and this proposal just does not fit.

- 208A street can not handle more traffic and/or parking. Having an entrance to this new complex on 208A is ridiculous. Our current residents have no visitor parking to begin with. Adding more homes will not help. Why have only four visitor parking for 19 units? Common sense is needed here.
- There is too much congestion in and around this neighborhood already and NO PARKING!
- Main access to the property needs to be from 210th not 208A where there is not enough parking and extra traffic would be a headache
- Traffic will increase on 208A. Already difficult to get through with cars parked on one side and barely wide enough for two cars to drive through. Parking on the street is already really hard to find and if you add 19 more homes and their guests will also be competing for street parking!
- I am opposed to the entrance being on 208A St. I am opposed to the construction vehicles proposed route on 208A St. Currently there is not enough space for construction vehicles to drive safely down 208A St.
  The townhomes that face 208A St with tandem garages will not use both parking spaces in their garage as parking. Tandem garages are not 2 parking spaces, they are a storage space and 1 parking space. I have also seen too many tandem garages turned into a bedroom for rent (especially with a front door right there, with street parking as the illegal tenants parking space) plus one car parking for the home owner in the garage. With emphasis on building larger townhomes, this creates opportunity for families with teen children, with teen children come a 3rd or 4th car for the same townhome. There is not enough room for a 2 vehicle home to park their cars let alone a 3rd or 4th resident. Let alone visitors. Parking is already a problem, why are we adding more problems to the area.
  Saying that the East side of 208A St north of the project would turn into parking on both sides of the street narrowing the already narrow street as the only way to widen that part of the street is to take away the rain gardens. Which was not spoken about. If parking is on both sides of that section of street there isn't enough space to drive one car safely to 68 Ave.
  The residence have already seen what it is like with film trucks here and construction trucks are bigger, here longer and do not care nor respect the neighbours. This is a poorly placed townhome complex with no regard for the neighbourhood that it is being plopped into. "
- The renderings we were shown on Sept 1st showed quite a deep backyard, could the yard be shortened to allow for potential driveways? In my opinion I believe a selling feature of a driveway is more appealing than an extra long backyard. Everyone wants to have the ability to park at their door and with people loading garages a driveway would be an absolute selling bonus!
- We would strongly be in support of providing access and parking to the townhouse development via 210 street in addition to 208A to alleviate congestion and to ease the issue of limited parking as it is. If possible, have 210 street become a through road out to 208 street.
  We are concerned about the increase in traffic, congestion and limited parking spots. We are concerned regarding safety of our once quiet street as more people, traffic, etc. would be introduced with this development. We have a 17 month old at home who will be playing in the streets.

We will be facing these townhouses directly as we live at FOIPPA s.22(1) . We currently have a lovely view of green hedges; this privacy and quiet nature of the street will be compromised. The development of townhouses in this corner unit does not cohesively fit within the look/design of the street with single detached houses.

- I don't agree with this [complex's] entrance being on 208A Street (despite the address being 210th). This street is already congested without proper access on 68th. Consideration will need to be made for traffic calming on 208A Street.
- I have concern over the few parking spaces shown in the development proposal. Parking is already a big issue in Milner Heights with many cars having to park illegally or too close to stop signs because of the lack of parking spaces/street parking put into the development of the neighborhood. Along with this, driving can be challenging as it is hard to see around corners....accidents have happened, kids have been hit, it is just a poorly planned neighborhood. I can only imagine how much worse it will get with increased traffic flow through these narrow streets on top of things. So I would like to see more dedicated on site parking spaces in any development plan. Plan seems odd as well in the overall design of the neighborhood. Honestly, other than trying to squeeze as much profit out of that piece of land as possible, is there any good reason to put townhouses at the end of the street?

DISCUSSION

Based on the comments, the majority of concerns are with regard to the rezoning to higher density and subsequent access, parking and congestion on 208A Street. Email inquiry received prior to the meeting was also with regard to the closure of 210 Street. The following are responses to address the concern/issues raised for this project:

- The proposed townhouse rezoning conforms to the land use plan and density required within the Willoughby Community Plan (CP) and the Northeast Gordon Estate Neighbourhood Plan (NP), the latter of which was adopted by Township of Langley in February 2006.

- Agriculture Land Reserve (ALR) buffer is a prerequisite of rezoning approval for properties abutting the ALR. Proposed closure of 210 Street provides such buffer per design as shown in the Plans. The access from 208A Street is in response to the closure of 210 Street.

- While currently 68 Avenue is currently right-out only, future development of 6790 208 Street will require additional dedication to complete the full two-way road and intersection at 68 Avenue and 208 Street.

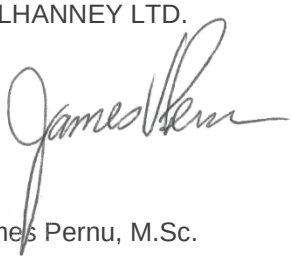
- Five (5) visitor's parking has been provided on-site, the calculation of which has followed Township requirements of one (1) parking space per five (5) townhouse units. Each townhouse unit includes two (2) garage parking spaces as required.

CONCLUSION

The completed questionnaires and neighbour opinions shows a majority of concerns regarding future lack of street parking associated with the proposed development, despite the proposal being in accordance with existing plans and bylaw requirements. If you have questions about this report, please do not hesitate to contact me.

Yours truly,

McELHANNEY LTD.

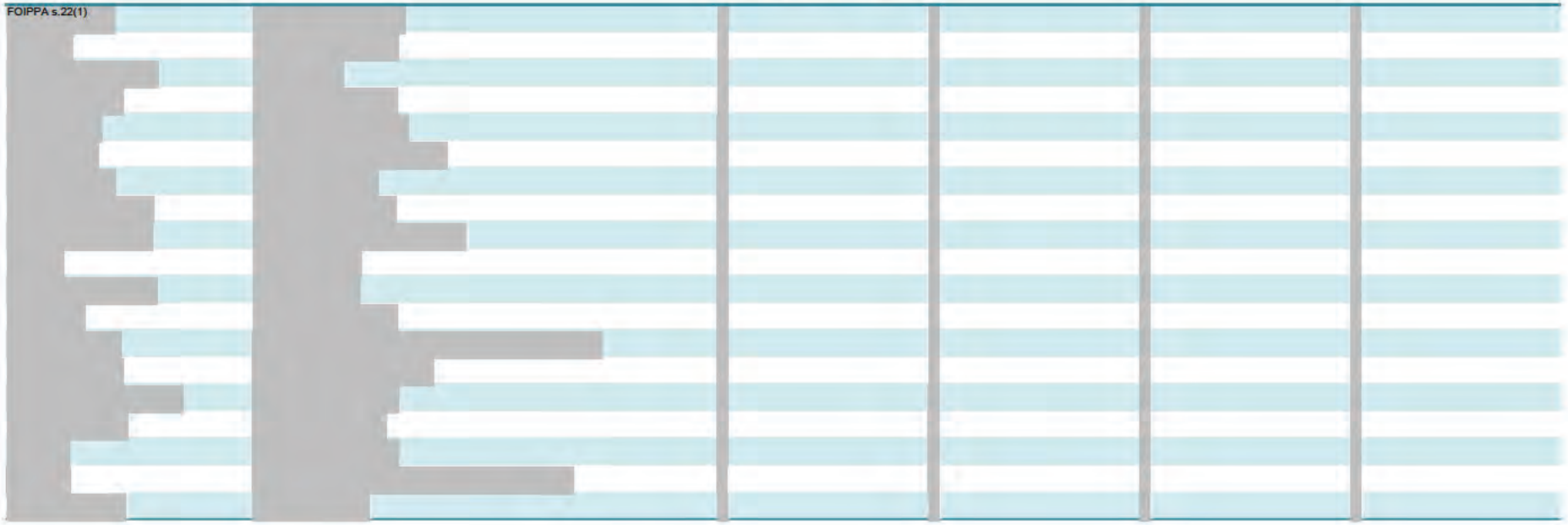


James Pernu, M.Sc.
Division Manager, Planning
jpernu@mcelhanney.com

Attachments:

1. Mail-out and Newspaper Advertisement
2. Registration and attendance data
3. Powerpoint slides
4. Questionnaire responses & received email inquiry

		Question 1	Question 2	Question 3	Question 4
Name2	Residential Address	Please rate your opinion on the proposed application to rezone existing Suburban Residential (SR-2) zoning to Comprehensive Development (CD) for development of 19 townhouse units.	Please rate your opinion on the proposed pedestrian and cycling connectivity proposed along 210 Street.	Please rate your opinion on the proposed architectural design and expression.	Please rate your opinion on proposed landscaping interface along 210 Street.
FOIPPA s.22(1)					



	Question 5
Name	What are your thought on the improvements to the detention pond area and viewing platform?
FOIPPA s.22(1)	Useless. This is not a good spot, the corner near 210 adjacent to the property would be a much better location.
FOIPPA s.22(1)	Good improvements if it will be maintained.
FOIPPA s.22(1)	It hasn't been maintained by Vesta which is the developer that first installed it. I expect a few years after installation it will be overgrown once again.
FOIPPA s.22(1)	nice to have improvements but moving forward who will maintain ?
FOIPPA s.22(1)	Happy... its appears to be well designed
FOIPPA s.22(1)	I like the proposed improvements and the fact the concrete deck won't be slippery
FOIPPA s.22(1)	A platform was built when originally put in. It's overgrown and TOL advised it was left "natural" so wouldn't be cleaned up. Just another dressed up promise to get approval and then left to deteriorate.
FOIPPA s.22(1)	
FOIPPA s.22(1)	This I support
FOIPPA s.22(1)	A clean up improvement is needed
FOIPPA s.22(1)	
FOIPPA s.22(1)	Viewing Platform is a joke. Can you actually see anything?
FOIPPA s.22(1)	Neither positive or negative. The area doesn't necessarily need a new observation deck, but someone to take ownership of the trees, bushes and blackberries. Unless this removed them from the property a new observation deck isn't going to solve that.
FOIPPA s.22(1)	Will be great for the neighborhood
FOIPPA s.22(1)	I have lived in the area almost 10 years and have witnessed kids along with parents throwing rocks in the pond at duck hatching season. Dogs chasing ducks and duckings, I once witnessed an off leash dog kill a duck. The pond is for nature not for our enjoyment, we have messed their space up enough. Leave them the pond, plant more trees around it, give the birds and duck more of a buffer "from us" not expand it for our selfish destruction. Not to mention the weed smoking and dial a dope meetings that are a regular meeting destination.
FOIPPA s.22(1)	Great. It is overgrown so it will be nice to have it cleaned up. Will this be maintained for years to come?
FOIPPA s.22(1)	Not sure how necessary this is.
FOIPPA s.22(1)	Nice if it actually gets maintained regularly...unlike the pond currently.

Name	Please provide us with any additional comments you may have, or elaboration to your responses for any of the previous questions.
FOIPPA s.22(1)	The presentation was good, unfortunately I don't believe that adding a 19 unit project with the probability of 38 new vehicles on the road, is the right project in that location. There is already a problem with cars making illegal left had u-turns from the 68 Ave slip road. People are too impatient to drive a sensible speed along 208a to 71st to get out of the neighborhood. And then the parking implications are horrendous to consider. I like the widening of 208a to allow for extra street parking, but it is just not enough.
FOIPPA s.22(1)	My opposition to this proposal is primarily due to two reasons: 1) The lack of on-site visitor parking proposed in the plan. FOIPPA s.22(1) and there already is a challenge to find parking spots on 208A street during evenings/weekends. Visitors to our home often struggle to find parking or have to walk long distances. With this proposed development, the parking situation would undoubtely become worse. The township has made poor decisions in approving the Milner Heights neighbourhood plan with very few visitor parking stalls (ex. The 27 Row homes on 208st from 68 to 69 avenue have 3 designated visitor parking stalls and no option for on-street parking). As a result, visitors to these row homes use 208A street for parking...if they are lucky enough to get a spot). Approving this project as proposed would only add to an already stressed situation. 2) Increased traffic flow on 208A. With only one entrance/route to this development, all traffic will have to travel on 208A street. Putting a high density development at the end of a residential street just doesnt make sense in terms of traffic flow. High density development should be done closer to the entrance of the neighbourhood (like the Radius and Lattice developments in Milner Heights) to minimize traffic flow through narrow residential streets. Putting a high density development in the proposed location is poor planning. This site should be zoned for "residential compact lot" like all the other properties surrounding it. If such a project as the one proposed is to be completed, I would like to see a reduced density. Instead of squeezing 19 townhouses onto the lot to maximize profits, why not reduce the density and ensure that all visitor parking can be contained on site to minimize the impact on the existing neighborhoood.
FOIPPA s.22(1)	This site seems too small and awkwardly shaped to squeeze in this many units, despite what zoning permits. It seems much more conducive to single family homes with actual yards but of course that would affect the revenue stream. The already dismal parking situation in this neighbourhood will only get worse. Densely packed rowhouses with one-sided street parking and too-small garages for all of the trucks and SUVs most people drive, show a complete lack of foresight in planning this neighbourhood. Opening both sides of the 6800 block of 208A to parking might (might!) alleviate the current shortage- until you add a 19 unit complex with undoubtedly 2 cars per unit. Not to mention rowhome density along 208 with no street parking at all, so the overflow is on 208A. A townhouse complex added to 208A will only make it worse.
FOIPPA s.22(1)	I understand the development is about the money associated to selling 19 units for the developers and taxes for the township. Parking along 208A is already at a premium and with the addition of 19 units and on average 2 cars per unit the already crowded 208A will be a disaster. I understand there will be parking on the east side of the street but that will certainly not account for the increase in vehicles looking for parking . Many townhouse owners will use their garage as storage (strata will no doubt allow) many vehicles cannot fit into the small garages and many vehicle owners will not want to park behind another vehicle. These situations already exist with the current townhouse owners in the neighborhood which has lead them to park on 208A blocks away from where they live. I certainly doubt the developers would have any interest in decreasing the number of units to increase the size of the garages and/or parking pads within the development. What about creating parking on 210 ? It would be important rather than putting focus on so called improvements which are cosmetic to the area (pond, path, landscape) to focus on the real issue which is parking and be proactive and create some viable solutions at the start. There is no doubt once the developer is finished with this project they will wash their hands of the parking mess and be onto their next project leaving the residents to deal with the mess and the resultant headaches. As a result 208A will just be another parking nightmare in Langley for residents who will then complain to township. On a different topic I hope access for trucks will be 210 as 208A with parking on one side of the street is already very narrow for vehicles to pass each other. I cannot imagine how it will be with trucks using that route.
FOIPPA s.22(1)	I think the proposed townhouse site fits with the development in the area
FOIPPA s.22(1)	First off, residents were not aware of this plan until someone got a whiff of it and shared. TOL has a duty to advise residents of anything that will affect our neighborhood. This proposed complex will affect the whole of Milner with a lot of extra traffic, gross parking issues and noise. This definitely shows the lack of parking on site. This site is more suitable to single houses and would fit in with the surrounding area. Please consider these concerns before proceeding.

FOIPPA s.22(1)	Our neighbourhood and street of 208a cannot handle a 19 unit development. There already is not enough street parking and at times the people driving down our streets are doing so at such a speed that it compromises safety. With how narrow the streets are and the existing congestion it's difficult to see. Our dog was run over by a car out front of FOIPPA s.22(1) and the driver didn't stop. Additionally a few days ago a 12 year old on his scooter was hit in the alley way off 208a and had to be taken to the hospital. The proposed parking in the complex will not facilitate the needs of the owners. Each until will have at least two cars, more if there are kids of driving age. Not to mention most people with garages don't even use their garage for parking but rather for storage. Just drive through our neighbourhood or any neighbourhood and you will see all the cars parked in driveways and on the road and just how congested we already are. For this complex to only have 4 visitor spots is unrealistic. Even if there will be additional street parking there is not enough on our small street. I don't understand why the access isn't from 210 which is the ACTUAL lot address for the proposed complex. Or why it has to be townhouses at all? Why not follow the existing layout of the neighbourhood and put two or three executive homes on the property AND have the access come off 210 street? To follow with the existing design it should be below grade basement with main floor and top floor above grade. How would you feel to have lived in the neighbourhood for the last 10 years to soon have to look at a development of this nature?? Not to mention most if not all owners when they bought were told that this specific property was not zoned for multi family. Had we known I'm sure we would have found another
FOIPPA s.22(1)	208a street can not handle more traffic and/or parking. Having an entrance to this new complex on 208A is ridiculous. Our current residents have no visitor parking to begin with. Adding more homes will not help. Why have only four visitor parking for 19 units? Common sense is needed here.
FOIPPA s.22(1)	There is too much congestion in and around this neighborhood already and NO PARKING!
FOIPPA s.22(1)	Main access to the property needs to be from 210th not 208a where there is not enough parking and extra traffic would be a headache
FOIPPA s.22(1)	Traffic will increase on 208A. Already difficult to get through with cars parked on one side and barely wide enough for two cars to drive through. Parking on the street is already really hard to find and if you add 19 more homes and their guests will also be competing for street parking!
FOIPPA s.22(1)	I am opposed to the entrance being on 208A St. I am opposed to the construction vehicles proposed route on 208A St. Currently there is not enough space for construction vehicles to drive safely down 208A st. The townhomes that face 208A St with tandem garages will not use both parking spaces in their garage as parking. Tandem garages are not 2 parking spaces, they are a storage space and 1 parking space. I have also seen too many tandem garages turned into a bedroom for rent (especially with a front door right there, with street parking as the illegal tenants parking space) plus one car parking for the home owner in the garage. With emphasis on building larger townhomes, this creates opportunity for families with teen children, with teen children come a 3rd or 4th car for the same townhome. There is not enough room for a 2 vehicle home to park their cars let alone a 3rd or 4th resident. Let alone visitors. Parking is already a problem, why are we adding more problems to the area. Saying that the East side of 208A st north of the project would turn into parking on both sides of the street narrowing the already narrow street as the only way to widen that part of the street is to take away the rain gardens. Which was not spoken about. If parking is on both sides of that portion of street there isn't enough space to drive safely to 68 Ave
FOIPPA s.22(1)	Looking forward this development. Fits the neighborhood very well.
FOIPPA s.22(1)	The renderings we were shown on Sept 1st showed quite a deep backyard, could the yard be shortened to allow for potential driveways? In my opinion I believe a selling feature of a driveway is more appealing than an extra long backyard. Everyone wants to have the ability to park at their door and with people loading garages a driveway would be an absolute selling bonus!
FOIPPA s.22(1)	We would strongly be in support of providing access and parking to the townhouse development via 210 street in addition to 208A to alleviate congestion and to ease the issue of limited parking as it is. If possible, have 210 street become a through road out to 208 street. We are concerned about the increase in traffic, congestion and limited parking spots. We are concerned regarding safety of our once quiet street as more people, traffic, etc would be introduced with this development. We have a 17 month old at home who will be playing in the streets. We will be facing these townhouses directly as we live at FOIPPA s.22(1) We currently have a lovely view of green hedges; this privacy and quiet nature of the street will be compromised. The development of townhouses in this corner unit does not cohesively fit within the look/design of the street with single detached houses.
FOIPPA s.22(1)	I don't agree with this complexesain entrance being on 208A Street (despite the address being 210th). This street is already congested without proper access on 68th. Consideration will need to be made for traffic calming on 208A Street.
FOIPPA s.22(1)	I have concern over the few parking spaces shown in the development proposal. Parking is already a big issue in Milner Heights with many cars having to park illegally or too close to stop signs because of the lack of parking spaces/street parking put into the development of the neighborhood. Along with this, driving can be challenging as it is hard to see around corners....accidents have happened, kids have been hit, it is just a poorly planned neighborhood. I can only imagine how much worse it will get with increased traffic flow through these narrow streets on top of things. So I would like to see more dedicated on site parking spaces in any development plan. Plan seems odd as well in the overall design of the neighborhood. Honestly, other than trying to squeeze as much profit out of that piece of land as possible, is there any good reason to put townhouses at the end of the street?

From: FOIPPA s.22(1)
To: FOIPPA s.22(1)
Subject: FW: Proposed Development 6869 210 Street ,
Date: August 23, 2021 7:15:54 AM

-----Original Message-----
From: FOIPPA s.22(1)
Sent: Wednesday, August 18, 2021 2:59 PM
To: James Pernu <jpernu@mcelhanney.com>
Subject: Re: Proposed Development 6869 210 Street ,

[EXTERNAL EMAIL] Check email address, links, and attachments

Thank you for your response to my questions.

I wish you every success .

Sent from my iPhone

> On Aug 18, 2021, at 1:01 PM, James Pernu <jpernu@mcelhanney.com> wrote:
>
> Thank you FOIPPA s.22(1) for your email and inquiry. I will do my best to answer your questions below.
>
> 1. The subject site is currently addressed off of 210 Street as that is where access was historically provided for prior to the construction of 208A Street. In a way, I have to reflect the current property address in correspondence noting that the access to the proposed development will be located off 208A Street. There is no plan or no possibility for this site to considered a future phase. The 19 townhouse units proposed are all that can be accommodated on the site.
> 2. The Township of Langley has planned within the Northeast Gordon Neighbhourhood Plan that 210 Street fronting the subject site be 'converted' into a pedestrian only greenway. To our knowledge, the Township does not have any plans to extend 210 Street to achieve a road connection to 208A Street at 68 Avenue. The have asked the applicant to landscape the 210 Street road portion in front of the subject to enhance a landscape buffer for the ALR lands to the east.
> 3. The details for improvements to the detention pond area to the north of the subject site are included on the website which is up and running now. Please check on the "site Details" tab where there are 2 landscape plans that you will find in the set of plans when you scroll with the 'arrows'. The applicant will be adding a view area with benches, a small amount additional surfacing, some decorative boulders, an interpretive sign and infill shrub and ground cover. This is located in the north corner of the pond lands. Let me know if you cannot access/locate the drawings on the website.
>
> Thanks again for your inquiry and let me know if you need any further clarification.
>
> Cheers,
>
> James Pernu, M.Sc.
> Division Manager, Planning
> McElhanney Ltd.
> Suite 2300 Central City Tower | 13450 - 102 Ave | Surrey BC V3T 5X3 D
> 604 424 4889 jpernu@mcelhanney.com | www.mcelhanney.com
>
>
> -----Original Message-----
> From: FOIPPA s.22(1)

> Sent: Tuesday, August 17, 2021 9:49 PM
> To: James Pernu <jpernu@mcelhanney.com>
> Subject: Proposed Development 6869 210 Street ,
>
> [EXTERNAL EMAIL] Check email address, links, and attachments
>
> Mr . Pernu
>
> I have some requests for further information after reading your information on this development .
>
> The project is identified as 6869 210 Street , yet the entrance is from 208A Street . Why is 210 Street mentioned ? Is a subsequent phase of construction planned , which will include an entrance to the homesites from 210 Street ?
>
> When the development has an entrance to 210 Street , then will you request that 210 Street be extended to allow traffic to proceed to 208A Street ?
>
> Will you provide me with details of the improvements proposed for the retention pond located adjacent to your development site ?
>
> I will look forward to this information . Thank you .
>
> FOIPPA s.22(1)
>
> Sent from my iPad
> [McElhanney]
>
> This message and attachment may contain privileged and confidential information. If you are not the intended recipient, please notify us of our error, do not disseminate or copy this communication, and destroy all copies.

Our File: 2111-05109-00
Project:08-13-0084
Folder: DE102371

January 22, 2021

Community Development Division
Township of Langley
20338 – 65 Avenue
Langley, BC V2Y 3J1

Attention: Daniel Graham, Planner

6869 210 Street – Stormwater Detention Requirements & View Impact Analysis

BACKGROUND

The subject property is located within the Gordon Estates Neighborhood (GEN) and located in DP Area "I" - Agricultural Edge and Escarpment Protection. Key objectives of section 4.3.5 – Development Permit Area "I" are to ensure that new housing:

- Occurs in a manner that respects the environmentally sensitive nature of the area and adjacent agricultural land
- Increases agricultural awareness for new owners,
- Provides guidelines to minimize potential land use conflicts, and
- Minimize any change in view of the area form Glover Road (Milner area)

CURRENT DISCUSSION & CONCERNS

The proposed development meets each of the key objectives 4.3.5 of the of Willoughby Community Plan. To demonstrate this, we will provide the rationale and supporting material for each objective below:

Occurs in a manner that respects the environmentally sensitive nature of the area and adjacent agricultural land.

The proposed development respects the environmentally sensitive nature of the area, through many themes. These include:

- A 17.5m wide vegetive buffer is proposed between the sensitive ALR lands and the rear yards of the development. This width exceeds the vegetative buffer objective of the Urban/ALR interface.

- Stormwater that sheet flows from the site towards the ALR is captured and treated through a bioswale prior to entering the 210 Street roadside ditch.

- An interpretive sign is proposed in the Pond 3 expansion area to educate new and existing owners on the hydrologic cycle, purpose of the detention pond and the need to protect our storm sewers from pollutants as they eventually discharge to our natural environment.

- The exterior colour treatments have been revised to better fit with the surrounding homes and environment.

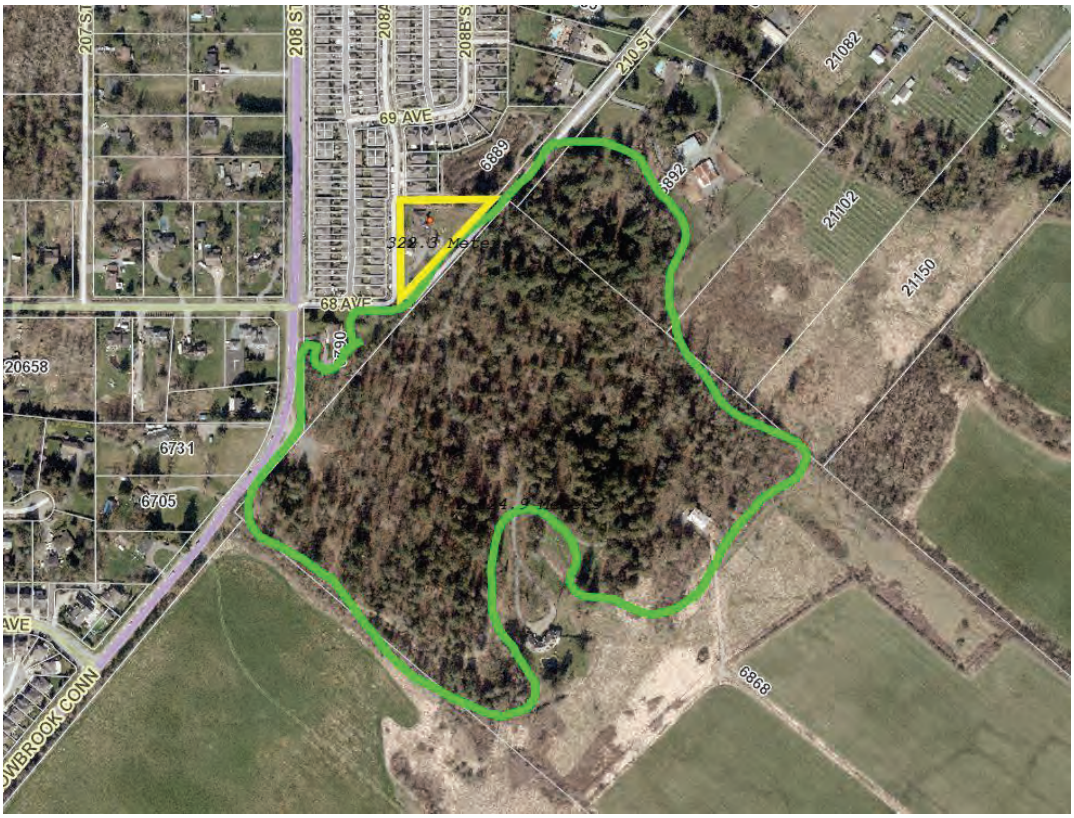
Increases agricultural awareness for new owners

The Development will include agricultural awareness signs along the proposed Arbour Trail Extension and on the fence separating the nature path and the ALR.

If requested, an additional interpretive sign can be included to educate new owners on the history of the Milner Area and the value of having a thriving local agricultural community. This signage can be included in the amenity greenspace, along Arbour Ribbon Trail or within the expanded viewing platform proposed at existing Pond 3.

Provides guidelines to minimize potential land use conflicts

A vegetative buffer is proposed between the development and the ALR and within this buffer a meandering path for the Arbour Ribbon Trail is proposed. A fence with signage is proposed to along the ALR boundary. It should be noted that currently there is no farming or agricultural use occurring within 100 meters of the development site due to the existence of a heavily wooded area as shown in the image below.



Picture above shows the development site in yellow and the heavily wooded area in green that is further buffering the development site from agricultural conflicts.

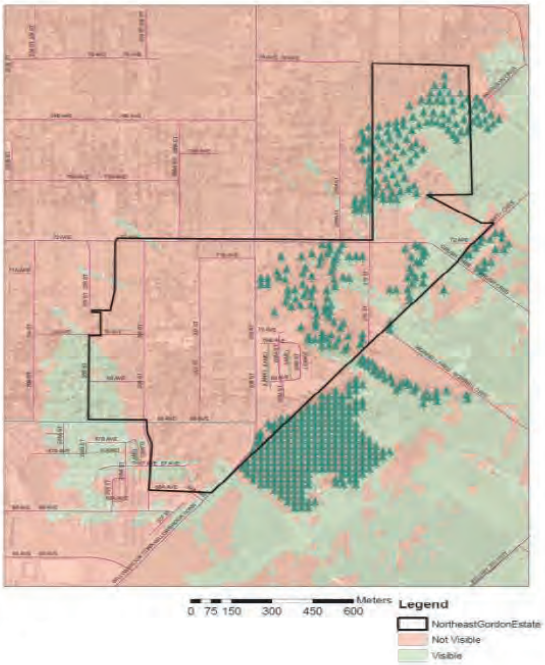
Minimize any change in view of the area form Glover Road

As noted, a heavily wooded area surrounds the site with various tree species included tall conifers. These stand well above the development height and section 2.1.4 of the North East Gordon Neighbourhood Plan confirms that the existing trees can block up to 5 to 6 storeys from the valley view. See excerpt below that shows the visible areas shaded in green and the not visible areas shaded in red.

2.1.4 Views

The treed escarpment along the eastern edge of Northeast Gordon Estate provides an impressive view from the Milner Valley and contributes to the Township's long-held rural and agricultural character. The Hudson's Bay Farm was located in the Milner Valley in 1833, one of the most fertile sites in the Fraser Valley. The view of the treed escarpment is a very important landscape for residents. The Northeast Gordon Estate escarpment also offers dynamic views of the Milner agricultural lowlands and the coastal mountains (including Mount Baker) to the southeast. The 208 Street Density Review reaffirmed the value of the views from the Milner valley. Although it is expected some buildings will be visible from the valley, the majority of the buildings, including the higher buildings, will be screened from view by the existing trees. The location of higher buildings were determined with view retention in mind. Tree retention and replacement will aid in protecting and enhancing the views of the treed escarpment from the Milner valley.

Map showing that existing trees can block up to 5-6 storeys from view from portions of the Milner Valley



To confirm the findings of section 2.1.4 above, site photos from the development looking toward the valley and from various location throughout the valley to the development site are provided below.



From the site looking towards Worrell Crescent



From the site looking towards Glover Road



View towards development site (center of photo. To provide a height perspective the "Lattice 2" development which is located at the top of the hill, has retail space plus 5 residential floors and a roof top amenity, which can be seen just to the right of center and is matching the tree heights but does not benefit from the dense wooded area that the subject site has.



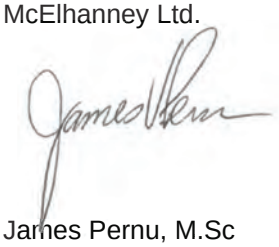
This photo best illustrates and confirms that the proposed development will not change the view area from Glover Road. The 3 storey home (6868 210 Street) is in front of the heavily wooded and the development sits behind this home. This home is also seen on the ariel photo on page 3, providing another perspective.

In addition to the site photos, we created a 3D model based off our LiDAR surface and inserted the proposed development in bright pink 12 meter tall buildings to demonstrate there is no impact to views of the escarpment from standing height along Glover Road. The location of the development is depicted by the green conical dome in the renderings attached.

CLOSING

We trust the above provides necessary additional information to confirm the proposed development meets the Key objectives of section 4.3.5 – Development Permit Area "I" with respect to the Agricultural Edge and Escarpment Protection. Should there be any questions regarding the above or the need for additional discussion, please don't hesitate to contact the undersigned.

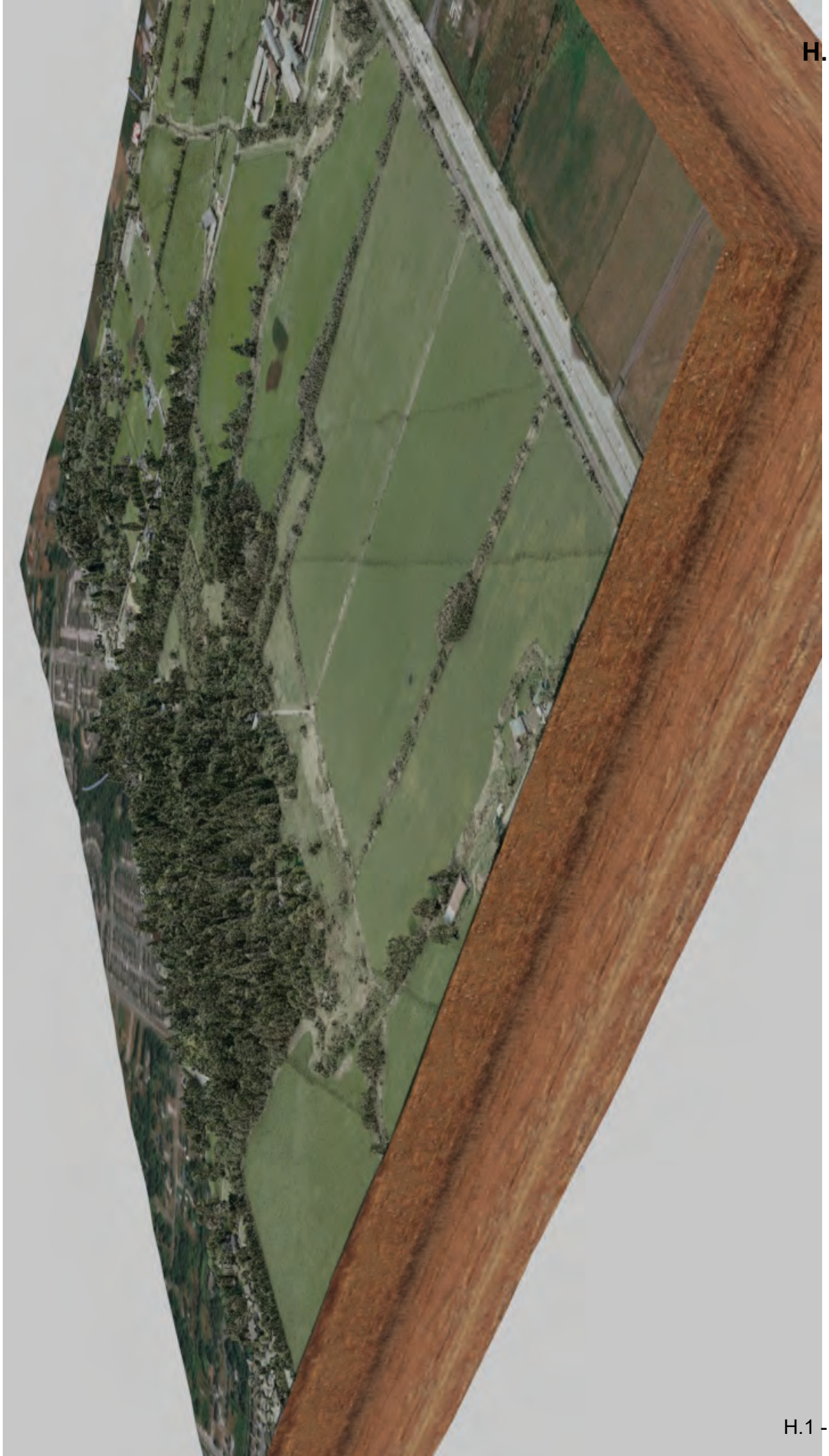
Sincerely,
McElhanney Ltd.

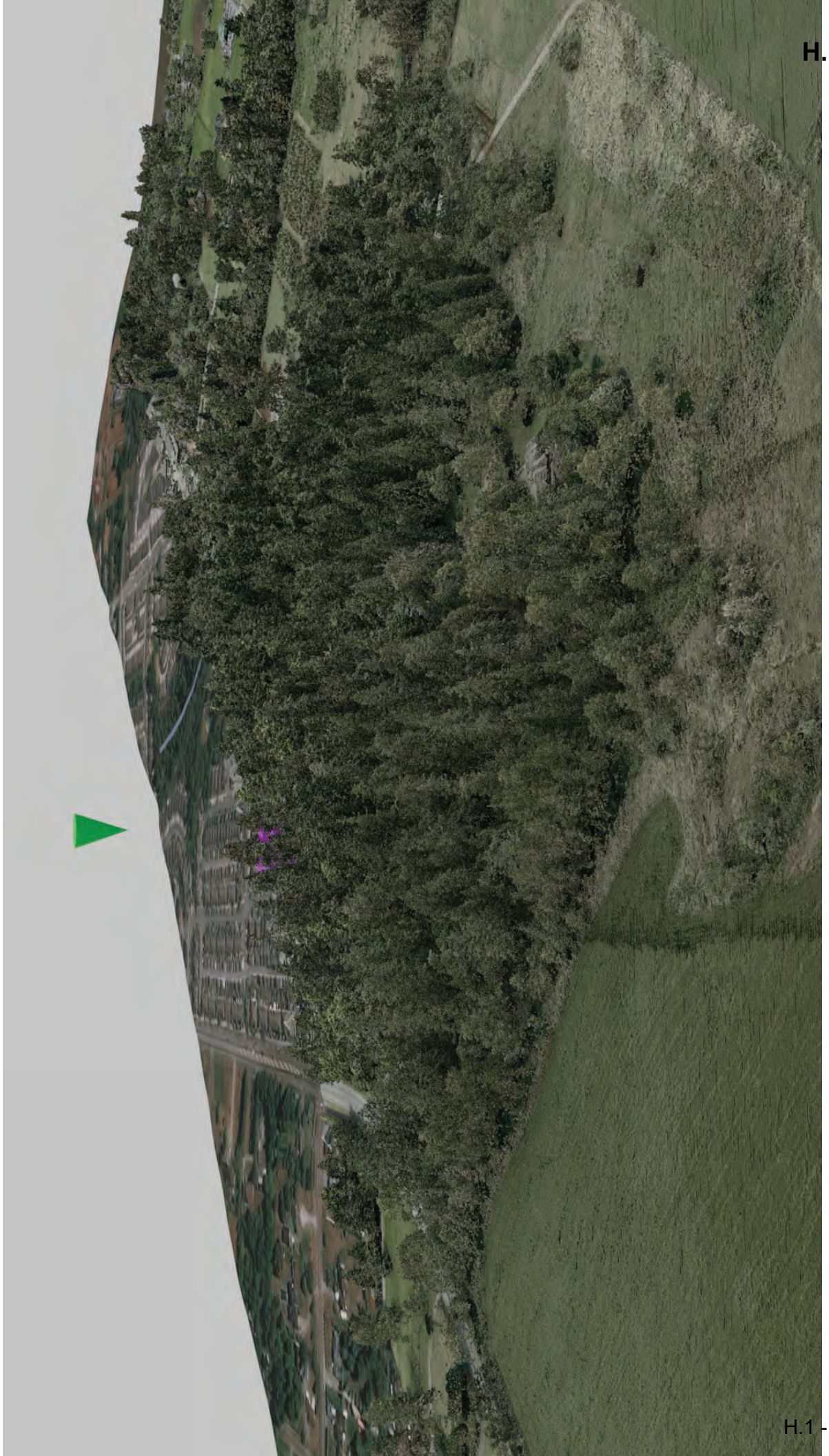


James Pernu, M.Sc

cc: Paul Deol, PEng

Enclosures: Renderings.





THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842

AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800

AMENDMENT (SOUTHWEST GORDON ESTATE NEIGHBOURHOOD PLAN) BYLAW 1999 NO. 3911

AMENDMENT (COMPASS COHOUSING) BYLAW 2021 NO. 5736

EXPLANATORY NOTE

Bylaw 2021 No. 5736 amends the Willoughby Community Plan to specify applicable design guidelines and the Southwest Gordon Estate Neighbourhood Plan to amend the Mixed-Use "B" designation to allow a residential only development at a density of 30.3 UPA in order to accommodate a 40 unit cohousing facility on the site located at 20353 – 66 Avenue.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842

AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800

AMENDMENT (SOUTHWEST GORDON ESTATE NEIGHBOURHOOD PLAN) BYLAW 1999 NO. 3911

AMENDMENT (COMPASS COHOUSING) BYLAW 2021 NO. 5736

A Bylaw to amend Willoughby Community Plan Bylaw 1998 No. 3800 and Southwest Gordon Estate Neighbourhood Plan Bylaw No. 3911

The Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as “Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Southwest Gordon Estate Neighbourhood Plan) Bylaw 1999 No. 3911 Amendment (Compass Cohousing) Bylaw 2021 No. 5736”.

2. Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Section 4.2.2 is further amended by adding after the words “those for residential” the following: “(Section 4.1.2.3)” and by adding after the words “and commercial” the following: “(Section 4.2.1)”.

3. Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Southwest Gordon Estate Neighbourhood Plan) Bylaw 1999 No. 3911 Section 4.2.8 is further amended by:

   a) Adding to the end of Section 4.2.8 Mixed-Use “B” the following:

      “The portion of the lands legally described as Lot 90 District Lot 311 Group 2 NWD Plan 38200 north of the Fortis ROW may increase the maximum permitted density to accommodate 40 apartment units subject to the following:
      - The site is developed as a cohousing facility
      - Commercial use is not required
      - The Fortis ROW is upgraded as a linear park system community amenity
      - Building height is limited to 3 storeys.

READ A FIRST TIME the	20	day of	September	, 2021.
READ A SECOND TIME the	20	day of	September	, 2021.
PUBLIC HEARING HELD the	04	day of	October	, 2021.
READ A THIRD TIME the		day of		, 2021.
ADOPTED the		day of		, 2021.

_____ Mayor _____ Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (COMPASS COHOUSING) BYLAW 2021 NO. 5737

EXPLANATORY NOTE

Bylaw 2021 No. 5737 rezones a 0.53 ha portion of the lot located at 20353 – 66 Avenue from Rural Zone RU-3 to Comprehensive Development Zone CD-165 to accommodate 40 condominium units.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (COMPASS COHOUSING) BYLAW 2021 NO. 5737

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 (Compass Cohousing) Bylaw 2021 No. 5737".

2. The "Township of Langley Zoning Bylaw 1987 No. 2500" as amended is further amended by:

   (1) Adding to the Table of Contents and Section 104.1 – Zones the words "Comprehensive Development Zone CD-165" after the words "Comprehensive Development Zone CD-164"
   (2) Adding to Section 110.1 after the words "CD-164" the words "CD-165 – 4,500 m²"
   (3) Adding after Section 1064 "Comprehensive Development Zone CD-164" the following as Section 1065 "Comprehensive Development Zone CD-165"

1065 **COMPREHENSIVE DEVELOPMENT ZONE CD-165**

Uses Permitted

1065.1 In the CD-165 Zone, only the following *uses* are permitted and all other *uses* are prohibited:

1) *accessory buildings* and *uses*
2) *accessory home occupations* subject to Section 104.3
3) *apartment uses* subject to Section 1065.2

Residential Uses

1065.2 A maximum of 40 *apartments* are permitted in the Comprehensive Development CD-165 zone subject to provision of a minimum 400m^2 amenity building with common kitchen and dining facilities as shown in 1065.11

Lot Coverage

1065.3 The maximum permitted *lot coverage* of *building* and structures shall be 55%.

Siting of Buildings and Structures

1065.4 *Buildings* and *structures* shall be sited in accordance with the provisions of a Development Permit.

Height of Buildings and Structures

1065.5 Except as provided for in Section 104.5 the *height* of *buildings* and structures shall be in accordance with and not exceed Section 1065.11. The *height* of

accessory buildings and *structures* shall not exceed 3.75 meters or one (1) storey except for the amenity building shown in section 1065.11 which is 9.5 metres or 3 *storeys*, whichever is lesser.

Subdivision Requirements

1065.6 All *lots* created by *subdivision* shall comply with Section 110 of this Bylaw and the Subdivision and Development Servicing Bylaw 2019 No. 5382 as amended.

Landscaping, Screening and Fencing

1065.7 Landscaping areas, landscaping screens and fencing shall be provided in accordance with Section 111 and in accordance with the Development Permit.

Parking and Loading

1065.8 Parking and loading shall be provided in accordance with Section 107.

Age Friendly Amenity

1065.9 Age Friendly Amenity areas shall be provided in accordance with Section 111.5 and in accordance with the Development Permit.

Development Permit Requirements

1065.10 A Development Permit shall be issued by Council prior to issuance of a Building Permit.

Overall Development Plan

1065.11 Development in this zone shall conform substantially to the site plan as shown below:



3. The “Township of Langley Zoning Bylaw 1987 No. 2500” as amended is further amended by rezoning the lands described as:

Portion of Lot 90 District Lot 311 Group 2 New Westminster District Plan 38200;

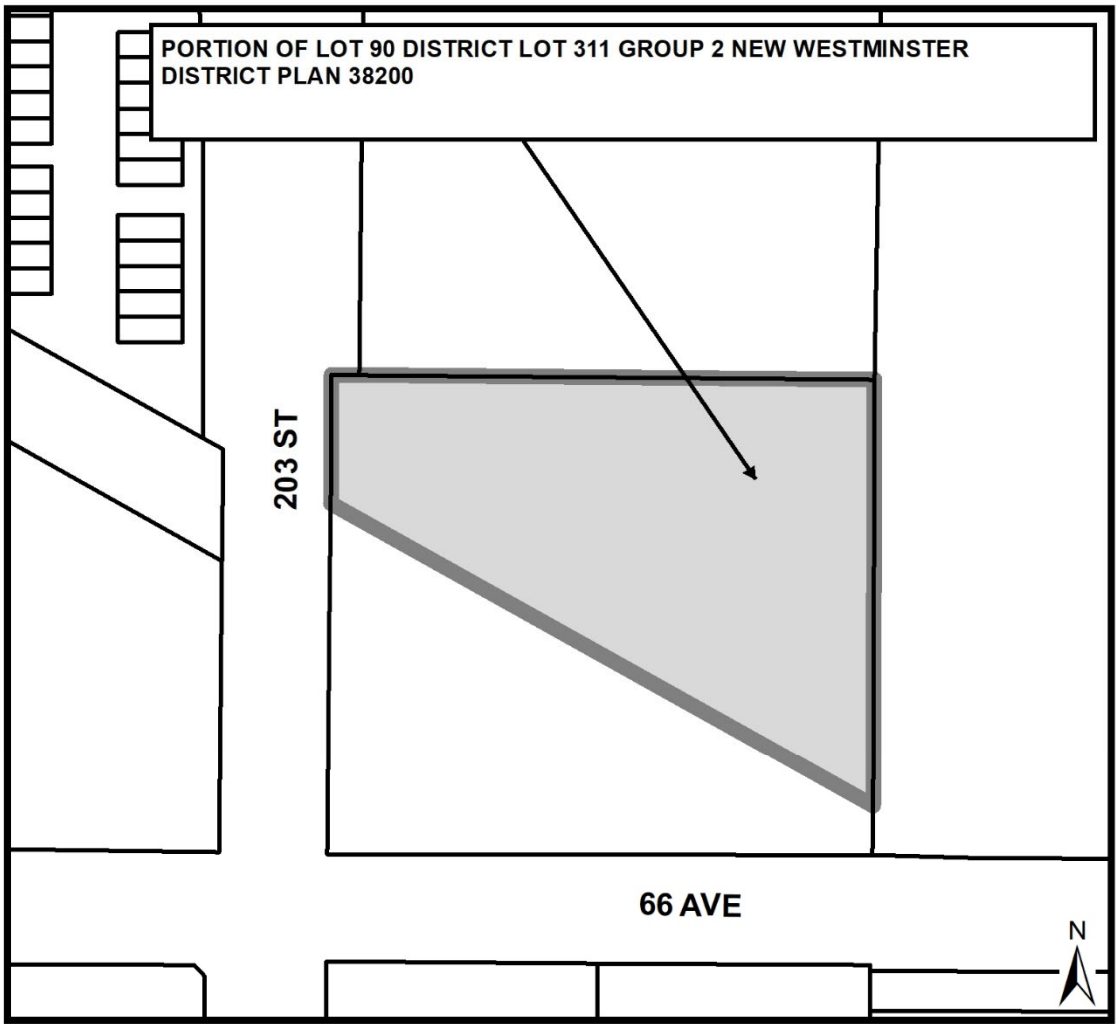
as shown delineated on Schedule “A” attached to and forming part of this Bylaw to Comprehensive Development Zone CD-165.

READ A FIRST TIME the	20	day of	September	, 2021.
READ A SECOND TIME the	20	day of	September	, 2021.
PUBLIC HEARING HELD the	04	day of	October	, 2021.
READ A THIRD TIME the		day of		, 2021.
ADOPTED the		day of		, 2021.

Mayor

Township Clerk

SCHEDULE 'A'
BYLAW NO. 5737



Township of Langley

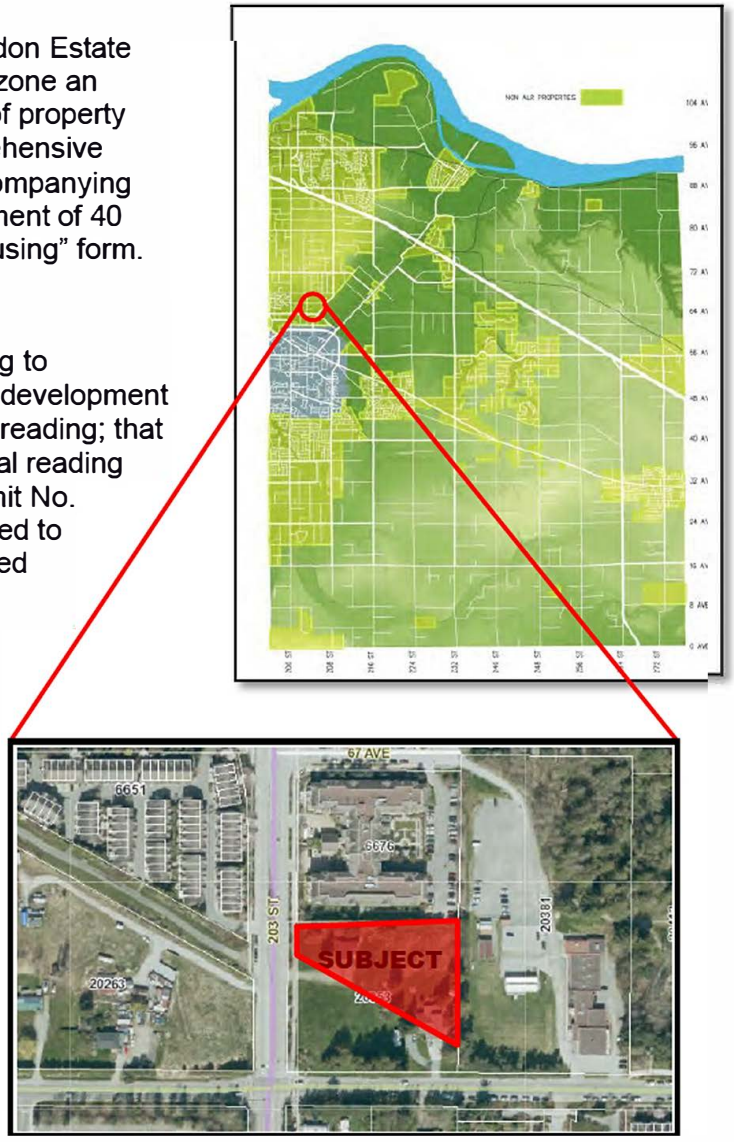
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	SEPTEMBER 20, 2021 - REGULAR MEETING	**REPORT:**	21-107
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	08-14-0222
SUBJECT:	OFFICIAL COMMUNITY PLAN AMENDMENT AND REZONING APPLICATION NO. 100192 AND DEVELOPMENT PERMIT APPLICATION NO. 101212 (COMPASS COHOUSING / 20353 – 66 AVENUE)		

PROPOSAL:

Application to amend the Southwest Gordon Estate Neighbourhood Plan and concurrently rezone an approximately 0.53 ha (1.32 ac) portion of property located at 20353 – 66 Avenue to Comprehensive Development Zone CD-165, with an accompanying development permit to facilitate development of 40 condominium units in a proposed "co-housing" form.



RECOMMENDATION SUMMARY:

That Council give first and second reading to Bylaws No. 5736 and 5737 subject to 10 development prerequisites being satisfied prior to final reading; that Council authorize issuance (at time of final reading of Bylaw No. 5737) of Development Permit No. 101212; and further that staff be authorized to proceed with the scheduling of the required public hearing.

RATIONALE:

The proposed development is consistent with the overall objectives of the Willoughby Community Plan and Southwest Gordon Estate Neighbourhood Plan.

RECOMMENDATIONS:

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw No. 1998 No. 3800 Amendment (Southwest Gordon Estate Neighbourhood Plan) Bylaw 1999 No. 3911 Amendment (Compass Cohousing) Bylaw 2021 No. 5736 and Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Compass Cohousing) Bylaw 2021 No. 5737, rezoning a 0.53 ha (1.32 ac) portion of land located at 20353 – 66 Avenue to Comprehensive Development Zone CD-165 to facilitate the development of 40 condominium units subject to the following development prerequisites being satisfied to the acceptance of the Township of Langley General Manager of Engineering and Community Development, unless otherwise noted, 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 and Southwest Gordon Estate Engineering Services Plan;
2. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw;
3. Provision of road dedications, widenings, and necessary traffic improvements for 203 Street, in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Southwest Gordon Estate Neighbourhood Plan, and the Street Trees and Boulevard Plantings Policy;
4. Dedication and construction of a 4.5 m wide street greenway on the east side of 203 Street along the frontage of the subject portion of the site, including final acceptance of the greenway landscape design plans, sidewalk/trail alignment, signage, landscape details and security;
5. Upgrade the Fortis ROW into a linear park system, including recreational pathway connection in accordance with the Southwest Gordon Estate Neighbourhood Plan;
6. 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);
7. Compliance with Age Friendly Amenity Area requirements;
8. Registration of restrictive covenants acceptable to the Township:
    a. Identifying the units (minimum 10% for apartments) required in accordance with Schedule 2 - Adaptable Housing Requirements of the Township's Official Community Plan;
    b. Prohibiting left turn ingress and egress from 203 Street;
    c. Prohibiting reliance on on-street parking;
9. Compliance with the Community Amenity Contributions Policy if applicable;
10. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Development Engineering and Green Infrastructure Service fees, Development Works Agreement (DWA) and Latecomer charges, and compliance with the Township's 5% Neighbourhood Park Land Acquisition Policy;

That Council consider Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw No. 1998 No. 3800 Amendment (Southwest Gordon Estate Neighbourhood Plan) Bylaw 1999 No. 3911 Amendment (Compass Cohousing) Bylaw 2021 No. 5736 is consistent with the Township's Five Year Financial Plan as updated annually and with Metro Vancouver's Integrated Liquid Waste Resource Management Plan and Integrated Solid Waste Resource Management Plan, Housing Needs Report, and with the consultation requirement of Official Community Plan Consultation Policy (07-160);

That Council at time of final reading of Rezoning Bylaw No. 5737 authorize issuance of Development Permit No. 101212, subject to the following conditions:

a. Building plans being in substantial compliance with Schedule “A”;
b. Landscape plans being in substantial compliance with Schedule "B" and Schedule “C” and in compliance with the Township's Street Tree and Boulevard Planting Policy and Age Friendly Amenity Area requirements;
c. All rooftop mechanical equipment to be screened from view; and
d. All refuse areas to be located in an enclosure and screened.

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

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

That Council authorize staff to schedule the required public hearing for Bylaws No. 5736 and 5737 in conjunction with the hearing for proposed Development Permit No. 101212.

EXECUTIVE SUMMARY:

Lark Group has applied on behalf of Compass Cohousing and the owner to amend the Southwest Gordon Estate Neighbourhood Plan and rezone and subdivide a 0.53 ha (1.32 ac) portion of land located at 20353 – 66 Avenue to Comprehensive Development Zone CD-165 to facilitate development of 40 condominium units, in the form of a “co-housing” concept, with enhanced shared common areas.

The proponent’s application includes an amendment to the Southwest Gordon Estate Neighbourhood Plan to increase the permissible density and to allow a residential only development in order to accommodate the proposed 40-unit residential development as the site’s Mixed-Use ‘B’ designation requires a mix of commercial and residential space and accommodates a maximum of 39 units under the permitted density. Additionally, the applicant has applied for a Development Permit to provide Council the opportunity to review the form and character of the proposed development.

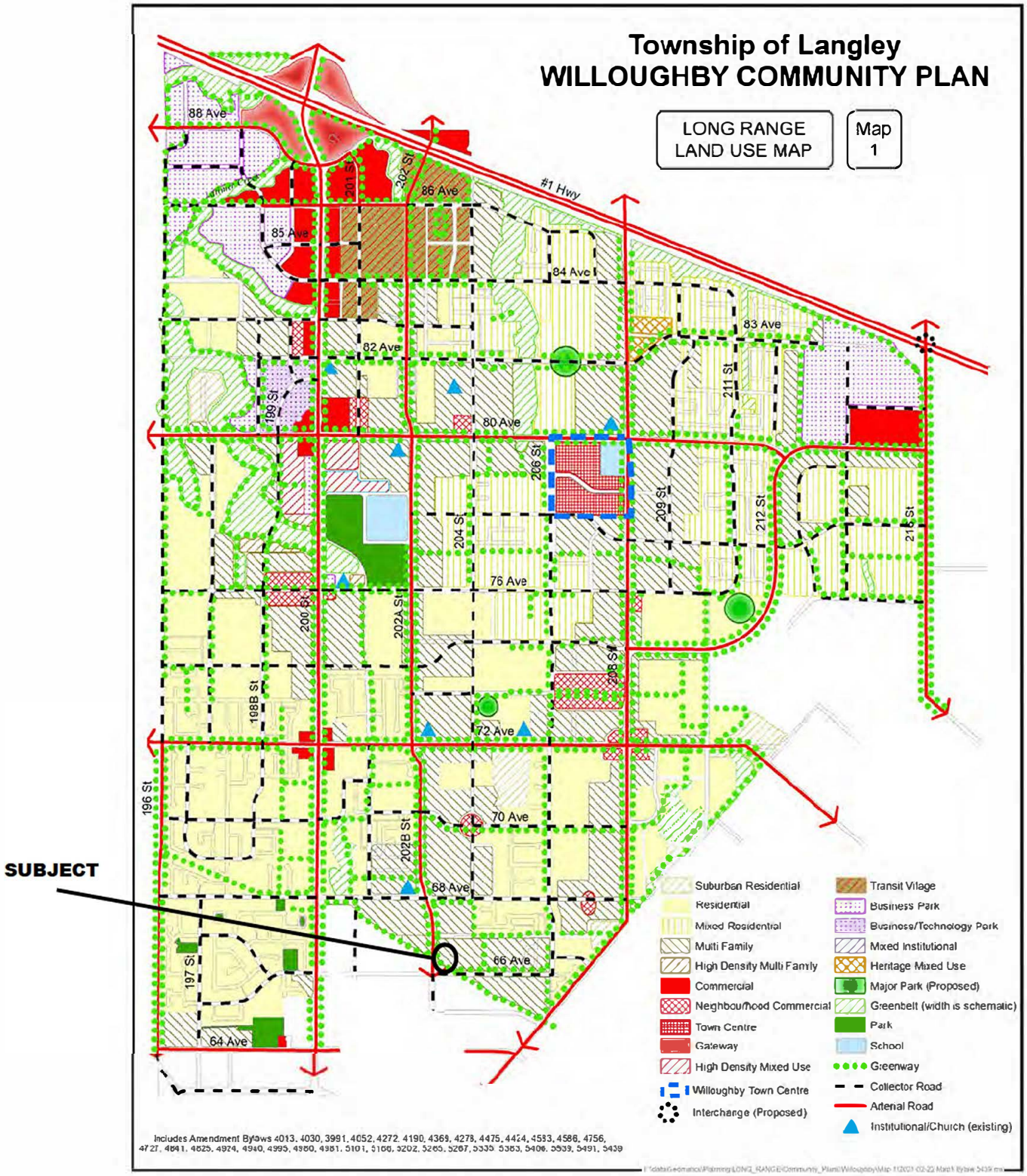
The proponent indicates that the development is intended to be structured as a cohousing community. Cohousing is similar to conventional multi-family style development except that the design elements of the development strategically aim to create intended opportunities for social interaction among residents through increased shared amenity space.

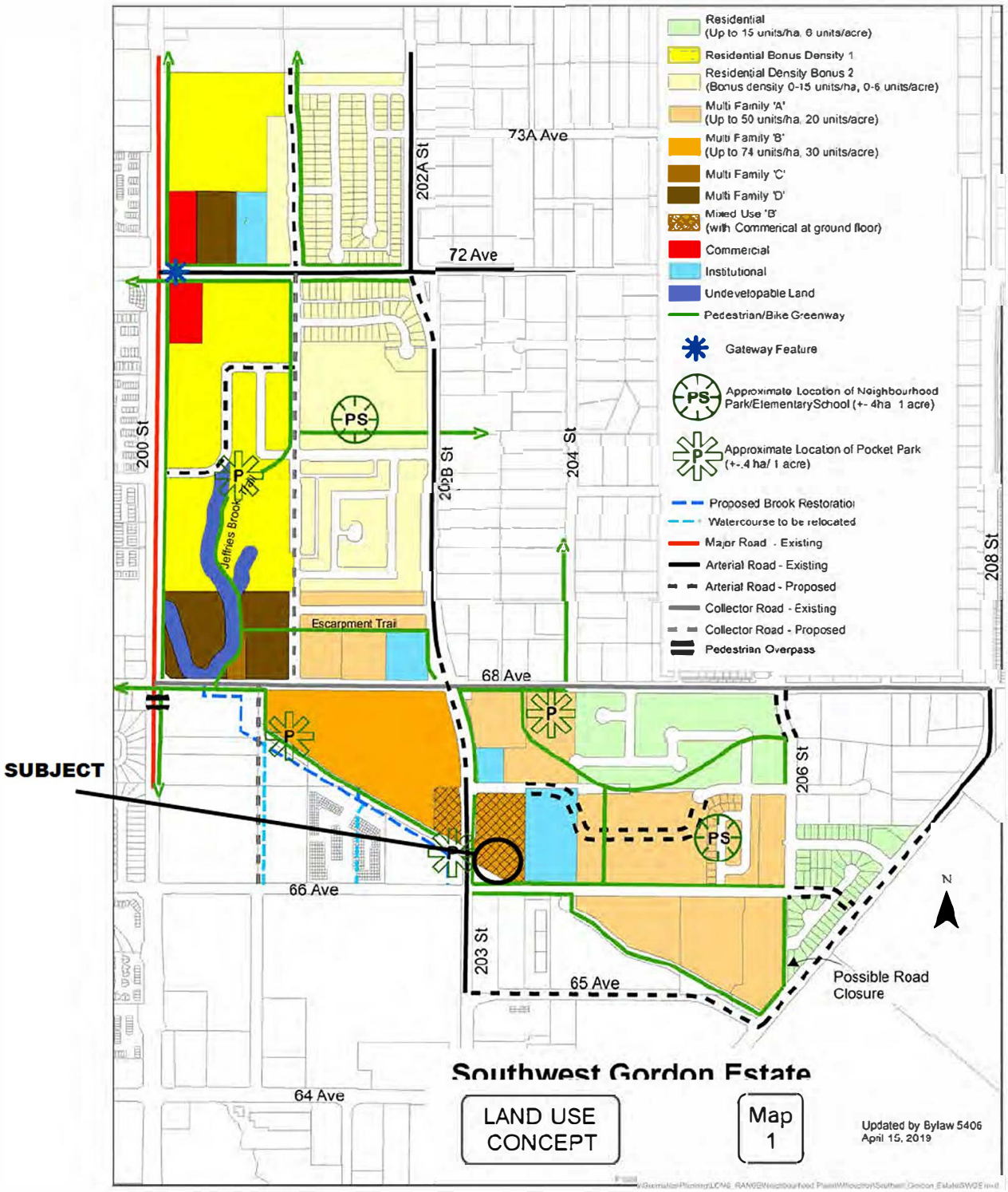
In this case, the application proposes apartment buildings wrapping around a common amenity area incorporating community gardens, grass, and open space - including an amenity building with kitchen, dining area, guest suite, children’s playroom, office space and workshop.

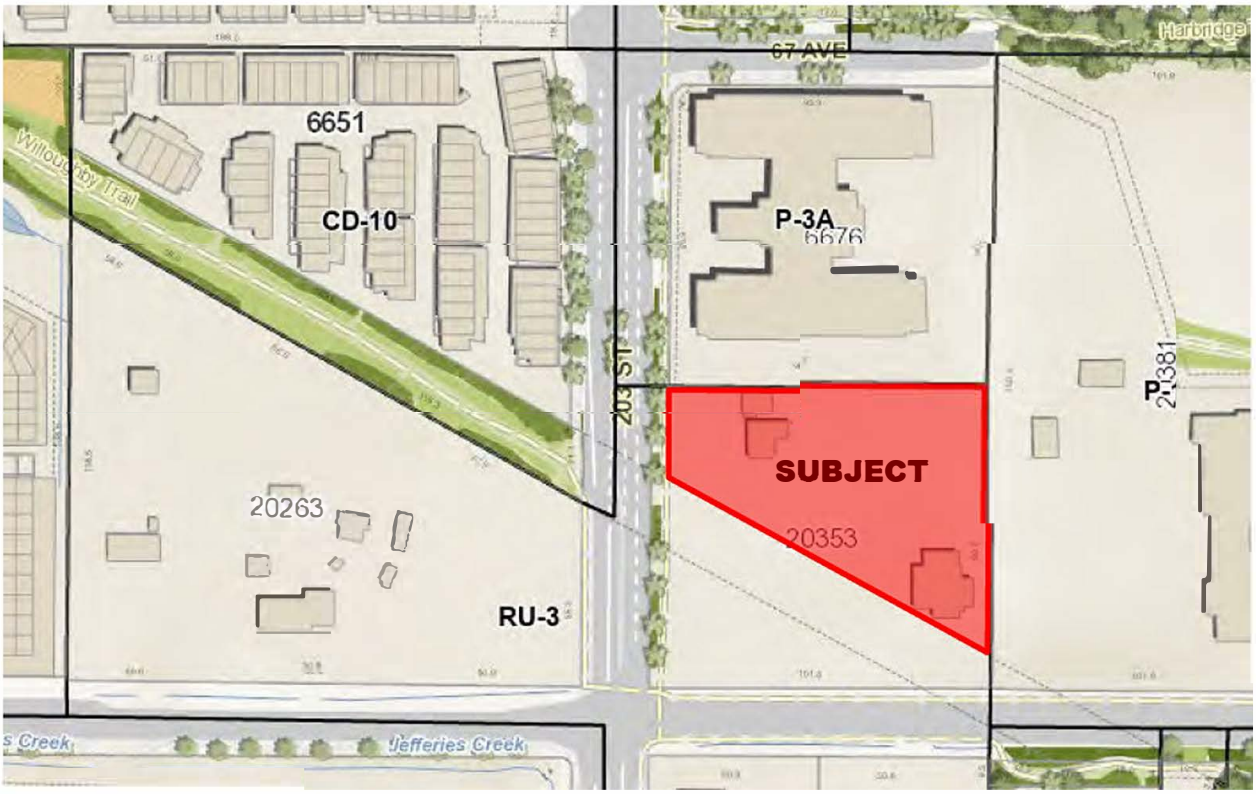
Furthermore, the design strives to create as many 'front doors' fronting onto the amenity space to promote social gathering and increase the likelihood of incidental social interactions as people come and go from their units. As the proposal is consistent with the overall objectives of the Willoughby Community Plan, Southwest Gordon Estate Neighbourhood Plan, and Housing Action Plan, staff recommend that Council consider the neighbourhood plan amendment and rezoning request subject to the completion of 10 development prerequisites. Staff also recommend that Council authorize issuance (at time of final reading of Bylaw No. 5737) of Development Permit No. 101212.

PURPOSE:

The purpose of this report is to advise and make recommendations to Council with respect to Southwest Gordon Estate Neighbourhood Plan Amendment Bylaw No. 5736, Rezoning Bylaw No. 5737, and Development Permit No. 101212.


Township of Langley
WILLOUGHBY COMMUNITY PLAN
LONG RANGE LAND USE MAP
Map 1
SUBJECT
#1 Hwy
88 Ave
86 Ave
85 Ave
84 Ave
83 Ave
82 Ave
80 Ave
76 Ave
72 Ave
70 Ave
68 Ave
66 Ave
64 Ave
201 St
202 St
199 St
206 St
204 St
209 St
211 St
212 St
215 St
200 St
202A St
208 St
198B St
196 St
202B St
197 St
Suburban Residential
Residential
Mixed Residential
Multi Family
High Density Multi Family
Commercial
Neighbourhood Commercial
Town Centre
Gateway
High Density Mixed Use
Willoughby Town Centre
Interchange (Proposed)
Transit Village
Business Park
Business/Technology Park
Mixed Institutional
Heritage Mixed Use
Major Park (Proposed)
Greenbelt (width is schematic)
Park
School
Greenway
Collector Road
Arterial Road
Institutional/Church (existing)
Includes Amendment Bylaws 4013, 4030, 3991, 4052, 4272, 4190, 4369, 4278, 4475, 4424, 4593, 4586, 4756, 4727, 4641, 4629, 4924, 4940, 4995, 4980, 4981, 5101, 5166, 5202, 5265, 5267, 5335, 5363, 5406, 5539, 5491, 5439


Residential
(Up to 15 units/ha, 6 units/acre)
Residential Bonus Density 1
Residential Density Bonus 2
(Bonus density 0-15 units/ha, 0-6 units/acre)
Multi Family 'A'
(Up to 50 units/ha, 20 units/acre)
Multi Family 'B'
(Up to 74 units/ha, 30 units/acre)
Multi Family 'C'
Multi Family 'D'
Mixed Use 'B'
(with Commerical at ground floor)
Commercial
Institutional
Undevelopable Land
Pedestrian/Bike Greenway
Gateway Feature
Approximate Location of Neighbourhood Park/ElementarySchool (+- 4ha 1 acre)
Approximate Location of Pocket Park (+-.4 ha/ 1 acre)
Proposed Brook Restoratio
Watercourse to be relocated
Major Road - Existing
Arterial Road - Existing
Arterial Road - Proposed
Collector Road - Existing
Collector Road - Proposed
Pedestrian Overpass
73A Ave
72 Ave
68 Ave
66 Ave
65 Ave
64 Ave
200 St
202A St
202B St
204 St
206 St
208 St
203 St
Jeffries Brook Trail
Escarpment Trail
SUBJECT
Possible Road Closure
N
Southwest Gordon Estate
LAND USE CONCEPT
Map 1
Updated by Bylaw 5406
April 15, 2019



ZONING BYLAW NO. 2500





RENDERINGS – SUBMITTED BY APPLICANT



SITE PLAN – SUBMITTED BY APPLICANT

REFERENCE:

Owner:	Township of Langley 20338 – 65 Avenue Langley, BC V2Y 3J1
Agent:	Compass Cohousing 20660 – 46A Avenue Langley, BC V3A 3J9
Legal Description:	Portion of Lot 90 District Lot 311 Group 2 NWD Plan 38200
Civic Address:	20353 – 66 Avenue
Area:	0.53 ha (1.32 ac) portion of a 0.92 ha (2.26 ac) site
Willoughby Community Plan:	Multi Family
Southwest Gordon Estate Neighbourhood Plan (existing)	Mixed-Use 'B'
Southwest Gordon Estate Neighbourhood Plan (proposed)	Mixed-Use 'B' (amended)
Existing Zoning:	Rural Zone RU-3
Proposed Zoning:	Comprehensive Development Zone CD-165

BACKGROUND/HISTORY:

The subject property is currently zoned Rural Zone RU-3 and designated Mixed-Use 'B' (30 units per acre (UPA) / 74 units per hectare (UPH)) in the Southwest Gordon Estate Neighbourhood Plan and was acquired by the Township of Langley in 2003. A Fortis statutory right of way traverses the site west to east bisecting the site into north and south portions. The applicant proposes to purchase the northerly 0.53 ha (1.32 ac) portion of the 0.92 ha (2.26 ac) property for development of a 40 unit cohousing facility.

DISCUSSION/ANALYSIS:

Lark Group has applied on behalf of Compass Cohousing and the owner to amend the land use designation and rezone and subdivide a 0.53 ha (1.32 ac) portion of land located at 20353 – 66 Avenue to Comprehensive Development Zone CD-165 to facilitate the development of 40 condominium units.

The applicant indicates the site is to be developed as a "cohousing facility to provide for alternative housing opportunities in the Township." Cohousing is similar to a conventional multi-family style development except that the design of the development strategically aims to

create intended opportunities for social interaction among residents through the inclusion of increased shared amenity space. Further, cohousing is a form of housing tenure that combines elements of private ownership and collective benefits by affording its occupants a combination of the advantages of individual proprietorship with the benefits of living in a community that shares space and activities.

To recognize this form of development, proposed Comprehensive Development Zone CD-165 requires provision of an amenity building in accordance with the site plan securing the larger enhanced central amenity features included in this report.

A development permit for the site has been applied for in conjunction with the plan amendment, rezoning, and subdivision applications to provide Council the opportunity to review the form, character, and siting of the units. Currently, there is a single-family dwelling and accessory buildings on the subject site. A subdivision application is running concurrently with the rezoning application to create the subject lot.

Adjacent Uses:

North:	A property accommodating Renaissance Resort Retirement Living zoned Residential Institutional Zone P-3A and designated Institutional in the Southwest Gordon Estate Neighbourhood Plan;
South:	66 Avenue, beyond which are properties zoned Rural Zone RU-3 and designated Business/Office Park in the Willowbrook Community Plan;
East:	Property accommodating the James Anderson Learning Centre and Peregrine House School, zoned Civic Institutional Zone P-1 and designated Institutional in the Southwest Gordon Estate Neighbourhood Plan;
West:	203 Street, beyond which is a rural residential property zoned Rural Zone RU-3 and designated Business/Office Park in the Willowbrook Community Plan.

Community and Neighborhood Plan Amendment:

The subject property is currently designated Mixed-Use 'B' (30 units per acre (UPA) / 74 units per hectare (UPH)) in the Southwest Gordon Estate Neighbourhood Plan. The site's Mixed-Use 'B' designation in the Southwest Gordon Estate Neighborhood Plan requires a blend of commercial and residential development at up to 30 UPA (74 UPH). This designation anticipates ground level neighbourhood convenience retail, office, and residential uses along 203 Street. The applicant proposes to redesignate the property for residential uses only and is proposing to develop one (1) additional unit more than currently permitted, resulting in 30.3 UPA (75 UPH).

To accommodate the proposed development as presented, Bylaw No. 5736 proposes a site-specific amendment to the Mixed-Use 'B' designation. The applicant has provided the following rationale in support of the proposal:

> *"The unit mix has been carefully considered to facilitate a diverse and vibrant community within the cohousing membership… The arrival to a 40-unit development was a delicate balance of ensuring critical affordability/project feasibility while maintaining a maximum cohort size well within 150 (considered the anthropological*

> *limit of an intimate community where members can form relationship's and maintain a sense of belonging and support)."*

Section 1.9(3) of the OCP identifies provision of flexible and mixed housing options as a goal that allows people to age in place and allow for multiple generations to be in close proximity per the below excerpt:

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

Consistent with the subject site's Mixed Use designation, the site is currently included in Development Permit Area 'D' – Mixed Use. Development Permit Area 'D' requires that commercial and residential components also be consistent with their respective guidelines. In order to provide clarity and consistency to this requirement, Bylaw No. 5736 also proposes to amend Development Permit Area 'D' to specify that residential refers to Section 4.1.2.3 (Multiple Unit Development) and commercial refers to Section 4.2.1 (Local Commercial).

Staff recommend Council support the plan amendment request as development of the site as a cohousing facility achieves objectives identified in the OCP and the Township's Housing Action Plan such as providing a mix of housing choice, tenure, density, and sizes.

Official Community Plan Consultation Policy:

In accordance with the Official Community Plan Consultation Policy (07-160), the Langley School District was consulted during the early stages and throughout the Official Community Plan (OCP) amendment application process. The School District did not express any concerns regarding the proposed amendments. Staff recommends that Council consider the consultation completed consistent with the requirements of the Official Community Plan Consultation Policy (07-160).

The Official Community Plan Consultation Policy also requires Council to consider the OCP amendment in conjunction with the financial plan, Housing Needs Report, and any applicable waste management plan. Staff recommend that Council consider the proposed OCP amendment consistent with the Township's financial plans (operating and capital) and Metro Vancouver's waste management Plans, as the plans anticipate development in the Willoughby Community Plan and Southwest Gordon Estate Neighbourhood Plan.

Zoning Amendment:

The subject site is currently zoned Rural Zone RU-3. Bylaw No. 5737 proposes to rezone the site to Comprehensive Development Zone CD-165 to facilitate development of 40 condominium units. The proposed zone includes a requirement for provision of a minimum 400 m^2 (4,300 ft^2) amenity building, which is consistent with the applicant's cohousing proposal. The project

complies with the provisions of the site's proposed amendment to the Mixed-Use 'B' land use designation in the Southwest Gordon Estate Neighbourhood Plan, and with the provisions of the

proposed Comprehensive Development Zone CD-165 in terms of siting, lot coverage, parking, height, use, and density.

Subdivision:

The preliminary subdivision plan submitted in support of the rezoning application proposes two (2) lots divided by the Fortis right of way and secures the necessary road widenings and greenway dedication. The remnant lot south of the right of way will be retained by the Township of Langley.

Public Consultation:

As per Policy 07-164, the applicant held a virtual public meeting on July 8, 2021. Results of the Developer Held Public Information Meeting were compiled and are provided as Attachment D.

Development Permit:

The site is designated a mandatory Development Permit area to provide Council the opportunity to review the form, character, and siting of any proposed development.

The subject application has been considered in accordance with the Mixed Use Development Permit Area "D" guidelines (which also requires compliance with residential development permit guidelines) included in the Willoughby Community Plan (see Attachment B). Proposed Development Permit No. 101212 is attached to this report as Attachment A. The proponent has submitted building elevations and renderings detailing the form, height, exterior finishing, and architectural style and massing of the proposed development for Council's consideration.

The proposed development consists of 40 condominium units in two (2) buildings; one three (3) storeys and the other two (2) storeys on the uphill side transitioning to three (3) storeys on the downhill (southern) elevation. Parking is provided in an underground garage with six (6) visitor stalls at grade near the entrance. The unit composition for the proposed development is:

Type of Unit	Number of Units	Unit Size Range
Studio	2	48 m² (520 ft²) - 52 m² (561 ft²)
One-Bedroom	9	60 m² (642 ft²) – 69 m² (745 ft²)
Two-Bedroom	15	81 m² (877 ft²) – 97 m² (1045 ft²)
Two-Bedroom Flex	5	99 m² (1065 ft²) – 103 m² (1107 ft²)
Three-Bedroom	9	108 m² (1163 ft²) – 140 m² (1504 ft²)

All units include kitchen, bathroom, and living facilities. A shared three (3) storey 'common house' is sited in the courtyard between the two (2) buildings and accommodates shared amenity areas such as kitchen and dining facilities, children's playroom, guest suite, workshop, and office area.

The proponent indicates that the site has been designed to respond to the grading and to maximize sunlight in the courtyard. The building elevations feature design elements such as flat

roof, outdoor balconies, large windows, and materials including hardi horizontal siding, hardi shingle siding, metal woodgrain panel and hardi reveal panel. According to the architect, the colour palette is "nature inspired greys, sage green, and cedar wood tones." The variations in colours and materials provides a variety of textures and visual interest. The applicant's design rationale is as follows:

> *"The flat roof design across the project helps minimize the visual height of the buildings, preserving the human scale of the courtyard, while the wide overhangs are consistent with the project's architectural language of west coast modernism."*

The applicant has provided the following design rationale describing the site layout:

> *"The two residential blocks and the common house are each three storey volumes. The south residential block is lowered one storey which serves to bring more light into the courtyard, and also conceals the underground parking which naturally surfaces at the south where the topography is the lowest. The stepped massing keeps the overall scale of the development down and better integrates the buildings within the landscape."*

The proposed building heights (three (3) storeys), site coverage (52%), and siting comply with the requirements of the Comprehensive Development Zone CD-165 and the Willoughby Development Permit Area "D" guidelines.

Access and Parking:

Vehicular access is proposed via a driveway on 203 Street and will be limited to right-in / right-out turn movements. Pedestrian access to the site will be provided from a greenway along the existing Fortis right of way adjacent to the site and a greenway along 203 Street.

The application exceeds the minimum 60 parking spaces required of the Zoning Bylaw by providing 66 parking spaces, of which six (6) are designated for visitors as summarized in the below table.

	Parking Spaces Required	**Parking Spaces Provided**
Residential Spaces – 40 units (1.5 space / unit / 10% of total dedicated visitor)	60 (of which 6 are dedicated visitor)	66 (of which 6 are designated visitor)
TOTAL	60	66

Adaptable Housing:

In accordance with Section 3.1.9 of the Official Community Plan, a minimum of 10% of the apartment units in any residential development shall provide adaptable housing. Council has chosen to implement this provision through the adoption and implementation of the Adaptable Housing Requirements. The adaptable units are to be identified and secured by restrictive covenant prior to final reading.

Community Amenity Contributions:

Staff note that the Community Amenity Contributions (CAC) Policy (adopted by Council on July 23, 2018 and subsequently revised on April 15, 2019 and November 18, 2019) is applicable to the subject residential rezoning application. The policy specifies target contribution amounts based on unit types. The current target contribution amounts specific to this development are $4,539 per apartment unit for a total contribution amount of $181,560.

Age Friendly Amenity Area:

Section 111.5 of the Township's Zoning Bylaw requires provision of age friendly amenity areas (4 m^2 / 43 ft^2 per apartment unit) resulting in a requirement of 160 m^2 (1,722 ft^2) with 1,616 m^2 (17,393 ft^2) of outdoor amenity space proposed. The applicant is also proposing to include a 492 m^2 (5,300 ft^2) indoor amenity space in a common amenity building which provides features such as a kitchen, dining area, guest suite, workshop, children's playroom, and office space. Final age friendly amenity area plans are subject to the final acceptance of the Township. This requirement has been included in the list of development prerequisites to be completed prior to final reading of the rezoning bylaw.

Landscaping:

The landscape plans propose planting trees, shrubs, and groundcovers around the perimeter of the site as well as in the common areas. Trellises frame the pedestrian access points on the site. The landscaping along the south property line includes fencing and planting beds to define the private and public realm.

The applicant proposes a meandering pathway with plantings and seating areas around the perimeter of the buildings. A community garden facility and children's outdoor play equipment are proposed to the side of the amenity building.

The Southwest Gordon Estate Neighbourhood Plan requires upgrade of the Fortis gas right of way into a 'linear park system community amenity' (e.g., mixed-use recreational trail and landscaping). Right of way upgrades have been completed on either side of the subject site in conjunction with adjacent developments and this project will form the final connection. Provision of the right of way upgrade to a linear park system community amenity has been noted as a condition of rezoning and the proposed functional design is included as Attachment A - Schedule "C".

Tree Protection/Replacement:

The tree management plans submitted by the applicant indicate that 19 significant trees exist on the developable portion of the subject site with two (2) proposed for retention.

In accordance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection), a total of 34 replacement trees are required and 34 replacement trees are proposed to be planted on site.

Post development, approximately 36 trees will be in place. Final tree retention, protection, and replacement plans are subject to the final acceptance of the Township. This requirement has been included in the list of development prerequisites to be completed prior to final reading of the rezoning bylaw.

Servicing:

Full urban services are required to be provided to the site. A Servicing Agreement will be required to secure works and services such as construction of road and sidewalk works, tree replacement, and utility upgrades and/or extensions as deemed necessary in accordance with the Subdivision and Development Servicing Bylaw, the Willoughby Community Plan, and Southwest Gordon Estate Neighbourhood Plan. The applicant will also be required to provide erosion and sediment control measures in accordance with the Erosion and Sediment Control Bylaw.

Environmental Considerations:

There are no watercourses present on the site. The Township's Sustainability Charter includes environmental objectives to protect and enhance rivers, streams, wildlife habitats, and environmentally sensitive areas in the Township. These environmental objectives are supported by policy and guidance outlined in the Township's Environmentally Sensitive Areas Study, Wildlife Habitat Conservation Strategy, Schedule 3 of the OCP, Erosion and Sediment Control Bylaw, and Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection), which promote sound environmental management practices and outline Township environmental performance expectations. The provision of stormwater management and sediment control measures and compliance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) satisfies the objectives of the Sustainability Charter.

School Sites:

School District 35 has provided comments (Attachment C) estimating the proposed development will generate approximately one (1) new student for RC Garnett Elementary School (located approximately 0.9 km northwest of the subject site), one (1) student for Peter Ewart Middle School (located approximately 2.3 km north of the site), and one (1) student for RE Mountain Secondary School (located approximately 2.1 km north of the site).

Parks:

The closest existing park is James Anderson Park located approximately 115 m to the east of the site.

Transit:

Currently, transit service via the C-64 bus route is provided along 203 Street fronting the subject site as well as 66 Avenue to the south.

Policy Considerations:

The proposed Southwest Gordon Estate Neighourhood Plan amendment, rezoning, and development permit applications will facilitate the development of 40 condominium units. The proposed cohousing development achieves objectives identified in the OCP and Housing Action Strategy such as providing a mix of housing types in the Township. In staff's opinion, the proposed development is in compliance with the Development Permit Guidelines of the Willoughby Community Plan and with the provisions of the proposed Comprehensive Development Zone CD-165 in terms of siting, site coverage, parking, height, use, and density.

Staff recommend that Council give first and second reading to Bylaws No. 5736 and 5737 (subject to 10 development prerequisites), authorize issuance (at time of final reading of Bylaw No. 5737) of accompanying Development Permit No. 101212, and authorize staff to schedule the required public hearing for Southwest Gordon Estate Neighbourhood Plan Amendment Bylaw No. 3736 and Rezoning Bylaw No. 5737.

Respectfully submitted,

Daniel Graham
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A	Development Permit No.101212
ATTACHMENT B	Willoughby Development Permit Area D – Mixed Use Guidelines
ATTACHMENT C	School District 35 Comments
ATTACHMENT D	PIM Summary

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Development Permit No. 101212

This Permit is issued this _____ day of _____, 2021 to:

1. NAME: Compass Cohousing

   ADDRESS: 20660 – 46A Avenue
   Langley, BC V3A 3J9

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: Portion of Lot 90 District Lot 311 Group 2 NWD Plan 38200

   CIVIC ADDRESS: 20353 – 66 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. Building plans being in substantial compliance with Schedule “A”;
   b. Landscape plans being in substantial compliance with Schedule “B” and Schedule “C” and in compliance with the Township’s Street Tree and Boulevard Planting Policy and Age Friendly Amenity Area requirements;
   c. All rooftop mechanical equipment to be screened from view; and
   d. All refuse areas to be located in an enclosure and screened.

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

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

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 _____, 2021.

Attachments:

SCHEDULE A	Architectural Drawings
SCHEDULE B	Landscape Drawings
SCHEDULE C	Offsite Landscape Drawings

COMPASS COMMONS - 20353 66th Ave

Issued for Rezoning - 2020-10-01
Issued for DP - 2020-12-04
Re-Issue for DP - 2021-04-30
Re-Issue for DP - 2021-07-26

Client:	Architect	Surveyor	Landscape	Arborist	Geotechnical	Civil
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

SHEET NUMBER	SHEET NAME
A001	COVER PAGE, DRAWING LIST, STATISTICS
A100	SITE PLAN
A110	DP PARKING / ENTRY FLOOR PLAN
A111	DP DETAILS
A200	PROJECT ELEVATIONS
A205	COMMON HOUSE ELEVATIONS
A210	NORTH BLOCK ELEVATIONS
A215	SOUTH BLOCK ELEVATIONS
A600	VIEW FROM 203RD ST
A610	VIEW TOWARDS COMMON HOUSE
A615	VIEW TOWARDS NORTH BLOCK
A626	VIEW TOWARDS SOUTH BLOCK
A630	VIEW TOWARDS COURTYARD ENTRY



View Towards Entry

STATISTICS

Legal Description
LOT 90 DL 311 NWD PL NWP39200

Civic Address
20353 66th Ave, Langley, BC V2Y 1P3

Community Plan:	Willoughby Community Plan
Neighbourhood Plan:	Southwest Gordon Estate Neighbourhood Plan)
Land Use Concept:	Mixed Use B
Proposed Land Use Designation:	TBD (Site specific)
Development Permit Area:	D
Current Zoning:	RU-3
Proposed Zoning:	CD

Survey Information:
Based on survey information by Target Land Surveying Ltd
Dated: January 7th, 2020

DEVELOPMENT DATA SUMMARY

SITE AREA: **5336.8 m²** (57 444.8 ft²) (1.32 ac) (0.534 ha)

GROSS FLOOR AREA

Proposed Gross Floor Area: **3,626.4 m²** (39,023 ft²)

Proposed FSR: 3,626.4 m² (39,023 ft²) / 5336.8 m² (57 444.8 ft²) = **0.68**

DENSITY

Proposed: 40 units / 0.534 ha = 74.9 or **75** (units per ha)

SITE COVERAGE

Proposed Site Coverage: **52%** (2,776m²) (29,882 ft²) See A0003

HEIGHT

Average finished grade at the perimeter of the building = 26.65m (88.1') (see 1/A005)
Highest point of building (top of parapet) = 39.16m (125.0')

Proposed Height: **11.25 m** (36.9') **4 storeys**

SETBACKS

Proposed:

Front, West:	**25.77m** (84.54')
Side, North:	**9.85m** (32.48')
Rear, East:	**5.18m** (16.71') *
Side, South:	**4.47m** (14.67') *

UNIT MATRIX

Studio	2	(5%)**
1-Bedroom	6	(15%)
1-Bedroom + Den	3	(7.5%)
2-Bedroom	5	(12.5%)
2-Bedroom + Den	10	(25%)
2/3-Bedroom	5	(12.5%)
3-Bedroom	9	(22.5%)
Total	**40**	(100%)

** For the purposes of parking calculations, these two studios are considered 1-Bedroom as they both exceed 45m² in floor space.

PARKING CALCULATIONS

REQUIRED

Residential:
1.5 spaces x 40 Units* — 60 stalls

Visitor:
10% of required residential spaces — 6 stalls

Total: 66 stalls

Disability:
1 of every 100 spaces — 1 stall (of 66 required to be provided as disability)

As per Section 107.5 7) a maximum of 20% of the required parking stalls may be designated for small car parking: (20% x 66 stalls = 13 Small max)

PROPOSED

Residential: **60 Stalls** (11 Small + 19 Standard-N + 26 Standard + 4 Disability) **

Visitor: **6 Stalls** (5 Standard + 1 Disability)

Total: **66 Stalls** (12 Small (18%) + 51 Standard + 3 Disability)

* For the purposes of this calculation, the two studio units are counted at the 1.5 ratio and not the 1.0 ratio as they exceed 45m² in floor space.
** Please refer to Parking Legend on A110 for more information.

BICYCLE CALCULATIONS

REQUIRED

Residential: N/A

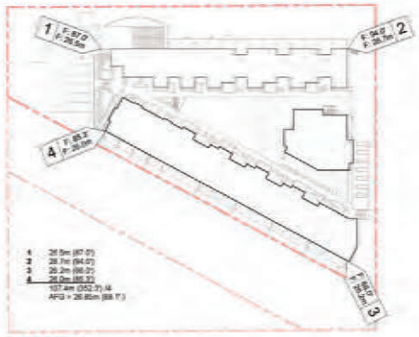
Visitor: N/A

PROPOSED

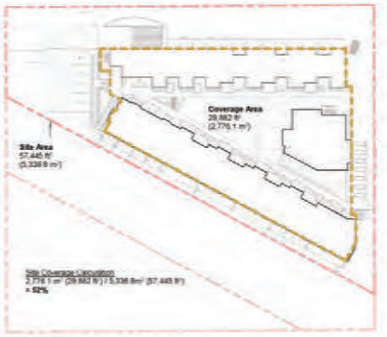
Residential:
1.5 stalls x 40 units — 60 stalls

Visitor: 6 stalls (located at grade, adjacent entrance)

Total: 66 bicycle stalls



1 SITE PLAN AVERAGE FINISHED GRADE
1" = 40'-0"



2 SITE PLAN COVERAGE CALCULATION
1" = 40'-0"

AMENITY CALCULATIONS

AGE-FRIENDLY AMENITY AREA
(as per Section 111.6)

Required: 40 Units x 4m² = 160m² (1722 sf)

Proposed: 1,616 m² (17,392 ft²)

INDOOR COMMON AMENITY AREA

Required: N/A

Proposed: 792.4 m² (8,529 ft²)

GARBAGE AND RECYCLING CALCULATIONS

GARBAGE AND RECYLING ROOM SIZE
(Technical Specifications for Recycling and Garbage Amenities in Multi-Family and Commercial Developments 2015)

Required: (40 Units x 0.3 m²) + 8m² = 20.4m² (219.6 sf)

Proposed: **41.4 m² (445.6 ft²)**

TEMPORARY STAGING AREA

Required: 20.4m² (219.6 sf) x 50% = 10.2m² (109.3 sf)

Proposed: **28.6 m² (307.5 sf)**

ADAPTABLE HOUSING REQUIREMENTS

GARBAGE AND RECYLING ROOM SIZE
(Requirement as per TOL OCP Housing Policy 3.1 f, features as per Schedule 2)

Required: 10% of 40 units = 4 adaptable units

Proposed: **4 adaptable units**

ANKENMAN MARCHAND
ARCHITECTS
1845 West 5th Avenue
Vancouver BC V6J 1N5
Tel (604) 873-2009
Email office@AMArchitects.com

Project:
2026
Compass Commons
Compass Commons
20305-66 Avenue, Langley
Drawing:
COVER PAGE, DRAWING LIST, STATISTICS
Project Status:
Schematic

SUBMISSION

Date	Description
2020-12-04	Issued for DP
2021-04-30	Re-Issue for DP
2021-07-26	Re-Issue for DP

REVISION

No.	Description
1	Revision 1

SCHEDULE A

H.2

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Scale: 1" = 40'-0"
DWG. NO: 2026.11
A001.

ANKENMAN MARCHAND
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1845 West 5th Avenue
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Tel: (604) 872-2095 Fax: (604) 872-2501
Email: office@AMArchitects.com

Project: Compass Commons
Address: 20365 66 Avenue, Langley
Drawing: SITE PLAN
Project Status: Schematic

No.	Date	Description
1	Date 1	Revision 1

Scale: 1/16" = 1'-0"
DWG. NO. A100.

All Drawings, in this set, are subject to the conditions set forth in the Agreement between the Owner and the Architect before commencing work. Do not scale drawings. Verify all dimensions and report any discrepancies to the Architect before proceeding with the work. Drawings are not to be used for construction purposes unless issued for construction.
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ARCHITECTS
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Tel: (604) 872-2595 Fax: (604) 872-2505
Email: office@AMArchitects.com

Project: Compass Commons
Drawing: DP PARKING / ENTRY FLOOR PLAN
Project Status: Schematic
SUBMISSION Description
REVISION No. Date Description
Scale: 1/8" = 1'-0"
DWG. NO. A110.

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16' - 11" (5.2 m) SETBACK

PARKING LEGEND

PLEASE ALSO REFER TO ATTACHMENT D - PARKING RATIONALE FOR MORE INFORMATION

RESIDENTIAL PARKING SUMMARY (Excludes Visitor)

SMALL	12	(20%)
STANDARD NARROW	26	(43%)
STANDARD	22	(37%)
TOTAL	60	(100%)

STANDARD
STANDARD NARROW
SMALL

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1845 West 5th Avenue
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Email: office@AMArchitects.com

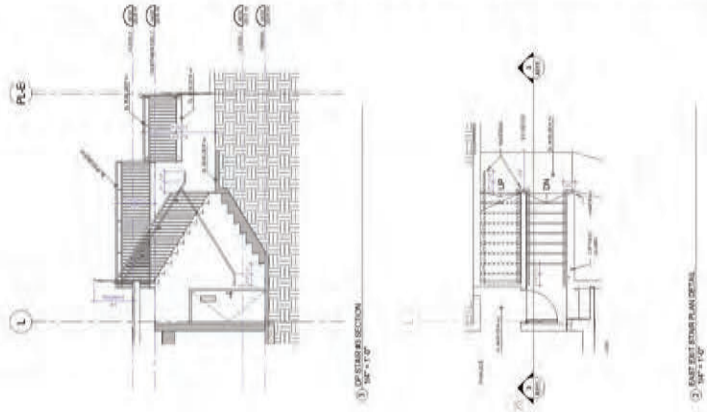
Project: Compass Commons
Address: 20395 66 Avenue, Langley
Drawing: DP DETAILS
Project Status: Schematic

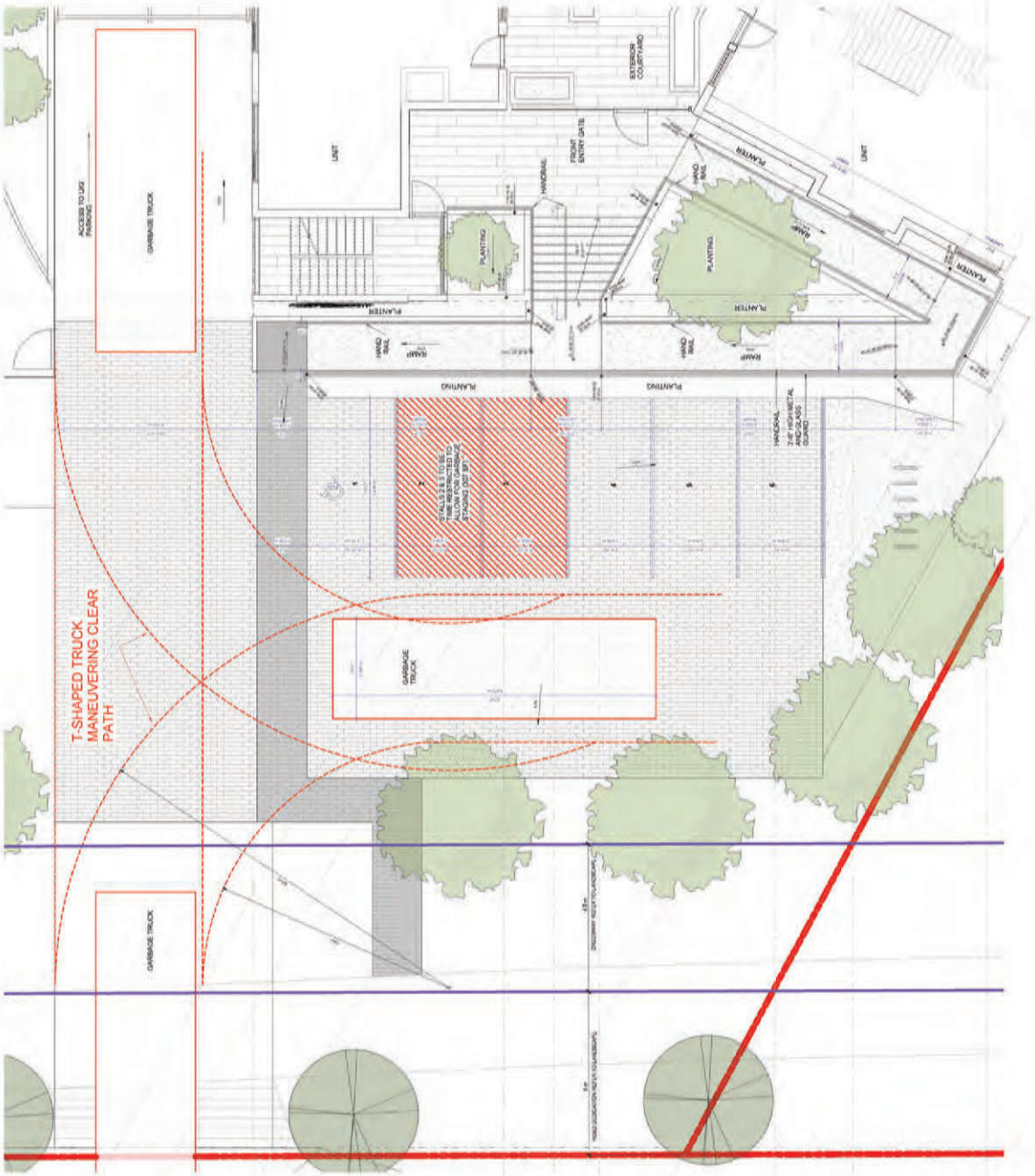
SUBMISSION	
Date	Description
2018 05 30	Re-issue for DP

REVISION		
No.	Date	Description

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Scale: 1/4" = 1'-0"
DWG. NO. A111.







1 PROJECT NORTH ELEVATION
1" = 10'-0"



2 PROJECT EAST ELEVATION
1" = 10'-0"



3 PROJECT WEST ELEVATION
1" = 10'-0"



4 PROJECT SOUTH ELEVATION
1" = 10'-0"

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Project:
2026
Compass Commons
Compass Commons
20905-56 Avenue, Langley
Drawing:
PROJECT ELEVATIONS

Project Status:
Schematic

SUBMISSION

Date	Description
2020-12-04	Issued for DP
2021-04-30	Re-Issue for DP
2021-07-26	Re-Issue for DP

REVISION

No.	Date	Description

H.2

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Scale:
1" = 10'-0"

DWG. NO.
2026
A200.

MATERIAL BOARD



1	FIBER CEMENT SHINGLE - COLOUR: AGED PEWTER
1A	FIBER CEMENT SHINGLE - COLOUR: SAGE
2	METAL SIDING - WOOD LOOK - COLOUR: CEDAR HORIZONTAL OR VERTICAL APPLICATION
3	FIBER CEMENT REVEAL PANEL - COLOUR: LIGHT GREY
4	FIBER CEMENT REVEAL PANEL - COLOUR: CHARCOAL
5	METAL & GLASS GUARD RAIL - FRAME COLOUR: CHARCOAL
6	METAL GUARD RAIL - FRAME COLOUR: CHARCOAL
7	SPLIT FACE CONCRETE BLOCK
7a	PLANTER WALL - STONE VENEER
8	VINYL WINDOWS - COLOUR: CHARCOAL
9	VINYL SWING / SLIDING DOORS - COLOUR: CHARCOAL
10	STEEL AND GLASS CANOPY - COLOUR: CHARCOAL
11	METAL BATTEN SCREEN - WOOD LOOK - COLOUR: CEDAR
12	FROSTED GLASS PRIVACY SCREEN - FRAME COLOUR: CHARCOAL
13	GREEN WALL
14	ALUMINUM WINDOW/ DOOR - COLOUR: CHARCOAL
15	FASCIA BOARD - COLOUR CHARCOAL
16	CEDAR FENCE - REFER TO LANDSCAPE FOR DESIGN



1 Common House North Elevation
1/8" = 1'-0"

2 Common House - East Elevation
1/8" = 1'-0"



3 Common House - South Elevation
1/8" = 1'-0"

4 Common House - West Elevation
1/8" = 1'-0"

ARCHITECTS
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Project:
2026
Compass Commons
Compass Commons
22505-96 Avenue, Langley

Drawing:
COMMON HOUSE ELEVATIONS

Project Status:
Schematic

SUBMISSION

Date	Description
2025-12-04	Issued for DP
2021-04-30	Re-Issue for DP
2021-07-26	Re-Issue for DP

REVISION

No.	Date	Description

H.2

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Scale: As indicated

DWG. NO. 2026-21 A205.



MATERIAL BOARD



1	FIBER CEMENT SHINGLE - COLOUR: AGED PEWTER
1A	FIBER CEMENT SHINGLE - COLOUR: SAGE
2	METAL SIDING - WOOD LOOK - COLOUR: CEDAR HORIZONTAL OR VERTICAL APPLICATION
3	FIBER CEMENT REVEAL PANEL - COLOUR: LIGHT GREY
4	FIBER CEMENT REVEAL PANEL - COLOUR: CHARCOAL
5	METAL & GLASS GUARD RAIL - FRAME COLOUR: CHARCOAL
6	METAL GUARD RAIL - FRAME COLOUR: CHARCOAL
7	PLANTER WALL - SPLIT FACE CONCRETE BLOCK
7a	PLANTER WALL - STONE VENEER
8	VINYL WINDOWS - COLOUR: CHARCOAL
9	VINYL SWING / SLIDING DOORS - COLOUR: CHARCOAL
10	STEEL AND GLASS CANOPY - COLOUR: CHARCOAL
11	METAL BATTEN SCREEN - WOOD LOOK - COLOUR: CEDAR
12	FROSTED GLASS PRIVACY SCREEN - FRAME COLOUR: CHARCOAL
13	GREEN WALL
14	ALUMINUM WINDOW/ DOOR - COLOUR: CHARCOAL
15	FASCIA BOARD - COLOUR CHARCOAL
16	CEDAR FENCE - REFER TO LANDSCAPE FOR DESIGN

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Fax: (604) 873-2456
Email: office@AMArchitects.com

Project:
2026
Compass Comments
Compass Commons
20905-96 Avenue, Langley
Drawing:
NORTH BLOCK ELEVATIONS

Project Status:
Schematic

SUBMISSION

Date	Description
2020-12-04	Issued for DP
2021-04-20	Re-Issue for DP
2021-07-28	Re-Issue for DP

REVISION

No.	Date	Description
1	Date 1	Revision 1

H.2

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Scale: As indicated
DWG. NO.: 2026.11
A210.



2 South Block - North Elevation
1/8" = 1'-0"



1 South Block - East Elevation
1/8" = 1'-0"

4 South Block - West Elevation
1/8" = 1'-0"

1	FIBER CEMENT SHINGLE - COLOUR: AGED PEWTER
1A	FIBER CEMENT SHINGLE - COLOUR: SAGE
2	METAL SIDING - WOOD LOOK - COLOUR: CEDAR HORIZONTAL OR VERTICAL APPLICATION
3	FIBER CEMENT REVEAL PANEL - COLOUR: LIGHT GREY
4	FIBER CEMENT REVEAL PANEL - COLOUR: CHARCOAL
5	METAL & GLASS GUARD RAIL - FRAME COLOUR: CHARCOAL
6	METAL GUARD RAIL - FRAME COLOUR: CHARCOAL
7	SPLIT FACE CONCRETE BLOCK
7a	PLANTER WALL - STONE VENEER
8	VINYL WINDOWS - COLOUR: CHARCOAL
9	VINYL SWING / SLIDING DOORS - COLOUR: CHARCOAL
10	STEEL AND GLASS CANOPY - COLOUR: CHARCOAL
11	METAL BATTEN SCREEN - WOOD LOOK - COLOUR: CEDAR
12	FROSTED GLASS PRIVACY SCREEN - FRAME COLOUR: CHARCOAL
13	GREEN WALL
14	ALUMINUM WINDOW/ DOOR - COLOUR: CHARCOAL
15	FASCIA BOARD - COLOUR CHARCOAL
16	CEDAR FENCE - REFER TO LANDSCAPE FOR DESIGN



3 South Block - South Elevation
1/8" = 1'-0"

MATERIAL BOARD



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Project:
2026
Compass Commons
Compass Commons
20305-96 Avenue, Langley
Drawing:
SOUTH BLOCK ELEVATIONS

Project Status:
Schematic

SUBMISSION

Date	Description
2020-12-04	Issued for DP
2021-04-30	Re-Issue for DP
2021-07-26	Re-Issue for DP

REVISION

No.	Date	Description

H.2

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Scale: As indicated
DWG. NO.: 2026
A215.

COMPASS COMMONS

Re-Issued for Development Permit

Contact Information	Other Key Contacts:	
VDZ+A Project Landscape Architecture Fort Langley Studio 100 - 9181 Church Street Fort Langley, British Columbia, V1M 2R8 Mount Pleasant Studio 102-3535 Kingsway Vancouver, British Columbia, V5T 3J7 Primary project contact: Jennifer Wall jennifer@vdz.ca o. 604 546 0928 Alternate contacts (incase away): Mark van der Zalm Principal Landscape Architect mark@vdz.ca o. 604 546 0920	**Compass Cohousing** Project Owner Box 326 8983 Trattle Street Fort Langley, British Columbia V1M 3R6 compasscohousing@gmail.com Contact: Gordon Neate 604 880 5814	**Ankenman Marchand** Project Building Architecture 1645 West 5th Avenue Vancouver, British Columbia, V6J 1N5 604 872 2595
	Legal Address and Description:	
	LT 90, DL 311, NWD, PL NWP38200	

Sheet List Table

Sheet Number	Sheet Title
L-01	COVER SHEET
AR-01	TREE MANAGEMENT PLAN
L-02	SITE PLAN
L-03	SITE PLAN - LEVEL 2 + LEVEL 3
L-04A	PLANTING PLAN - A
L-04B	PLANTING PLAN - B
L-04C	PLANTING PLAN - C
L-05	PLANTING PRECEDENTS
L-06	GRADING PLAN
LD-01	DETAILS
LD-02	DETAILS
LD-03	DETAILS
LD-04	DETAILS
LD-05	DETAILS
LS-01	SECTIONS
LS-02	SECTIONS
LS-03	SECTIONS



1 SITE PLAN OVERVIEW
Scale 1:500



2 LOCATION MAP
Scale N.T.S.

VDZ+A
LANDSCAPE ARCHITECTURE | CIVIL ENGINEERING | URBAN FORESTRY
FORT LANGLEY STUDIO | MOUNT PLEASANT STUDIO
100-9181 Church St | 102-355 Kingsway
Fort Langley, BC | Vancouver, BC
V1M 2R8 | V5T 3J7
www.vdz.ca | 604-882-0024

No.	By:	Description	Date
5	JW	Re-Issued for DP	2021-07-28
4	JW	Re-Issued for DP	2021-04-30
3	JW	Issued for DP	2020-12-10
2	JW	Issued for DP Review	2020-12-02
1	JW	Issued for Rezoning	2020-10-01

REVISIONS TABLE FOR DRAWINGS

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No.	By:	Description	Date

REVISIONS TABLE FOR SHEET

Project:

COMPASS COMMONS
TOL #: 08-14-0222

Location:
20365 66 AVENUE
LANGLEY, B.C.

Drawn: JW	Stamp:
Checked: JW	
Approved: MVDZ	Original Sheet Size: 24"x36"
Scale: AS NOTED	

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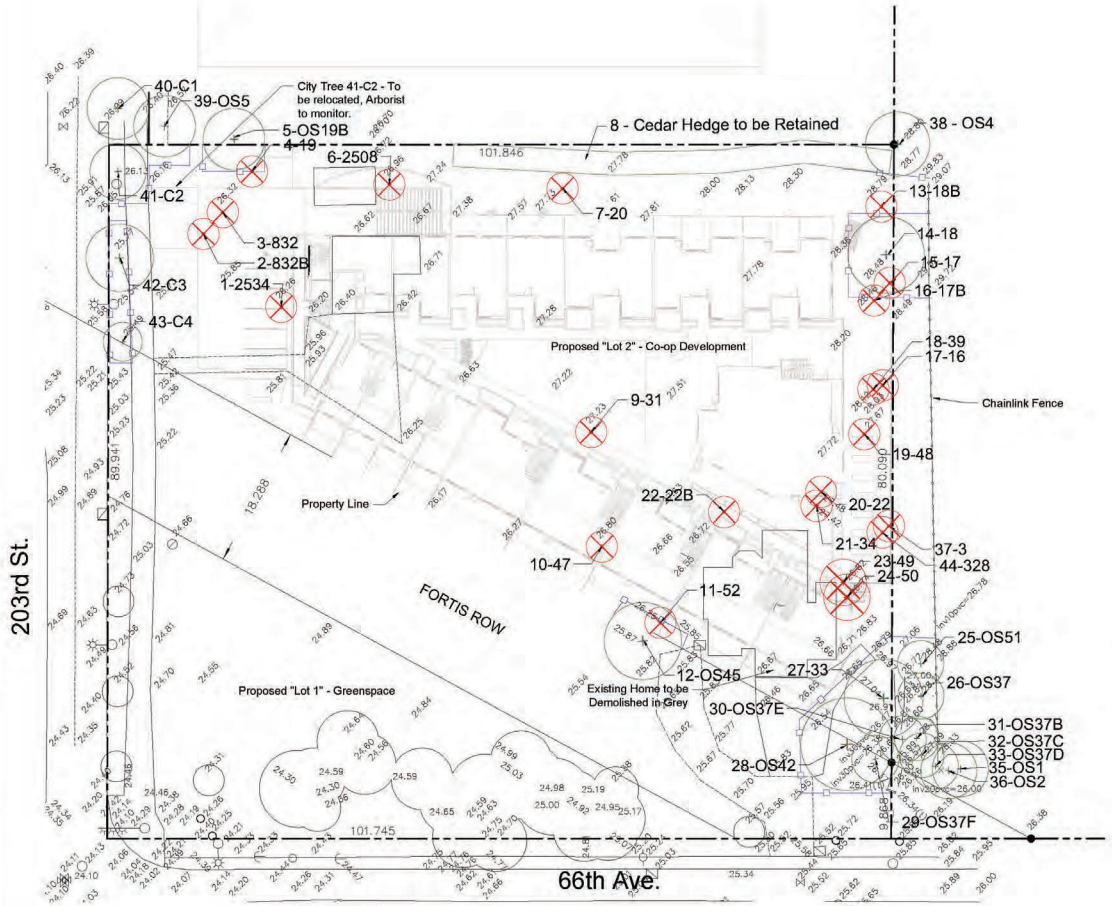
NORTH

Drawing Title: COVER SHEET

VDZ Project #: DP2020-54

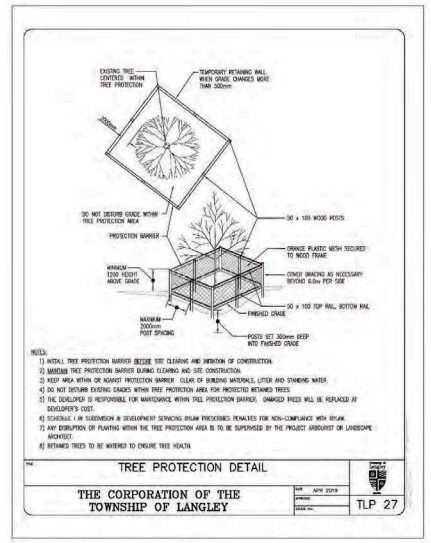
Drawing #: L-01

SCHEDULE B



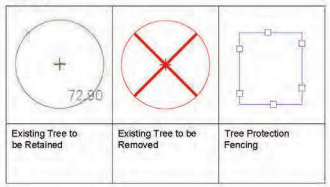
1 TREE MANAGMENT PLAN
Scale 1:300

1:300 0 3m 6 9 12 15 18 21 24 27 30 33 36 39 42 45



2 TREE PROTECTION FENCE
N.T.S.

LEGEND



Tree Tag Legend
XX - Tag number
C-XX - Municiple tree
XX-HP - Handplotted / No Survey
OS-XX - Off-site tree
S-XX - Straddling tree. Written permission required from owner to remove trees.
XX-NT - No Tag #

Note:
1. Contact Arborist (Kyle MacGregor, 604 882 0024, kyle@vdz.ca) for inspection 72 hrs prior to any grading or excavation within the tree protection zone. (typ) If during excavation it is found that it cannot be completed without severing roots that are critical to the trees health or stability it may be necessary to remove additional trees.
2. Read this plan together with the arborist report prepared by VDZ+A.
3. An additional 1m setback is shown for all hand-plotted trees to be retained
4.If Stump Grinding is to occur in close proximity to trees which are to be retained then it is requested stumps to be removed under Arborist supervision.
5. It is the responsibility of the client or his/her representative to contact the project arborist for the purpose of:
*Locating TPZ Fencing
*Locating Work Zone and Machine access corridors where required
*Reviewing the Report with the project foreman or site supervisor.
6. Tree cutting between April 1st- August1st must comply with Federal and Provincial law regulating migratory birds and their nesting activity.
7. Tree 11-52 for removal to be cut to low stump.

VDZ+A
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FORT LANGLEY STUDIO | MOUNT PLEASANT STUDIO
100-9181 Church St | 102-355 Kingsway
Fort Langley, BC | Vancouver, BC
V1M 2R8 | V5T 3J7
www.vdz.ca | 604-882-0024

No.	By:	Description	Date
5	JW	Re-issued for DP	2021-07-28
4	JW	Re-issued for DP	2021-04-30
3	JW	Issued for DP	2020-12-10
2	JW	Issued for DP Review	2020-12-02
1	JW	Issued for Rezoning	2020-10-01

REVISIONS TABLE FOR DRAWINGS

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No.	By:	Description	Date
1	KM	Reissued for ISDC	April 30th 2021
1	KM	Issued for ISDC	Oct 15th 2020

REVISIONS TABLE FOR SHEET

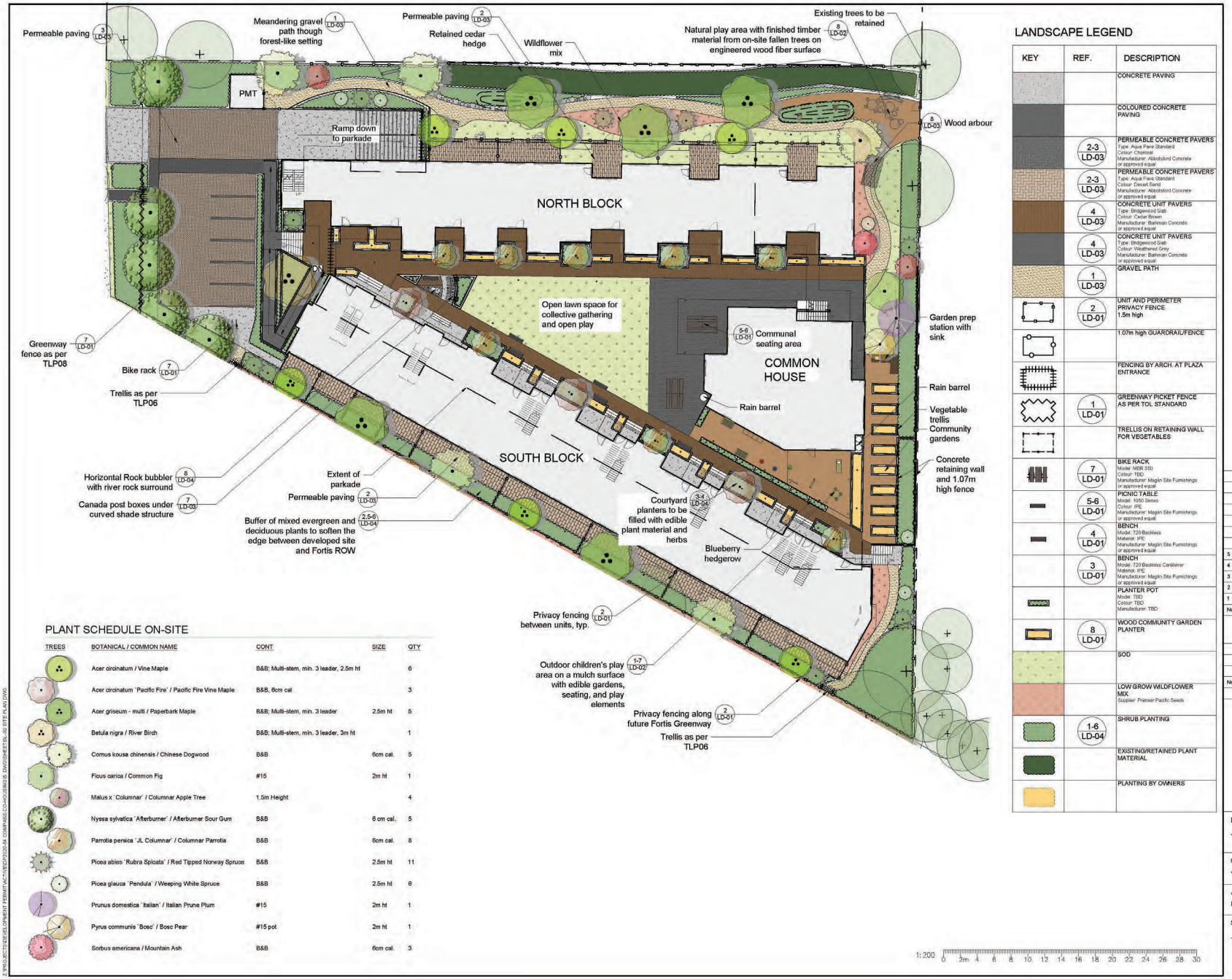
Project:
COMPASS COMMONS
TOL #: 08-14-0222

Location:
20365 66 AVENUE
LANGLEY, B.C.

Drawn: ET, AL
Checked: KM
Approved: -
Stamp:
Original Sheet Size: 24"x36"
Scale: AS NOTED

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Drawing Title: TREE MANAGEMENT PLAN
NORTH
VDZ Project #: DP2020-54
Drawing #: A2.1



LANDSCAPE LEGEND

KEY	REF.	DESCRIPTION
		CONCRETE PAVING
		COLOURED CONCRETE PAVING
	2-3 LD-03	PERMEABLE CONCRETE PAVERS Type: Aqua Pave Standard Colour: Charcoal Manufacturer: Abbotsford Concrete or approved equal
	2-3 LD-03	PERMEABLE CONCRETE PAVERS Type: Aqua Pave Standard Colour: Desert Sand Manufacturer: Abbotsford Concrete or approved equal
	4 LD-03	CONCRETE UNIT PAVERS Type: Bridgewood Slab Colour: Cedar Brown Manufacturer: Barkman Concrete or approved equal
	4 LD-03	CONCRETE UNIT PAVERS Type: Bridgewood Slab Colour: Weathered Grey Manufacturer: Barkman Concrete or approved equal
	1 LD-03	GRAVEL PATH
	2 LD-01	UNIT AND PERIMETER PRIVACY FENCE 1.5m high
		1.07m high GUARDRAIL/FENCE
		FENCING BY ARCH. AT PLAZA ENTRANCE
	1 LD-01	GREENWAY PICKET FENCE AS PER TOL STANDARD
		TRELLIS ON RETAINING WALL FOR VEGETABLES
	7 LD-01	BIKE RACK Model: MBR 350 Colour: TBD Manufacturer: Maglin Site Furnishings or approved equal
	5-6 LD-01	PICNIC TABLE Model: 1050 Series Colour: IPE Manufacturer: Maglin Site Furnishings or approved equal
	4 LD-01	BENCH Model: 720 Backless Material: IPE Manufacturer: Maglin Site Furnishings or approved equal
	3 LD-01	BENCH Model: 720 Backless Cantilever Material: IPE Manufacturer: Maglin Site Furnishings or approved equal
		PLANTER POT Model: TBD Colour: TBD Manufacturer: TBD
	8 LD-01	WOOD COMMUNITY GARDEN PLANTER
		SOD
		LOW GROW WILDFLOWER MIX Supplier: Premier Pacific Seeds
	1-6 LD-04	SHRUB PLANTING
		EXISTING/RETAINED PLANT MATERIAL
		PLANTING BY OWNERS

PLANT SCHEDULE ON-SITE

TREES	BOTANICAL / COMMON NAME	CONT	SIZE	QTY
	Acer circinatum / Vine Maple	B&B; Multi-stem, min. 3 leader, 2.5m ht		6
	Acer circinatum `Pacific Fire` / Pacific Fire Vine Maple	B&B, 6cm cal		3
	Acer griseum - multi / Paperbark Maple	B&B; Multi-stem, min. 3 leader	2.5m ht	5
	Betula nigra / River Birch	B&B; Multi-stem, min. 3 leader, 3m ht		1
	Cornus kousa chinensis / Chinese Dogwood	B&B	6cm cal.	5
	Ficus carica / Common Fig	#15	2m ht	1
	Malus x `Columnar` / Columnar Apple Tree	1.5m Height		4
	Nyssa sylvatica `Afterburner` / Afterburner Sour Gum	B&B	6 cm cal.	5
	Parrotia persica `JL Columnar` / Columnar Parrotia	B&B	6cm cal.	8
	Picea abies `Rubra Spicata` / Red Tipped Norway Spruce	B&B	2.5m ht	11
	Picea glauca `Pendula` / Weeping White Spruce	B&B	2.5m ht	6
	Prunus domestica `Italian` / Italian Prune Plum	#15	2m ht	1
	Pyrus communis `Bosc` / Bosc Pear	#15 pot	2m ht	1
	Sorbus americana / Mountain Ash	B&B	6cm cal.	3

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Fort Langley, BC | Vancouver, BC
V1M 2R8 | V5T 3J7
www.vdz.ca 604-882-0024

No.	By:	Description	Date
5	JW	Re-Issued for DP	2021-07-28
4	JW	Re-Issued for DP	2021-04-30
3	JW	Issued for DP	2020-12-10
2	JW	Issued for DP Review	2020-12-02
1	JW	Issued for Rezoning	2020-10-01

REVISIONS TABLE FOR DRAWINGS

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No.	By:	Description	Date

REVISIONS TABLE FOR SHEET

Project:
COMPASS COMMONS
TOL #: 08-14-0222

Location:
20365 66 AVENUE
LANGLEY, B.C.

Drawn: JW
Checked: JW
Approved: MVDZ
Scale: 1:200
Stamp:
Original Sheet Size: 24"x36"

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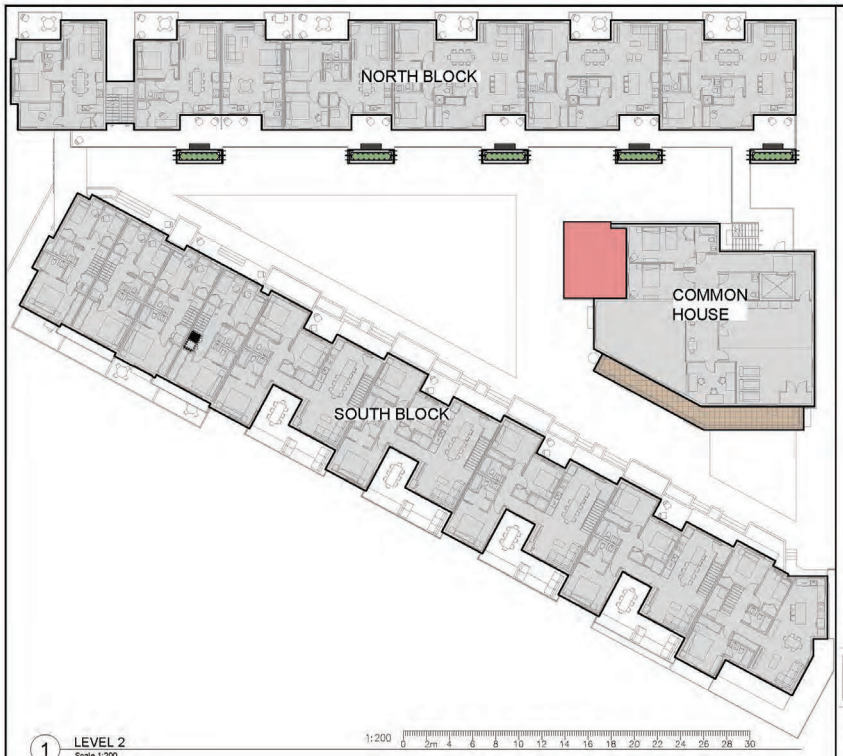
Drawing Title: SITE PLAN

NORTH

VDZ Project #: DP2020-54

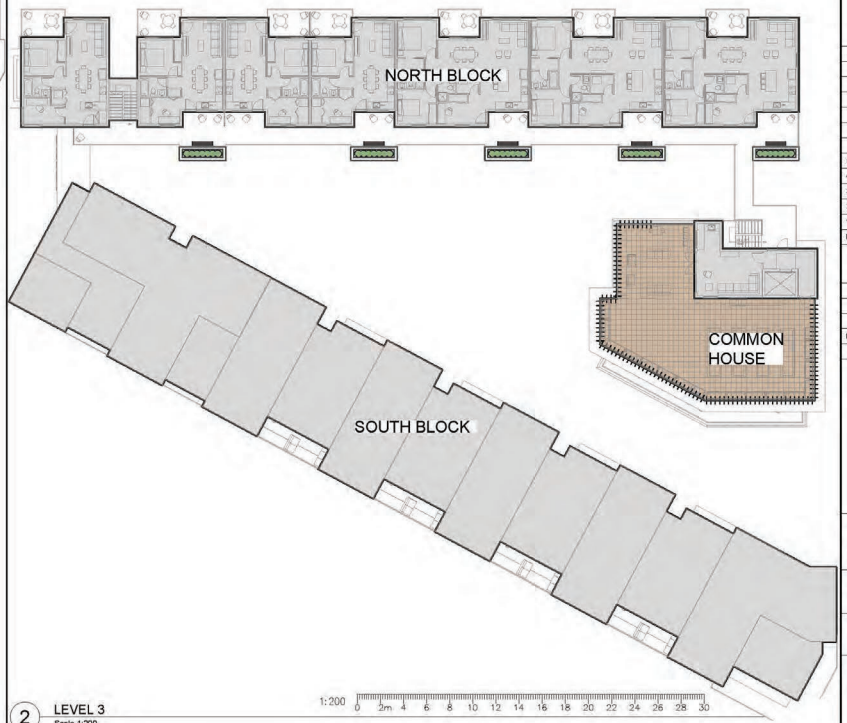
Drawing #: L-02H

Z:\PROJECTS\DEVELOPMENT PERMIT\ACTIVE\DP2020-54 COMPASS COMMONS\05 DWG\SHEET\DL-02 SITE PLAN.DWG



1 LEVEL 2
Scale 1:200

1:200 0 2m 4 6 8 10 12 14 16 18 20 22 24 26 28 30



2 LEVEL 3
Scale 1:200

1:200 0 2m 4 6 8 10 12 14 16 18 20 22 24 26 28 30

LANDSCAPE LEGEND

KEY	REF.	DESCRIPTION
	5 LD-03	HYDRAPRESSED SLABS Type: Tiwaste 457mm x 457mm x 40mm Colour: Tan Manufacturer: Abbotsford Concrete or approved equal
	7 LD-04	GREEN ROOF Type: LiveRoof Standard (4.5" deep) Manufacturer: NATS Nursery or approved equal
		FENCING/GUARDRAIL BY ARCH.
	4 LD-01	BENCH Model: T20 Backless Material: IPE Manufacturer: Maglin Site Furnishings or approved equal
		PLANTER BY ARCH.
		SHRUB PLANTING

VDZ+A
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100-9181 Church St | 102-355 Kingsway
Fort Langley, BC | Vancouver, BC
V1M 2R6 V5T 3J7
www.vdz.ca 604-882-0024

No.	By:	Description	Date
5	JW	Re-Issued for DP	2021-07-28
4	JW	Re-Issued for DP	2021-04-30
3	JW	Issued for DP	2020-12-10
2	JW	Issued for DP Review	2020-12-02
1	JW	Issued for Rezoning	2020-10-01

REVISIONS TABLE FOR DRAWINGS

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No.	By:	Description	Date

REVISIONS TABLE FOR SHEET

Project:
COMPASS COMMONS
TOL #: 08-14-0222

Location:
20365 66 AVENUE
LANGLEY, B.C.

Drawn: JW
Checked: JW
Approved: MVDZ
Scale: 1:200
Stamp:
Original Sheet Size: 24"x36"

CONTRACTOR SHALL CHECK ALL DIMENSIONS ON THE WORK AND REPORT ANY DISCREPANCY TO THE CONSULTANT BEFORE PROCEEDING. ALL DRAWINGS AND SPECIFICATIONS ARE THE EXCLUSIVE PROPERTY OF THE OWNER AND MUST BE RETURNED AT THE COMPLETION OF THE WORK. ALL REZONING/DP/PA/VP DRAWINGS MUST NOT BE PRICED FOR CONSTRUCTION UNLESS LABELED ISSUED FOR TENDER/CONSTRUCTION.

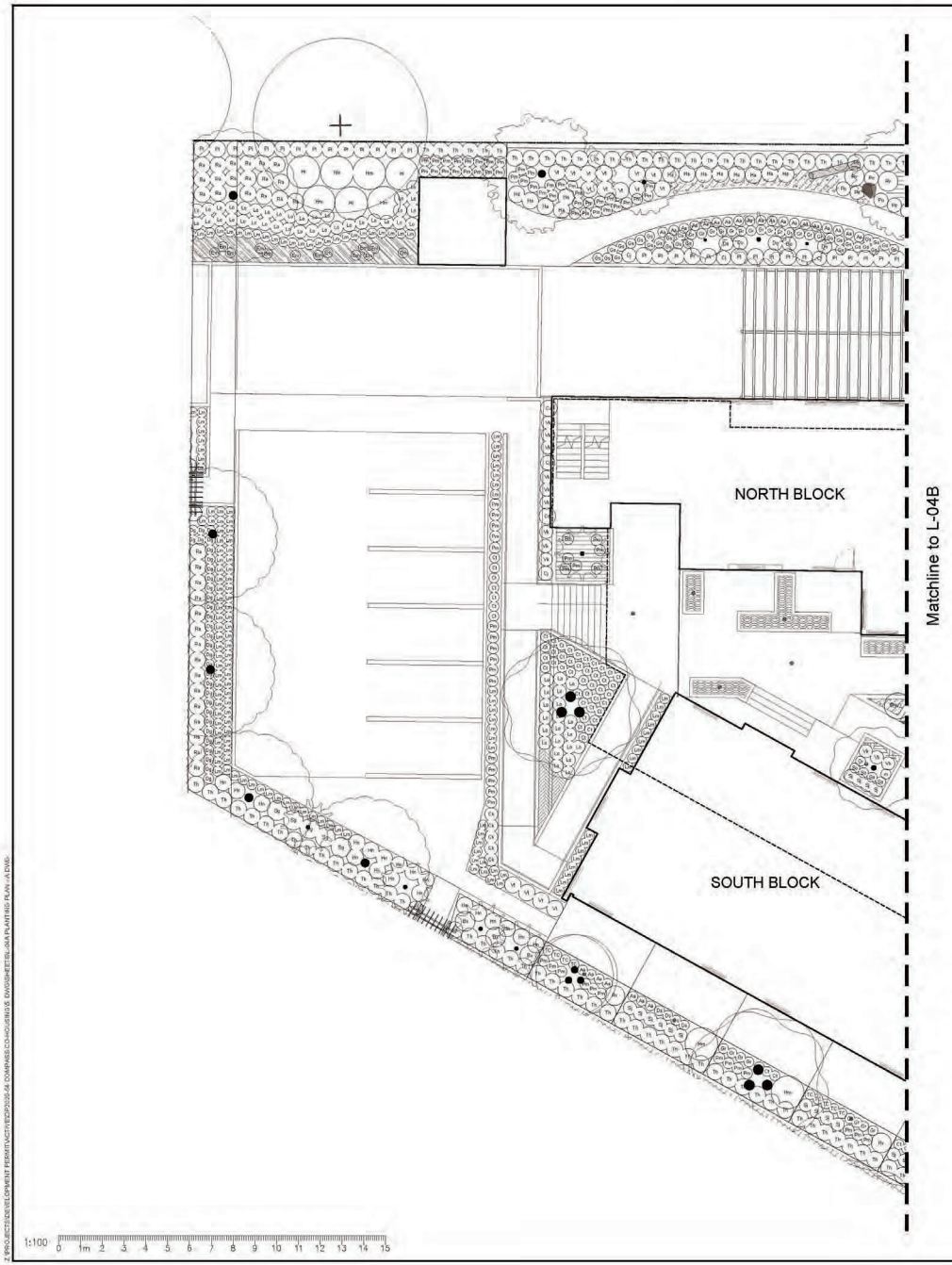
Drawing Title: SITE PLAN - LEVEL 2 + LEVEL 3

NORTH

VDZ Project #: DP2020-54

Drawing #: L-03H

Z:\PROJECTS\DEVELOPMENT PERMIT\ACTIVE\DP2020-54 COMPASS COMMONS\DWG\SHEETS\L-03 SITE PLAN - LEVEL 2 + LEVEL 3.DWG



PLANT SCHEDULE ONSITE

SHRUBS	BOTANICAL / COMMON NAME	CONT	SPACING	QTY
Cp	Caryopteris x clandonensis / Bluebeard	#2	0.75m	10
Cs	Cornus sericea `Bud`s Yellow` / Yellow Twig Dogwood	#2	1.2m	7
Do	Digitalis obscura / Willow-leaved Foxglove	#1	0.85m	19
Gs	Gaultheria shallon / Salal	#2	0.45m	26
Hl	Hamamelis x intermedia `Arnold Promise` / Arnold Promise Hybrid Witch Hazel	#5	1.5m	5
Hn	Helleborus niger / Christmas Rose	#1	0.75m	34
Hm	Hydrangea macrophylla / Largeleaf Hydrangea	#2	1.5m	7
Hy	Hydrangea macrophylla `Masja` / Masja Hydrangea	#2	0.75m	14
Lo	Lonicera pileata / Privet Honeysuckle	#2	0.6m	57
Bx	Mahonia X Media `Charity` / Charity Mahonia	#3	0.9m	3
m	Mentha spicata / Spearmint	10cm	0.45m	19
Or	Origanum vulgare / Oregano	10cm	0.45m	18
Pl	Prunus laurocerasus `Titan` / Titan English Laurel	#2	0.75m	37
Rv	Rhododendron x `Vulcan Flame` / Vulcan Flame Rhododendron	#3	0.9m	10
Rn	Ribes nigrum / European Black Currant	#2	1.2m	5
Ra	Rosa x `Amber` / Flower Carpet Amber Rose	#2	0.75m	49
Ro	Rosmarinus officinalis / Rosemary	#2	0.45m	15
Rs	Rubus spectabilis / Salmonberry	#1	0.6m	16
So	Salvia officinalis / Garden Sage	#1	0.45m	29
Sj	Skimmia japonica `Fragrant Cloud` / Fragrant Cloud Skimmia	#2	0.6m	97
Sg	Spiraea japonica `Goldflame` / Spirea	#2	0.9m	5
Sv2	Syringa vulgaris Standard / Standard Common Lilac	B&B; 1.5m Ht.	1.2m	1
Th	Taxus x media `H.M. Eddie` / Eddie Yew	1.5 m ht	0.75m	236
Vl	Vaccinium `Pink Lemonade` / Pink Lemonade Blueberry	#2	1.2m	16
Vt	Vaccinium ovatum `Thunderbird` / Evergreen Huckleberry	#3	0.75m	28
Vp	Vaccinium parvifolium / Red Huckleberry	#2	0.9m	6
Vk	Vaccinium vitis-idaea `Koralle` / Lingonberry	#2	0.6m	59
Vn	Vaccinium x `Northsky` / Northsky Blueberry	#2	0.6m	24

FERNS	BOTANICAL / COMMON NAME	CONT	SPACING	QTY
Af	Athyrium filix-femina / Common Lady Fern	#1 Pot	0.6m	30
Pm	Polystichum munitum / Western Sword Fern	#2	0.5m	202

GRASSES	BOTANICAL / COMMON NAME	CONT	SPACING	QTY
Ck	Calamagrostis x acutiflora `Karl Foerster` / Feather Reed Grass	#1	0.6m	5
CC	Carex caryophyllea `Beatlemania` / Beatlemania Spring Sedge	#1	0.3m	178
Ct	Carex testacea / Carex	#1	0.45m	73
Dg	Deschampsia cespitosa `Goldtau` / Gold Dew Tufted Hair Grass	#1	0.45m	31

PERENNIALS	BOTANICAL / COMMON NAME	CONT	SPACING	QTY
Aa	Astilbe x arendsii `Fanal` / Fanal Astilbe	#1	0.45m	55
Ds	Dicentra spectabilis / Bleeding Heart	#1	0.45m	86
Em	Echinacea purpurea `Magnus` / Magnus Purple Coneflower	#1	0.45m	13
Gr	Geranium x `Rozanne` TM / Hybrid Cranesbill	#1	0.45m	58
Ha	Hosta x `Abiqua Drinking Gourd` / Plantain Lily	#1	0.75m	13
Lm	Lavandula angustifolia `Munstead` / Munstead English Lavender	#1	0.45m	173
Po	Pulmonaria officinalis `Sissinghurst White` / Lungwort	#1	0.65m	10
TC	Tiarella cordifolia / Foamflower	#1	0.45m	30

VINES	BOTANICAL / COMMON NAME	CONT	SPACING	QTY
Aq	Akebia quinata / Chocolate Vine	#1	0.75m	2
Ca	Clematis armandii / Evergreen Clematis	#1	0.75m	5
Cj	Clematis x jackmanii / Jackman Clematis	#1	0.65m	9

GROUND COVERS	BOTANICAL / COMMON NAME	CONT	SPACING	QTY
	Calluna vulgaris `Silver Knight` / Silver Knight Heather	#1	450mm	13
	Cornus canadensis / Bunchberry Dogwood	#1	300mm	222
	Fragaria vesca `Mignonette` / Mignonette Woodland Strawberry	9cm pot	300mm	48
	Gaultheria procumbens / Wintergreen	#1	300mm	868
	Mahonia repens / Creeping Mahonia	#1	300mm	89
	Pachysandra terminalis / Japanese Spurge	09cm	300mm	327
	Saxifraga x arendsii / Rockfoil	#1	300mm	221
	Wild Flower Mix / Pollinator Blend	Seed		83.8 m²

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www.vdz.ca 604-882-0024

PLANTING NOTES:

1. PLANTS IN THIS PLANT LIST ARE SPECIFIED ACCORDING TO THE CANADIAN NURSERY LANDSCAPE ASSOCIATION CANADIAN STANDARDS FOR NURSERY STOCK AND SECTION 12, CONTAINER GROWN PLANTS OF THE BC LANDSCAPE STANDARD, CURRENT EDITION.
2. ALL PLANT MATERIAL SHALL MEET OR EXCEED STANDARDS REQUIRED BY BCLNA OR BCSLA GUIDELINES.PLANT MATERIAL TO BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO DELIVERY TO SITE.
3. TOPSOIL SUPPLIED SHALL BE FROM A REPUTABLE SOURCE. A FULL ANALYSIS OF THE TOPSOIL WILL BE REQUIRED AT THE CONTRACTOR'S EXPENSE, SUBMIT TO LANDSCAPE CONSULTANT FOR APPROVAL.
4. AMEND TOPSOIL PER SOIL ANALYSIS RECOMMENDATIONS PRIOR TO SPREADING ON SITE. REJECTED TOPSOIL SHALL BE REMOVED OFF SITE IMMEDIATELY AT THE LANDSCAPE CONTRACTORS EXPENSE.
5. TOPSOIL DEPTHS FOR PLANTING AS FOLLOWS:
   A. SHRUBS: 450MM
   B. SOD: 150MM
   C. TREE PITS: 1000MM WITH 300MM (BELOW ROOT BALL)
6. 2" MINUS COMPOST MULCH TO BE INSTALLED IN ALL SHRUB PLANTING AREAS.

IRRIGATION NOTES:

1. ALL AREAS TO BE IRRIGATED. IRRIGATION SYSTEM TO MEET OR EXCEED IIABC STANDARDS.
2. DRIP IRRIGATION ONLY.
3. LANDSCAPE ARCHITECT TO REVIEW IRRIGATION PLANS PRIOR TO INSTALLATION.

No.	By:	Description	Date
5	JW	Re-Issued for DP	2021-07-28
4	JW	Re-Issued for DP	2021-04-30
3	JW	Issued for DP	2020-12-10
2	JW	Issued for DP Review	2020-12-02
1	JW	Issued for Rezoning	2020-10-01

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No.	By:	Description	Date

REVISIONS TABLE FOR SHEET

Project:

COMPASS COMMONS
TOL #: 08-14-0222

Location:
20365 66 AVENUE
LANGLEY, B.C.

Drawn: JW
Checked: JW
Approved: MVDZ
Scale: 1:100
Stamp:
Original Sheet Size: 24"x36"

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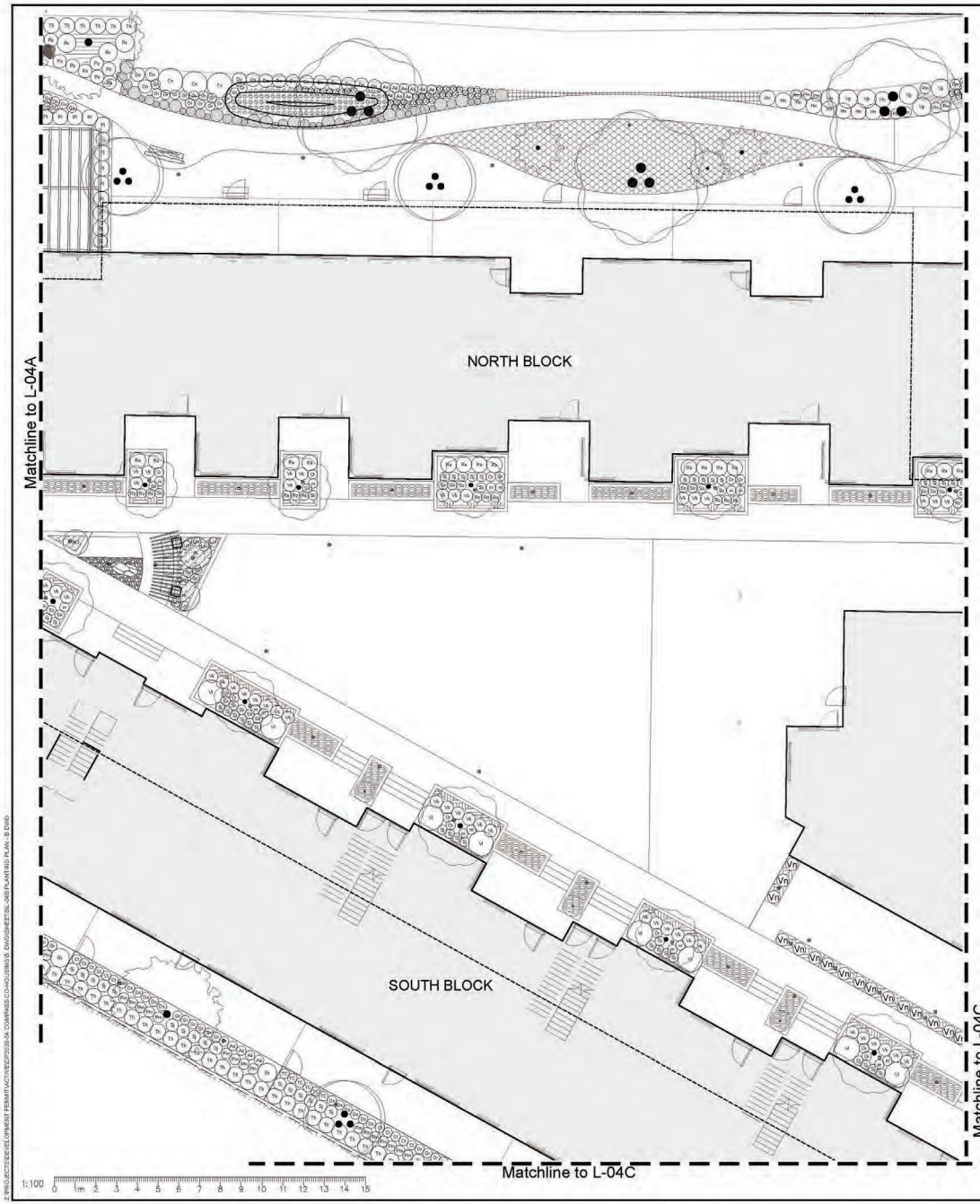
Drawing Title: PLANTING PLAN A

NORTH

VDZ Project #: DP2020-54

Drawing #: L-04A

Z:\PROJECTS\DEVELOPMENT PERMIT\ACTIVE\DP2020-54 COMPASS COMMONS\04 DWG\SHEETS\L-04A PLANTING PLAN - A1.DWG



PLANT SCHEDULE ONSITE

SHRUBS	BOTANICAL / COMMON NAME	CONT	SPACING	QTY
Cp	Caryopteris x clandonensis / Bluebeard	#2	0.75m	10
Cs	Cornus sericea `Bud`s Yellow` / Yellow Twig Dogwood	#2	1.2m	7
Do	Digitalis obscura / Willow-leaved Foxglove	#1	0.65m	19
Gs	Gaultheria shallon / Salal	#2	0.45m	26
Hi	Hamamelis x intermedia `Arnold Promise` / Arnold Promise Hybrid Witch Hazel	#5	1.5m	5
Hn	Helleborus niger / Christmas Rose	#1	0.75m	34
Hm	Hydrangea macrophylla / Largeleaf Hydrangea	#2	1.5m	7
Hy	Hydrangea macrophylla `Masja` / Masja Hydrangea	#2	0.75m	14
Lo	Lonicera pileata / Privet Honeysuckle	#2	0.6m	87
Bx	Mahonia X Media `Charity` / Charity Mahonia	#3	0.9m	3
m	Mentha spicata / Spearmint	10cm	0.45m	19
Or	Origanum vulgare / Oregano	10cm	0.45m	18
Pl	Prunus laurocerasus `Titan` / Titan English Laurel	#2	0.75m	37
Rv	Rhododendron x `Vulcan Flame` / Vulcan Flame Rhododendron	#3	0.9m	10
Rn	Ribes nigrum / European Black Currant	#2	1.2m	5
Ra	Rosa x `Amber` / Flower Carpet Amber Rose	#2	0.75m	49
Ro	Rosmarinus officinalis / Rosemary	#2	0.45m	15
Rs	Rubus spectabilis / Salmonberry	#1	0.6m	16
So	Salvia officinalis / Garden Sage	#1	0.45m	29
Sj	Skimmia japonica `Fragrant Cloud` / Fragrant Cloud Skimmia	#2	0.6m	97
Sg	Spiraea japonica `Goldflame` / Spirea	#2	0.9m	5
Sv2	Syringa vulgaris Standard / Standard Common Lilac	B&B; 1.6m Ht.	1.2m	1
Th	Taxus x media `H.M. Eddie` / Eddie Yew	1.5 m ht	0.75m	236
Vl	Vaccinium `Pink Lemonade` / Pink Lemonade Blueberry	#2	1.2m	16
Vt	Vaccinium ovatum `Thunderbird` / Evergreen Huckleberry	#3	0.75m	28
Vp	Vaccinium parvifolium / Red Huckleberry	#2	0.9m	6
Vk	Vaccinium vitis-idaea `Koralle` / Lingonberry	#2	0.6m	59
Vn	Vaccinium x `Northsky` / Northsky Blueberry	#2	0.6m	24

FERNS	BOTANICAL / COMMON NAME	CONT	SPACING	QTY
Af	Athyrium filix-femina / Common Lady Fern	#1 Pot	0.6m	30
Pm	Polystichum munitum / Western Sword Fern	#2	0.5m	202

GRASSES	BOTANICAL / COMMON NAME	CONT	SPACING	QTY
Ck	Calamagrostis x acutiflora `Karl Foerster` / Feather Reed Grass	#1	0.6m	5
CC	Carex caryophyllea `Beatlemania` / Beatlemania Spring Sedge	#1	0.3m	178
Ct	Carex testacea / Carex	#1	0.45m	73
Dg	Deschampsia cespitosa `Goldtau` / Gold Dew Tufted Hair Grass	#1	0.45m	31

PERENNIALS	BOTANICAL / COMMON NAME	CONT	SPACING	QTY
Aa	Astilbe x arendsii `Fanal` / Fanal Astilbe	#1	0.45m	55
Ds	Dicentra spectabilis / Bleeding Heart	#1	0.45m	86
Em	Echinacea purpurea `Magnus` / Magnus Purple Coneflower	#1	0.45m	13
Gr	Geranium x `Rozanne` TM / Hybrid Cranesbill	#1	0.45m	58
Ha	Hosta x `Abiqua Drinking Gourd` / Plantain Lily	#1	0.75m	13
Lm	Lavandula angustifolia `Munstead` / Munstead English Lavender	#1	0.45m	173
Po	Pulmonaria officinalis `Sissinghurst White` / Lungwort	#1	0.65m	10
TC	Tiarella cordifolia / Foamflower	#1	0.45m	30

VINES	BOTANICAL / COMMON NAME	CONT	SPACING	QTY
Aq	Akebia quinata / Chocolate Vine	#1	0.75m	2
Ca	Clematis armandii / Evergreen Clematis	#1	0.75m	5
Cj	Clematis x jackmanii / Jackman Clematis	#1	0.65m	9

GROUND COVERS	BOTANICAL / COMMON NAME	CONT	SPACING	QTY
	Calluna vulgaris `Silver Knight` / Silver Knight Heather	#1	450mm	13
	Cornus canadensis / Bunchberry Dogwood	#1	300mm	222
	Fragaria vesca `Mignonette` / Mignonette Woodland Strawberry	9cm pot	300mm	48
	Gaultheria procumbens / Wintergreen	#1	300mm	868
	Mahonia repens / Creeping Mahonia	#1	300mm	89
	Pachysandra terminalis / Japanese Spurge	09cm	300mm	327
	Saxifraga x arendsii / Rockfoil	#1	300mm	221
	Wild Flower Mix / Pollinator Blend	Seed		63.8 m²

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V1M 2R8| V5T 3J7
www.vdz.ca 604-882-0024

PLANTING NOTES:

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   A. SHRUBS: 450MM
   B. SOD: 150MM
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2	JW	Issued for DP Review	2020-12-02
1	JW	Issued for Rezoning	2020-10-01

REVISIONS TABLE FOR DRAWINGS

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No.	By:	Description	Date

REVISIONS TABLE FOR SHEET

Project:
COMPASS COMMONS
TOL #: 08-14-0222

Location:
20365 66 AVENUE
LANGLEY, B.C.

Drawn: JW
Checked: JW
Approved: MVDZ
Scale: 1:100
Stamp:
Original Sheet Size: 24"x36"

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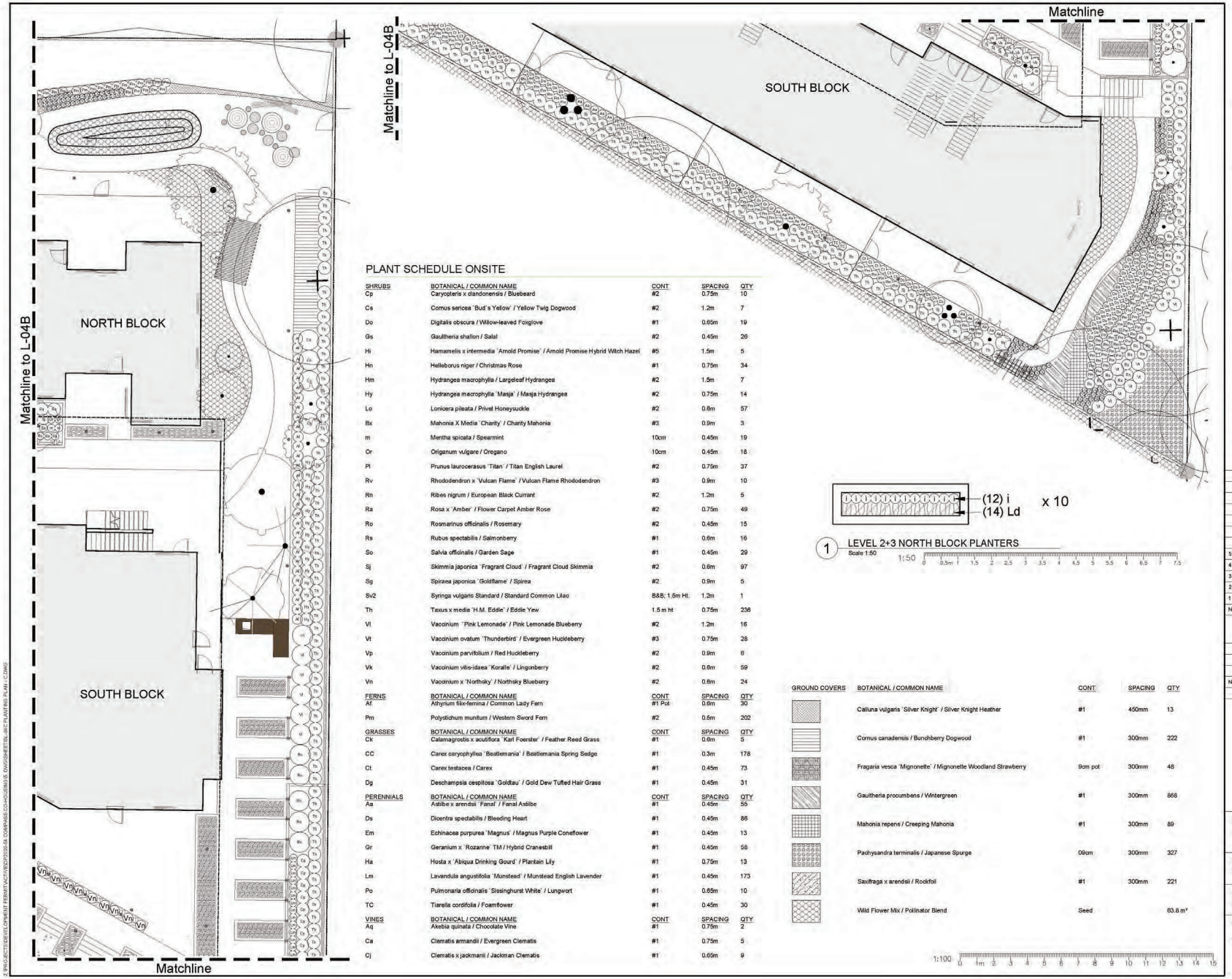
Drawing Title: PLANTING PLAN B

NORTH

VDZ Project #: DP2020-54

Drawing #: L-04B

Z:\PROJECTS\DEVELOPMENT PERMIT\ACTIVE\DP2020-54 COMPASS COMMONS\CAD\SHEETS\L-04B PLANTING PLAN - B.DWG



PLANT SCHEDULE ONSITE

SHRUBS	BOTANICAL / COMMON NAME	CONT	SPACING	QTY
Cp	Caryopteris x clandonensis / Bluebeard	#2	0.75m	10
Cs	Cornus sericea `Bud`s Yellow` / Yellow Twig Dogwood	#2	1.2m	7
Do	Digitalis obscura / Willow-leaved Foxglove	#1	0.65m	19
Gs	Gaultheria shallon / Salal	#2	0.45m	26
Hi	Hamamelis x intermedia `Arnold Promise` / Arnold Promise Hybrid Witch Hazel	#5	1.5m	5
Hn	Helleborus niger / Christmas Rose	#1	0.75m	34
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Cj	Clematis x jackmanii / Jackman Clematis	#1	0.65m	9

1 LEVEL 2+3 NORTH BLOCK PLANTERS
Scale 1:50

GROUND COVERS	BOTANICAL / COMMON NAME	CONT	SPACING	QTY
	Calluna vulgaris `Silver Knight` / Silver Knight Heather	#1	450mm	13
	Cornus canadensis / Bunchberry Dogwood	#1	300mm	222
	Fragaria vesca `Mignonette` / Mignonette Woodland Strawberry	9cm pot	300mm	48
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	Mahonia repens / Creeping Mahonia	#1	300mm	89
	Pachysandra terminalis / Japanese Spurge	09cm	300mm	327
	Saxifraga x arendsii / Rockfoil	#1	300mm	221
	Wild Flower Mix / Pollinator Blend	Seed		63.8 m²

1:100

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www.vdz.ca 604-882-0024

PLANTING NOTES:

1. PLANTS IN THIS PLANT LIST ARE SPECIFIED ACCORDING TO THE CANADIAN NURSERY LANDSCAPE ASSOCIATION CANADIAN STANDARDS FOR NURSERY STOCK AND SECTION 12, CONTAINER GROWN PLANTS OF THE BC LANDSCAPE STANDARD, CURRENT EDITION.
2. ALL PLANT MATERIAL SHALL MEET OR EXCEED STANDARDS REQUIRED BY BCLNA OR BCSLA GUIDELINES PLANT MATERIAL TO BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO DELIVERY TO SITE.
3. TOPSOIL SUPPLIED SHALL BE FROM A REPUTABLE SOURCE. A FULL ANALYSIS OF THE TOPSOIL WILL BE REQUIRED AT THE CONTRACTOR'S EXPENSE. SUBMIT TO LANDSCAPE CONSULTANT FOR APPROVAL.
4. AMEND TOPSOIL PER SOIL ANALYSIS RECOMMENDATIONS PRIOR TO SPREADING ON SITE. REJECTED TOPSOIL SHALL BE REMOVED OFF SITE IMMEDIATELY AT THE LANDSCAPE CONTRACTORS EXPENSE.
5. TOPSOIL DEPTHS FOR PLANTING AS FOLLOWS:
   A. SHRUBS: 450MM
   B. SOD: 150MM
   C. TREE PITS: 1000MM WITH 300MM (BELOW ROOT BALL)
6. 2" MINUS COMPOST MULCH TO BE INSTALLED IN ALL SHRUB PLANTING AREAS.

IRRIGATION NOTES:

1. ALL AREAS TO BE IRRIGATED. IRRIGATION SYSTEM TO MEET OR EXCEED IIABC STANDARDS.
2. DRIP IRRIGATION ONLY.
3. LANDSCAPE ARCHITECT TO REVIEW IRRIGATION PLANS PRIOR TO INSTALLATION.

No.	By:	Description	Date
5	JW	Re-Issued for DP	2021-07-28
4	JW	Re-Issued for DP	2021-04-30
3	JW	Issued for DP	2020-12-10
2	JW	Issued for DP Review	2020-12-02
1	JW	Issued for Rezoning	2020-10-01

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No.	By:	Description	Date

REVISIONS TABLE FOR SHEET

Project:
COMPASS COMMONS
TOL #: 08-14-0222

Location:
20365 66 AVENUE
LANGLEY, B.C.

Drawn: JW
Checked: JW
Approved: MVDZ
Scale: 1:100
Stamp:
Original Sheet Size: 24"x36"

CONTRACTOR SHALL CHECK ALL DIMENSIONS ON THE WORK AND REPORT ANY DISCREPANCY TO THE CONSULTANT BEFORE PROCEEDING. ALL DRAWINGS, AND SPECIFICATIONS ARE THE EXCLUSIVE PROPERTY OF THE OWNER AND MUST BE RETURNED AT THE COMPLETION OF THE WORK. ALL RECOGNIZED PRINTS OF DRAWINGS MUST NOT BE PRICED FOR CONSTRUCTION UNLESS LABELED ISSUED FOR TENDER/CONSTRUCTION.

Drawing Title: PLANTING PLAN C
NORTH
VDZ Project #: DP2020-54
Drawing #: L-04B



1 FOREST-LIKE SETTING - NORTH PATH PRECEDENT
Scale N.T.S.



2 COURTYARD PLANTERS - EDIBLES/HERBS PRECEDENT
Scale N.T.S.



3 VINE PRECEDENTS
Scale N.T.S.



4 TREE SPECIES PRECEDENT
Scale N.T.S.



5 BLUEBERRY HEDGEROW PRECEDENT
Scale N.T.S.

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LANGLEY, B.C.

Drawn: JW	Stamp:
Checked: JW	
Approved: MVDZ	Original Sheet Size: 24"x36"
Scale: AS SHOWN	

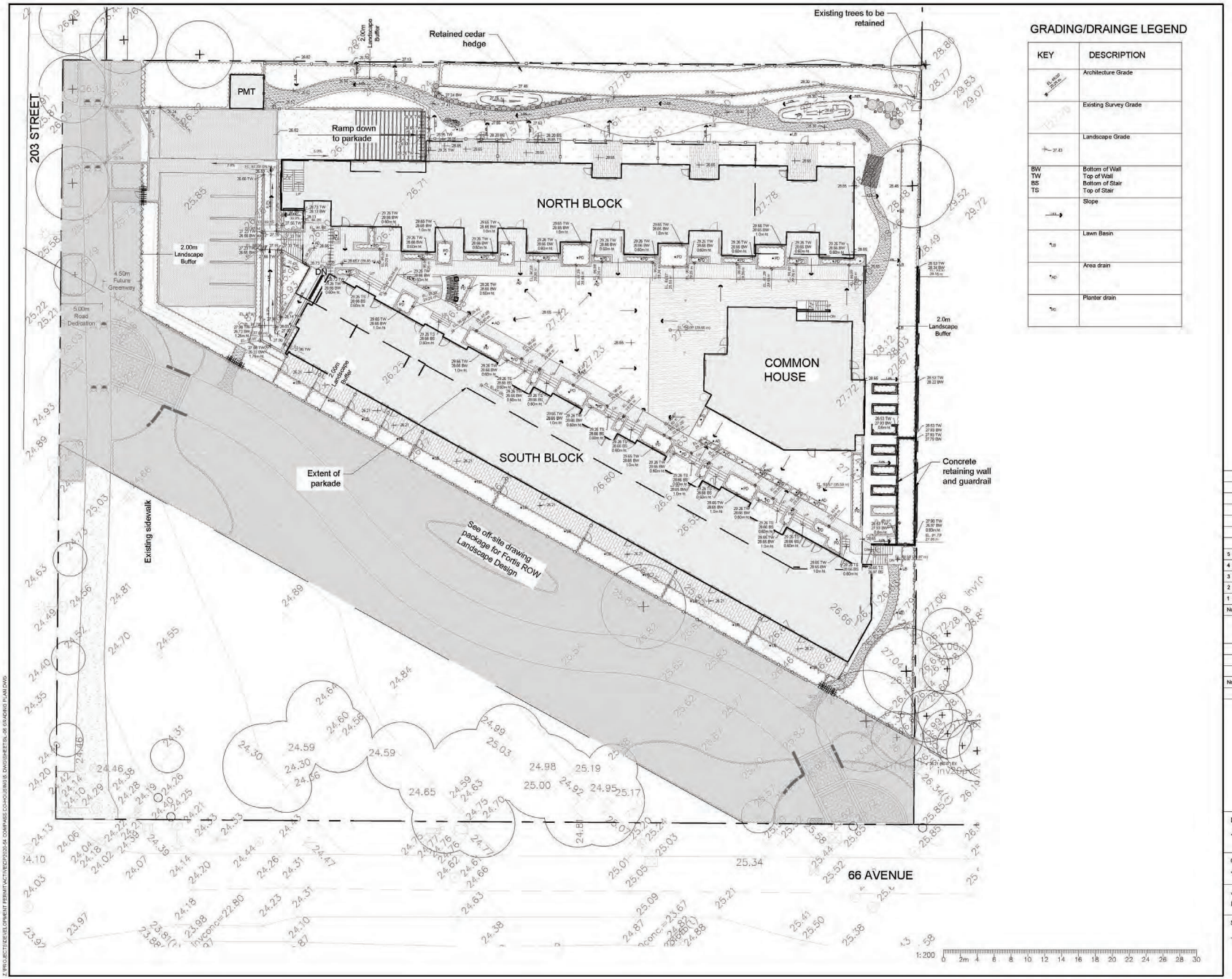
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Drawing Title: PLANTING PRECEDENTS

VDZ Project #: DP2020-54

Drawing #: L-05H

Z:\PROJECTS\DEVELOPMENT PERMIT\ACTIVE\DP2020-54 COMPASS CO-HOUSING\5. DWG\SHEETS\L-05 PLANTING PRECEDENTS.DWG



GRADING/DRAINGE LEGEND

KEY	DESCRIPTION
	Architecture Grade
	Existing Survey Grade
	Landscape Grade
BW TW BS TS	Bottom of Wall Top of Wall Bottom of Stair Top of Stair
	Slope
	Lawn Basin
	Area drain
	Planter drain

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Checked: JW	
Approved: MVDZ	Original Sheet Size: 24"x36"
Scale: 1:200	

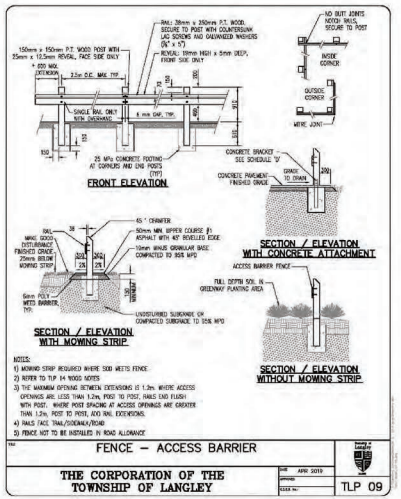
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Drawing Title: GRADING PLAN

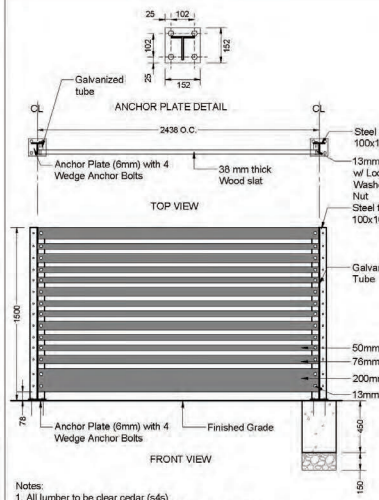
NORTH

VDZ Project #: DP2020-54

Drawing #: L-06H



1 FENCE ALONG 203 STREET
Scale N.T.S.



Notes:
1. All lumber to be clear cedar (s4s)
2. Spacing between wooden slats to be 38.1mm (1-1/2").
3. Galvanized bar to be welded to steel tee bar.
4. Wedge anchor bolts to be hot dipped galvanized.
5. All wood members to be stained. Colour TBD.
6. Shop drawings to be provided.

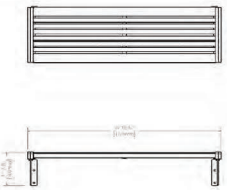
2 FENCE BTW UNITS + PERIMETER
Scale 1:20

720 SERIES

MBE-0720-00004
Legacy # MLB720BCL-W



MATERIALS: The legs are aluminum castings. The boards are made from ipe wood. All brackets are made of steel.
FINISH: All aluminum castings are powder coated. The wood boards are treated with penetrating sealers. The steel brackets are e-coated and powder coated.
INSTALLATION: The bench comes pre-assembled. The legs have 9/16" holes for anchoring.
TO SPECIFY: Select MBE-0720-00004
Choose: Powdercoat Color
HEIGHT: 17 7/8" (516.5mm) LENGTH: 69 15/16" (516.5mm) DEPTH: 20 5/16" (516.5mm) WEIGHT: 85.95lbs (38.98kg)



MAGLIN Site Furniture
REV 01
SCALE (A) 1:20

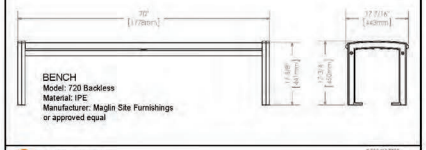
3 WALL MOUNTED BENCH
Scale N.T.S.

700 SERIES

MBE-0720-00007
Legacy # MLB720B-W



MATERIALS: Bench ends are made from solid cast aluminum. The seat employs Ipe slats.
FINISH: All steel components are protected with E-Coat rust proofing.
The Maglin Powdercoat System provides a durable finish on all metal surfaces.
INSTALLATION: The bench is delivered pre-assembled. Holes (0.5") are provided in each foot for securing to base.
TO SPECIFY: Select MBE-0720-00007
Choose:
- Powdercoat Color
HEIGHT: 17.38" (44.13cm) LENGTH: 70.0" (177.8cm) DEPTH: 17.44" (44.3cm) WEIGHT: 77lbs (35kg)



MAGLIN Site Furniture

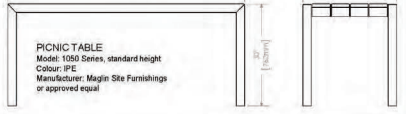
4 FREE STANDING BENCH
Scale N.T.S.

1000 SERIES

MTB-1050-00041
Legacy #MLTB1050-W



MATERIALS: The table frame is constructed from formed steel and the tops employ 1" ipe wood.
FINISH: All steel components are protected with E-Coat rust proofing.
The Maglin Powdercoat System provides a durable finish on all metal surfaces.
INSTALLATION: The table is delivered pre-assembled. The legs have 9/16" holes for anchoring.
TO SPECIFY: Select MTB-1050-00041
Choose:
- Powdercoat Color
HEIGHT: 30" (76.2cm) LENGTH: 70" (177.8cm) DEPTH: 27.75" (70.5cm) WEIGHT: 148.07lbs (66.6kg)



MAGLIN Site Furniture

5 HARVEST TABLE
Scale N.T.S.

1000 SERIES

MBE-1050-00024
Legacy # MLB1050B-W



MATERIALS: The bench frame is constructed from formed steel and the tops employ 1" ipe wood.
FINISH: All steel components are protected with E-Coat rust proofing.
The Maglin Powdercoat System provides a durable finish on all metal surfaces.
INSTALLATION: The bench is delivered pre-assembled. The legs have 9/16" holes for anchoring.
TO SPECIFY: Select MBE-1050-00024
Choose:
- Powdercoat Color
HEIGHT: 17.5" (44.5cm) LENGTH: 70" (177.8cm) DEPTH: 16.5" (41.9cm) WEIGHT: 94.58lbs (42.9kg)



MAGLIN Site Furniture

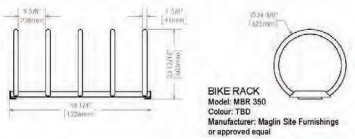
6 HARVEST TABLE BENCH
Scale N.T.S.

300 SERIES

MBR-0350-00002
Legacy # MBR350-5-S



MATERIALS: Bike Rack is constructed using H.S. steel tube, formed steel and solid steel angle.
FINISH: All steel components are protected with E-Coat rust proofing.
The Maglin Powdercoat System provides a durable finish on all metal surfaces.
INSTALLATION: The bike rack is delivered pre-assembled. It is available with a surface mount installation.
TO SPECIFY: Select MBR-0350-00002
Choose:
- Powdercoat Color
HEIGHT: 33.81" (90.46cm) LENGTH: 48.25" (122.56cm) DIAMETER: 14.61" (92.56cm) WEIGHT: 78.66lbs (35.69kg)



MAGLIN Site Furniture

7 BIKE RACK
Scale N.T.S.



8 COMMUNITY GARDEN PLANTER PRECEDENT
Scale N.T.S.

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No.	By:	Description	Date

REVISIONS TABLE FOR SHEET

Project:
COMPASS COMMONS
TOL #: 08-14-0222

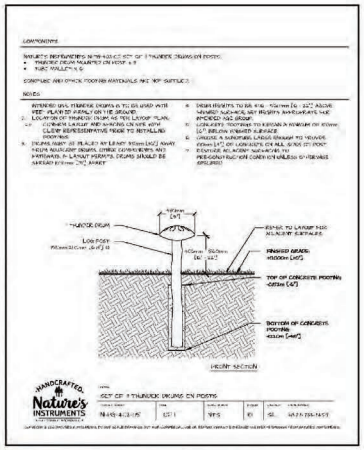
Location:
20365 66 AVENUE
LANGLEY, B.C.

Drawn: JW
Checked: JW
Approved: MVDZ
Stamp:
Original Sheet Size: 24"x36"
Scale: AS SHOWN

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Drawing Title: DETAILS
VDZ Project #: DP2020-54
Drawing #: L2.04

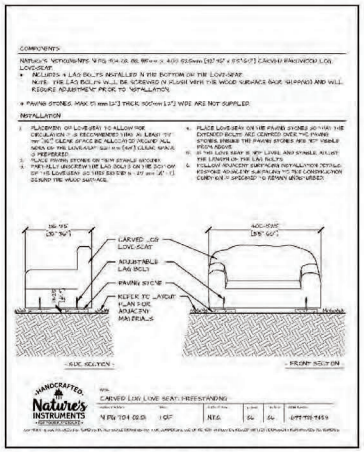
Z:\PROJECTS\DEVELOPMENT PERMIT\ACTIVE\DP2020-54 COMPASS CO-HOUSING\05 DWG\SHEETS\L2-04 DETAILS.DWG





THUNDER DRUMS - Set of 3 drums mounted to wood posts
Supplier: Nature's Instruments
OR APPROVED EQUAL

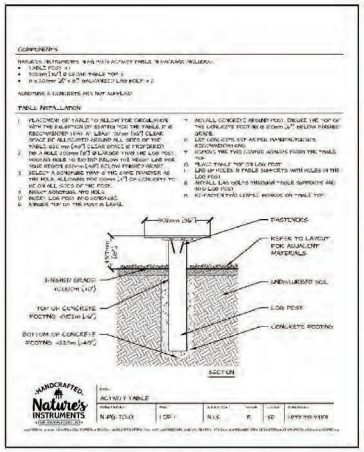
1 PLAYGROUND - DRUMS
Scale N.T.S.





LOG CARVED LOVE SEAT
Supplier: Nature's Instruments
OR APPROVED EQUAL

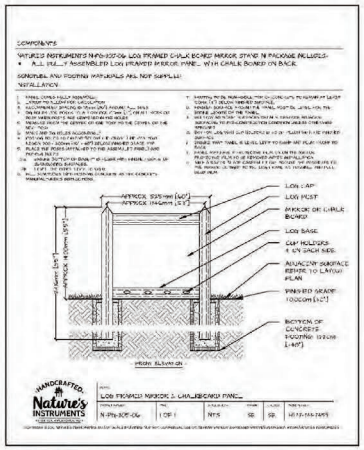
2 PLAYGROUND - BENCH
Scale N.T.S.





ACTIVITY TABLE - 36" DIAMETER
Supplier: Nature's Instruments
OR APPROVED EQUAL

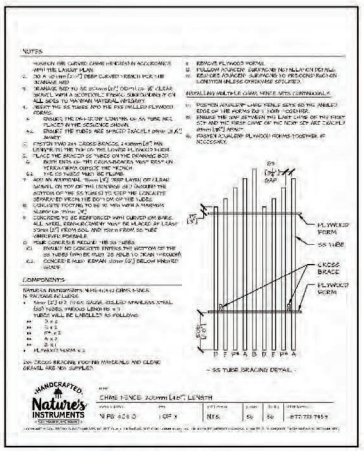
3 PLAYGROUND - CLUSTER SEATING
Scale N.T.S.





LOG FRAMED CHALKBOARD-MIRROR STAND
Supplier: Nature's Instruments
OR APPROVED EQUAL

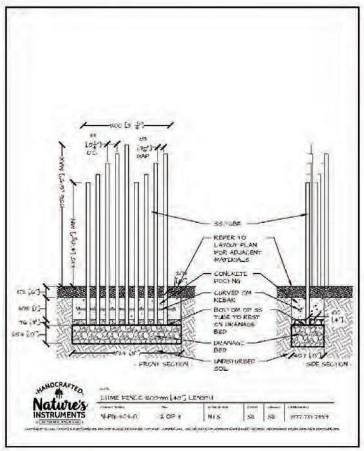
4 PLAYGROUND - CHALKBOARD/MIRROR
Scale N.T.S.





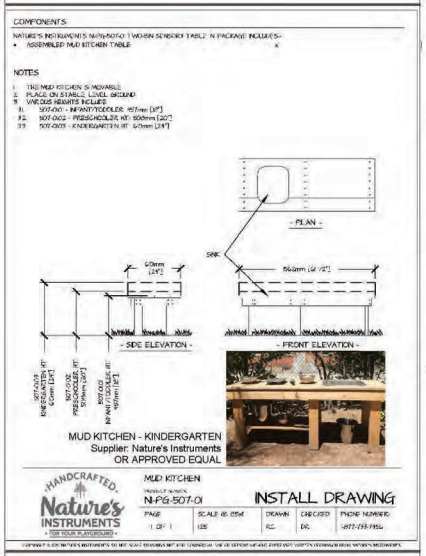
CHIME FENCE - 9 Piece
Supplier: Nature's Instruments
OR APPROVED EQUAL

5 PLAYGROUND - CHIMES
Scale N.T.S.

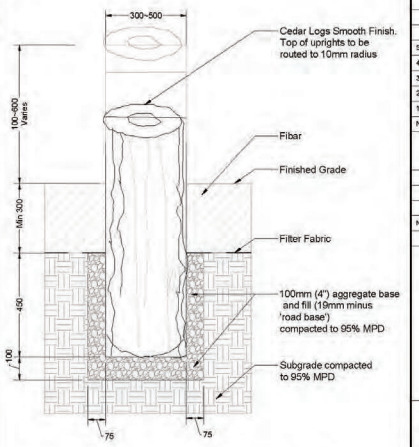


CHIME FENCE - 9 Piece
Supplier: Nature's Instruments
OR APPROVED EQUAL

6 PLAYGROUND - CHIMES
Scale N.T.S.



7 PLAYGROUND - KITCHEN
Scale N.T.S.



Notes:
1. Logs to be stained with Sikkens Cetol SRD - Colour 077-Cedar or approved equal. End sealer to be used on all areas below grade. Apply as per manufacturers specifications.
2. Size of log uprights as per plan (min. 300mm diameter)
3. All branches and trunk splits to be cut flush, routed and sealed. Bark to remain intact.

8 PLAYGROUND - STEPPING STUMPS
Scale 1:10

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REVISIONS TABLE FOR SHEET

Project:
COMPASS COMMONS
TOL #: 08-14-0222

Location:
20365 66 AVENUE
LANGLEY, B.C.

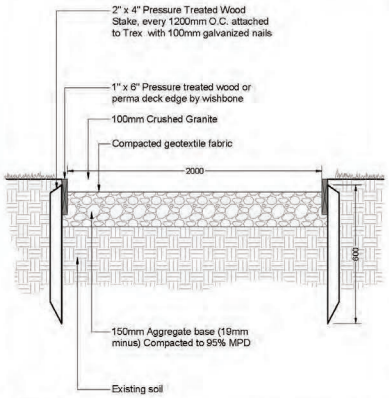
Drawn:	Stamp:
JW	
Checked:	
JW	
Approved:	Original Sheet Size:
MVDZ	24"x36"
Scale:	
AS SHOWN	

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Drawing Title: DETAILS

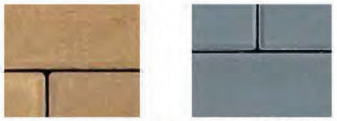
VDZ Project #: DP2020-54

Drawing #: L2.04



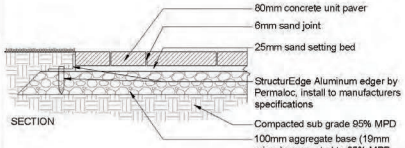
NOTES:
1. Contractor to provide 1L sample of crushed granite material for approval by landscape architect prior to installation.
2. Ensure top of edge board meets flush with crushed granite pathways.
3. Refer to Wishbone Perma-Deck anchor detail.
4. Minimum 2% cross slope.

1 GRAVEL PATH
Scale 1:10



PERMEABLE CONCRETE PAVERS
Type: Aqua Pave Standard
Colour: Desert Sand
Manufacturer: Abbotsford Concrete
or approved equal

PERMEABLE CONCRETE PAVERS
Type: Aqua Pave Standard
Colour: Charcoal
Manufacturer: Abbotsford Concrete
or approved equal



NOTES:
1. All bedding sand to meet ASTM C33 or CSA A23.1 FA1.
2. All joint sand to meet ASTM C144 or CSA A179.
3. All components as specified or approved alternate.
4. Contractor to provide cut sheets of all components for Landscape Architect approval.
5. Contractor to ensure no visible pooling occurs on paver surface.
6. All joints to be tight fit
7. All paver cuts to be minimum ½ Paver.

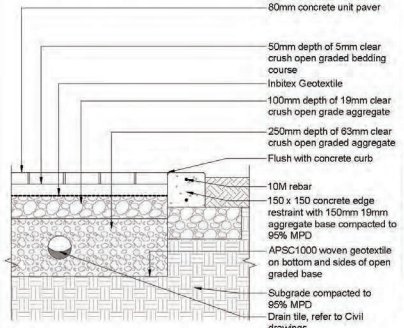
2 PERMEABLE PAVERS
Scale 1:10



PERMEABLE CONCRETE PAVERS
Type: Aqua Pave Standard
Colour: Desert Sand
Manufacturer: Abbotsford Concrete
or approved equal



PERMEABLE CONCRETE PAVERS
Type: Aqua Pave Standard
Colour: Charcoal
Manufacturer: Abbotsford Concrete
or approved equal



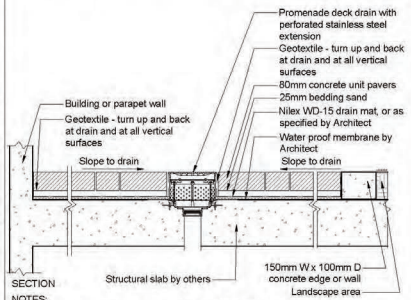
Notes:
1. Install all components as per manufacturer's specifications.
2. AquaPave - Part Exfiltration System
3. Running bond pattern.
4. Concrete curb control joint every 3m.

3 VEHICULAR PERMEABLE PAVERS
Scale 1:10



CONCRETE UNIT PAVERS
Type: Bridgewood Slab
Colour: Cedar Brown
Manufacturer: Barkman Concrete
or approved equal

CONCRETE UNIT PAVERS
Type: Bridgewood Slab
Colour: Weathered Grey
Manufacturer: Barkman Concrete
or approved equal

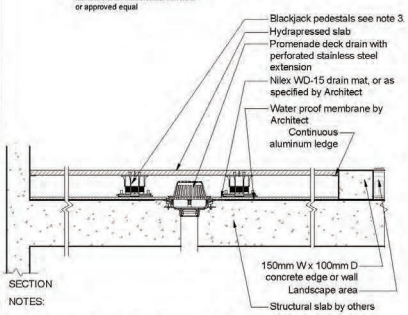


NOTES:
1. All bedding sand to meet ASTM C33 or CSA A23.1 FA1.
2. All joint sand to meet ASTM C144 or CSA A179.
3. All components as specified or approved alternate.
4. Contractor to provide cut sheets of all components for Landscape Architect approval.
5. Contractor to ensure no visible pooling occurs on paver surface.
6. All joints to be tight fit.
7. All paver cuts to be minimum ½ Paver.

4 CONCRETE UNIT PAVERS ON SLAB
Scale 1:10

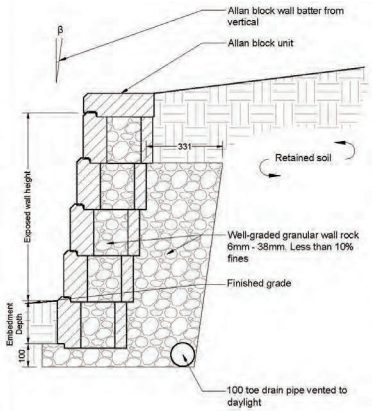


HYDRAPRESSED SLABS
Type: Texada 457mm x 457mm x 40mm
Colour: Tan
Manufacturer: Abbotsford Concrete
or approved equal



NOTES:
1. All components as specified or approved alternate.
2. Contractor to provide cut sheets of all components for Landscape Architect approval.
3. Blackjack Screwjack or OneStep system depending on depth to slab.
4. Aluminum ledge to be secured to wall/curb with concrete screws.

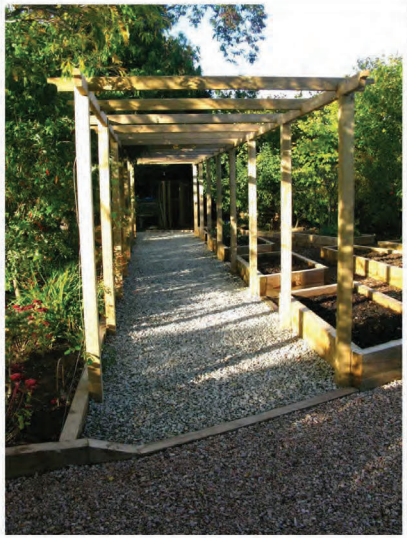
5 HYDRAPRESSED SLABS ON SLAB
Scale 1:10



6 ALLAN BLOCK WALL
Scale 1:10



7 CURVED WOOD TRELLIS PRECEDENT
Scale N.T.S.



8 ARBOR WALKWAY PRECEDENT
Scale N.T.S.

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COMPASS COMMONS
TOL #: 08-14-0222

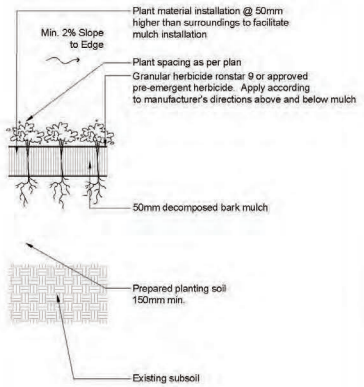
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LANGLEY, B.C.

Drawn: JW
Checked: JW
Approved: MVDZ
Scale: AS SHOWN
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Original Sheet Size: 24"x36"

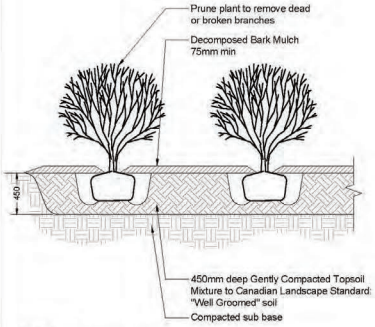
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Drawing Title: DETAILS
VDZ Project #: DP2020-54
Drawing #: L2.04

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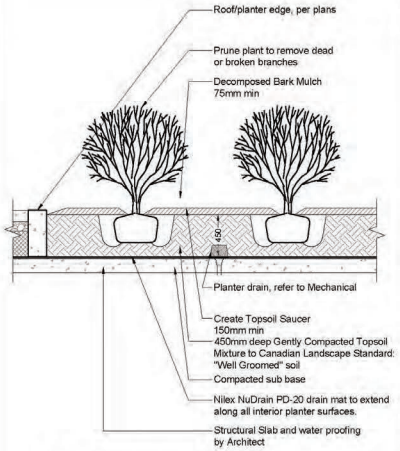


1 GROUNDCOVER PLANTING
Scale 1:10



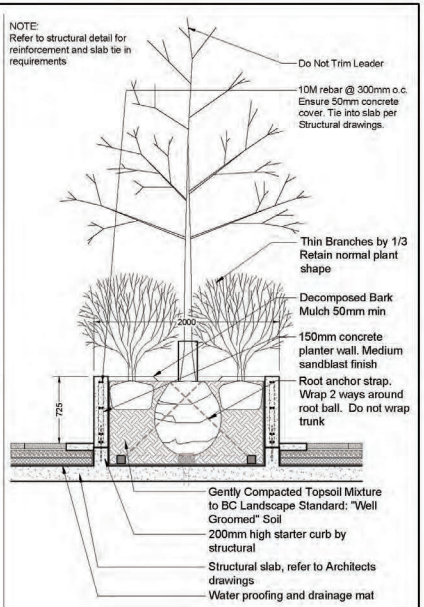
NOTES:
1. Remove all string, twine, pots, tags from plant.
2. All soil, mulch and plant material to meet latest Canadian Landscape Standard.
3. Topsoil sauces diameter to be 1.5X diameter of plant container.
4. O.C. spacing per planting plan.

2 SHRUB PLANTING
Scale 1:25

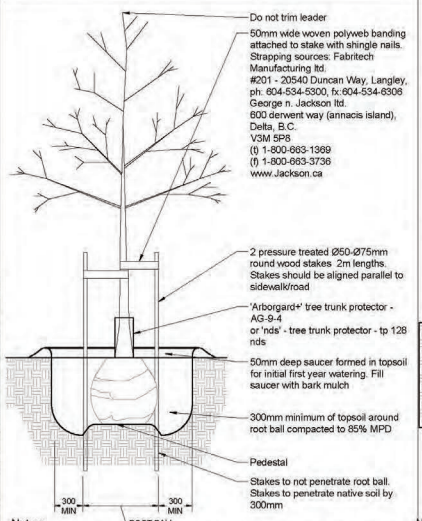


NOTES:
1. Remove all string, twine, pots, tags from plant.
2. All soil, mulch and plant material to meet latest Canadian Landscape Standard.
3. Topsoil sauces diameter to be 1.5X diameter of plant container.
4. O.C. spacing per planting plan.

3 SHRUB PLANTING ON SLAB
Scale 1:25

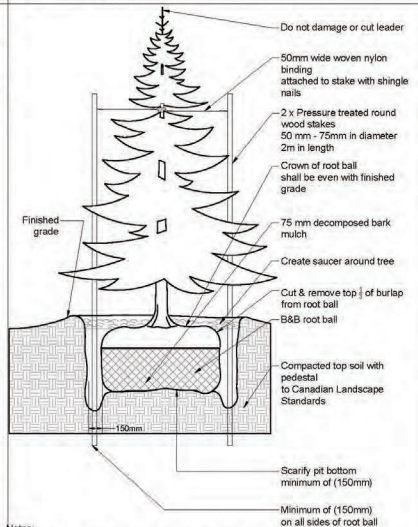


4 TREE PLANTING ON SLAB
Scale 1:25



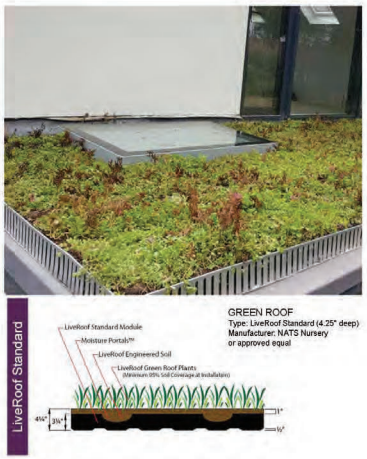
Notes:
1. Sacking/burlap to be loosened and dropped to the bottom of the planting hole. all string, twine, etc.to be removed.
2. All wire baskets shall have the top 1/3 of the wire removed prior to planting.
3. All trees shall be single stem

5 DECIDUOUS TREE PLANTING
Scale 1:25



Notes:
1. Do not damage main roots or destroy root ball when installing tree stake.
2. Water thoroughly after installation
3. Remove tree rings and stakes two years after installations
4. Provide drainage for planting pit in impermeable soil

6 CONIFEROUS TREE PLANTING
Scale 1:25



7 LIVE ROOF
Scale 1:20



8 ROCK BUBBLER PRECEDENT
Scale N.T.S.

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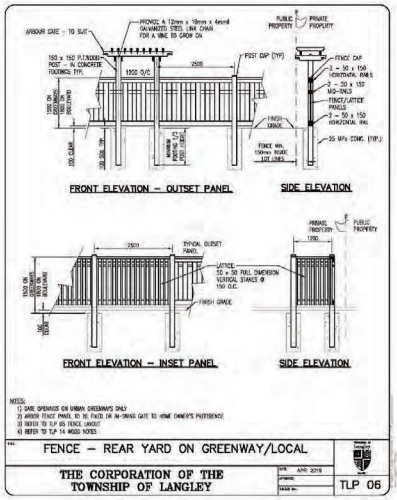
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20365 66 AVENUE
LANGLEY, B.C.

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Checked: JW
Approved: MVDZ
Scale: AS SHOWN
Stamp:
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VDZ Project #: DP2020-54
Drawing #: L2.04

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1 TLP06 DETAIL ALONG FORTIS ROW
Scale 1:10

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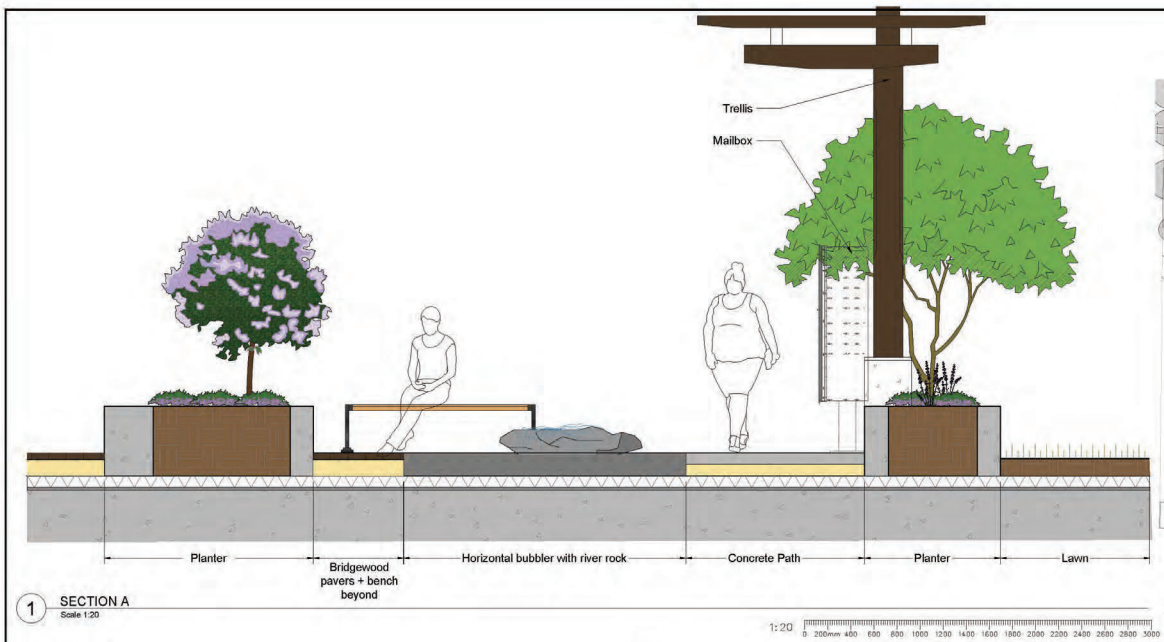
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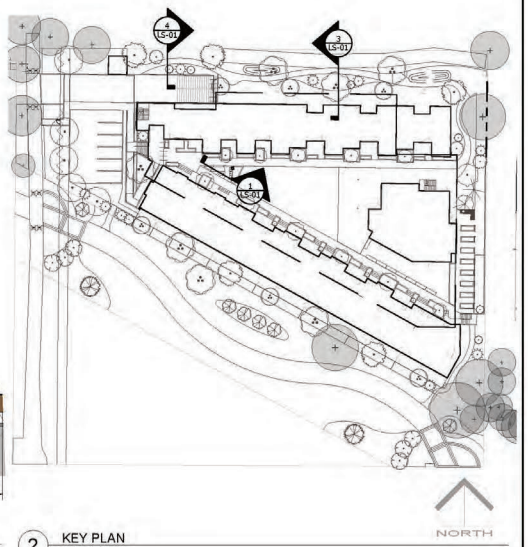
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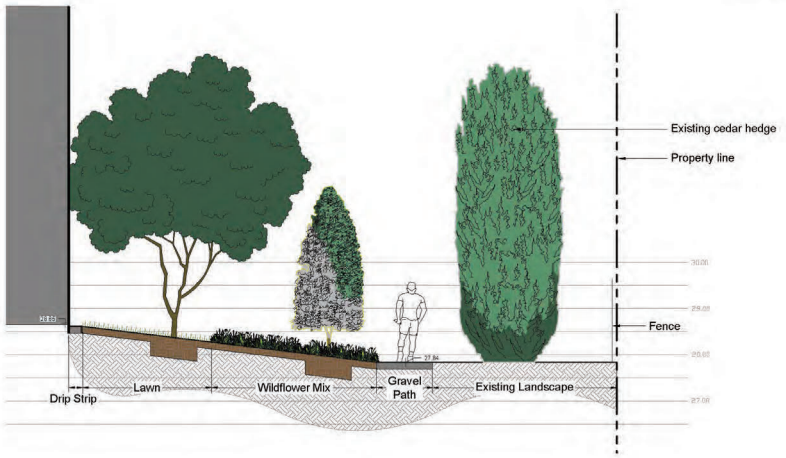


1 SECTION A
Scale 1:20

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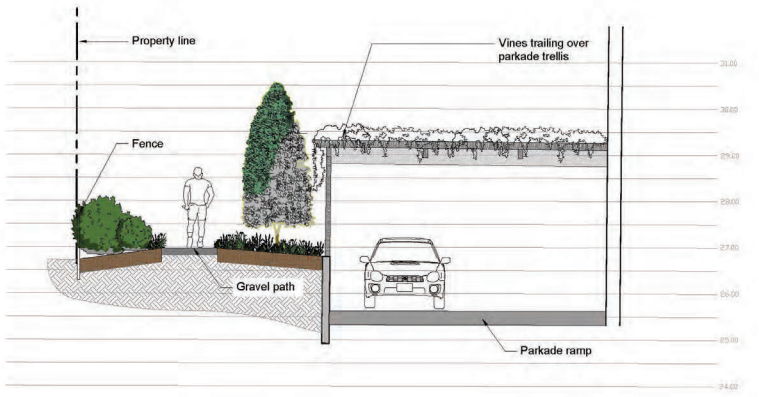


2 KEY PLAN
Scale 1:500



3 SECTION B
Scale 1:50

1:50



4 SECTION C
Scale 1:50

1:50

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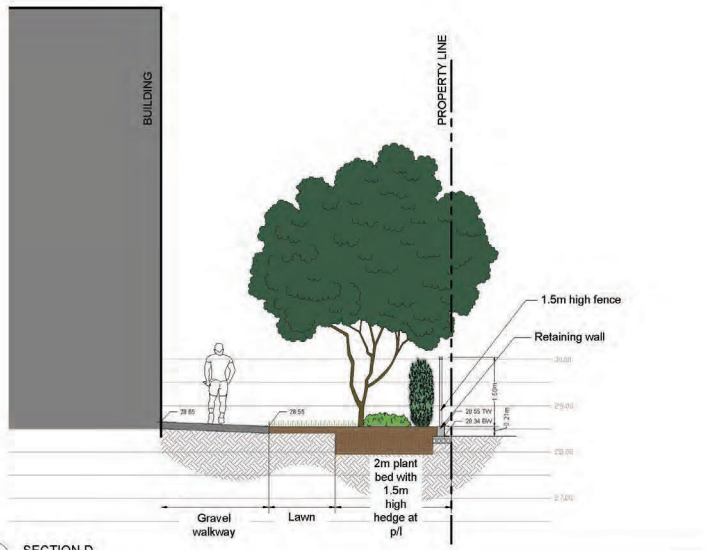
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Drawing Title: SECTIONS

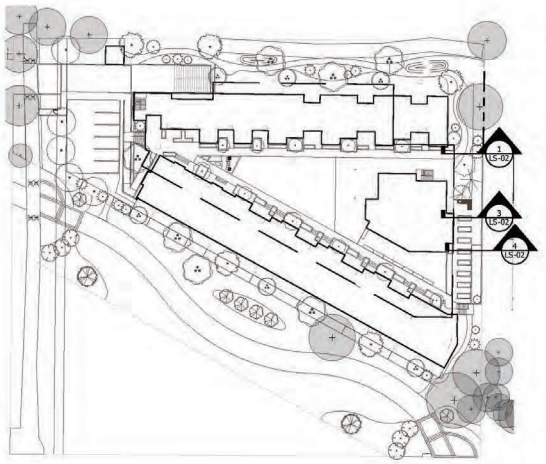
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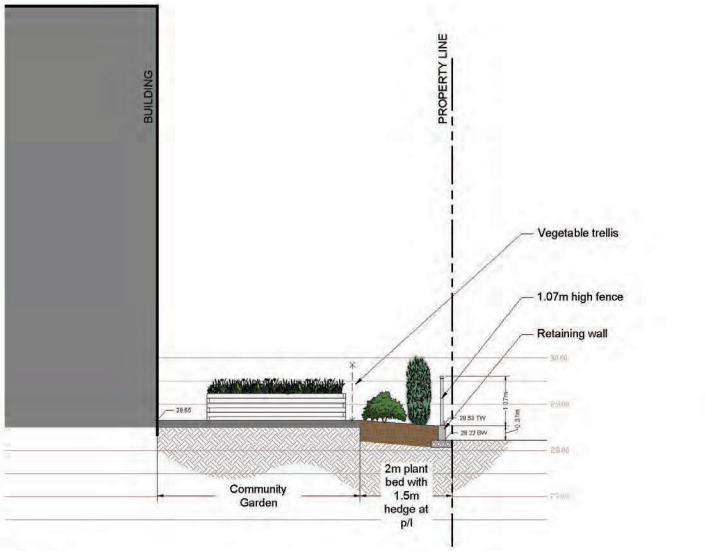
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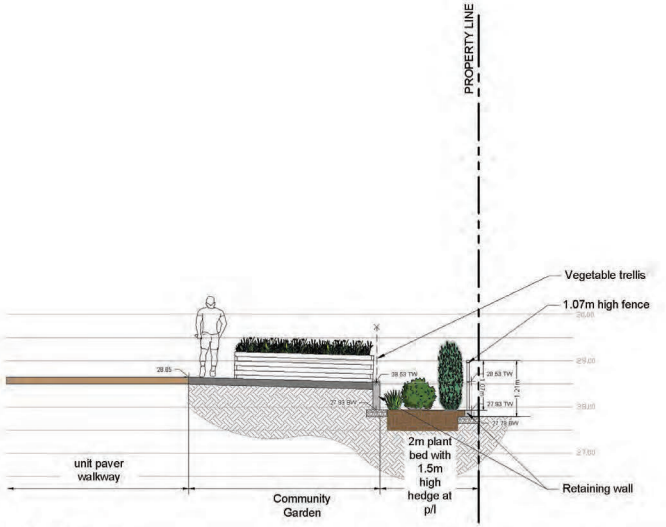
1 SECTION D
Scale 1:50



2 KEY PLAN
Scale 1:500



3 SECTION E
Scale 1:50



4 SECTION F
Scale 1:50

1:50

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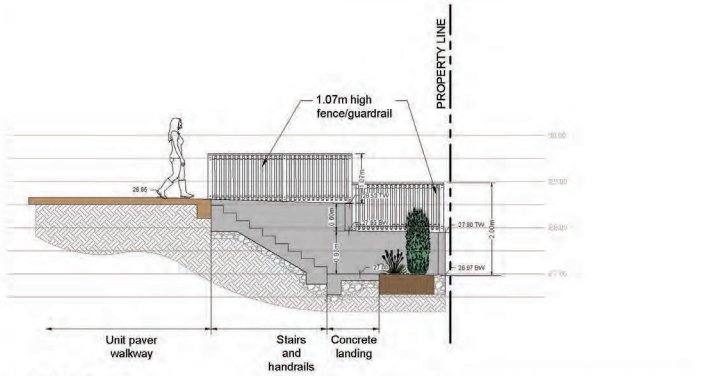
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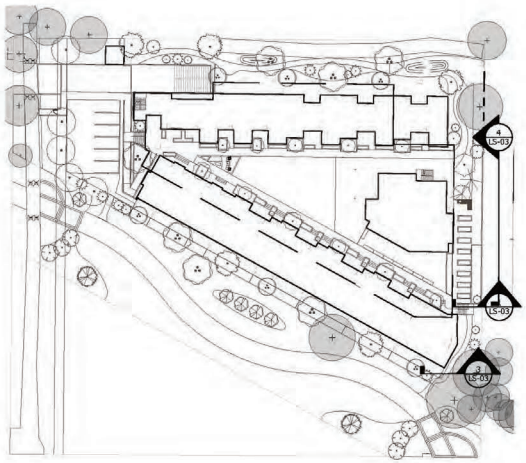
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Drawing #: LS-04

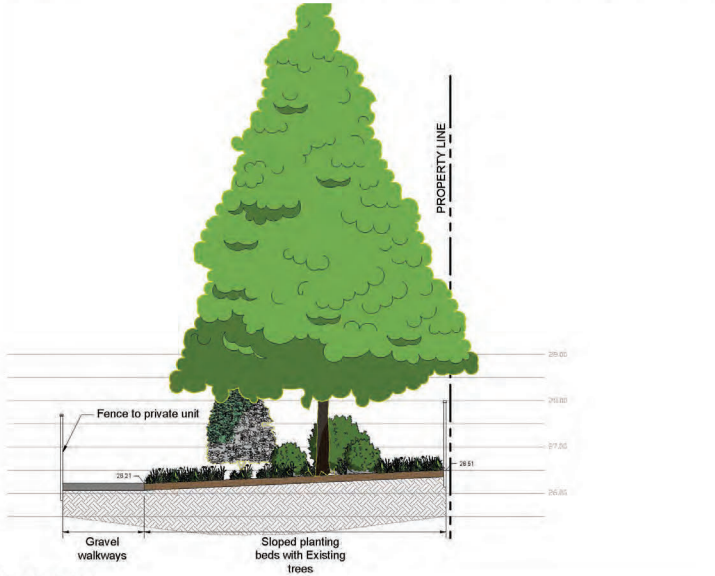
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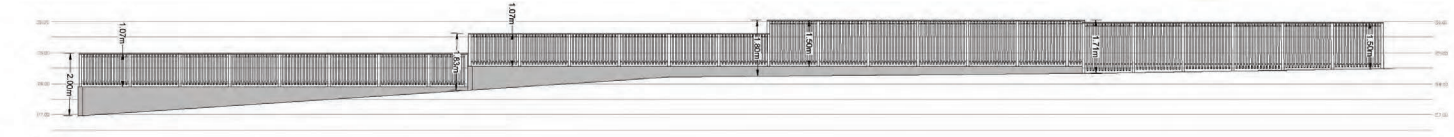
1 SECTION G
Scale 1:50



2 KEY PLAN
Scale 1:500



3 SECTION H
Scale 1:50



4 SECTION I
Scale 1:75

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VDZ Project #: DP2020-54

Drawing #: LS-04

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COMPASS COMMONS - OFF-SITE LANDSCAPE

Re-Issued for Development Permit — **TOL #: 08-14-0222**

Contact Information	Other Key Contacts:	
VDZ+A Project Landscape Architecture Fort Langley Studio 100 - 9181 Church Street Fort Langley, British Columbia, V1M 2R8 Mount Pleasant Studio 102-3535 Kingsway Vancouver, British Columbia, V5T 3J7 Primary project contact: Jennifer Wall jennifer@vdz.ca o. 604 546 0928 Alternate contacts (incase away): Mark van der Zalm Principal Landscape Architect mark@vdz.ca o. 604 546 0920	**Compass Cohousing** Project Owner Box 326 8983 Trattle Street Fort Langley, British Columbia V1M 3R6 compasscohousing@gmail.com Contact: Gordon Neate 604 880 5814	**Ankenman Marchand** Project Building Architecture 1645 West 5th Avenue Vancouver, British Columbia, V6J 1N5 604 872 2595
Legal Address and Description:		
LT 90, DL 311, NWD, PL NWP38200		

Sheet List Table

Sheet Number	Sheet Title
L-01	COVER SHEET
AR-01	TREE MANAGEMENT PLAN
L-02	OFF-SITE PLAN
L-03A	PLANTING PLAN - FORTIS
L-03B	PLANTING PLAN - OFFSITE
LD-01	DETAILS
LD-02	DETAILS



1 SITE PLAN OVERVIEW
Scale 1:500



2 LOCATION MAP
Scale N.T.S.

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V1M 2R8 | V5T 3J7
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No.	By:	Description	Date
5	JW	Re-Issued for DP	2021-07-28
4	ET	Re-Issued for DP	2021-04-30
3	JW	Issued for DP	2020-12-10
2	JW	Issued for DP Review	2020-12-02
1	JW	Issued for Rezoning	2020-10-01

REVISIONS TABLE FOR DRAWINGS

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No.	By:	Description	Date

REVISIONS TABLE FOR SHEET

Project:

COMPASS COMMONS
OFFSITE LANDSCAPE
TOL #: 08-14-0222

Location:
20365 66 AVENUE
LANGLEY, B.C.

Drawn: ET	Stamp:
Checked: JW	
Approved: MVDZ	Original Sheet Size: 24"x36"
Scale: AS NOTED	

CONTRACTOR SHALL CHECK ALL DIMENSIONS ON THE WORK AND REPORT ANY DISCREPANCY TO THE CONSULTANT BEFORE PROCEEDING. ALL DRAWINGS AND SPECIFICATIONS ARE THE EXCLUSIVE PROPERTY OF THE OWNER AND MUST BE RETURNED AT THE COMPLETION OF THE WORK. ALL REZONING/DP/PAPPROVAL DRAWINGS MUST NOT BE PRICED FOR CONSTRUCTION UNLESS LABELLED FOR TENDER/CONSTRUCTION.

SCHEDULE C

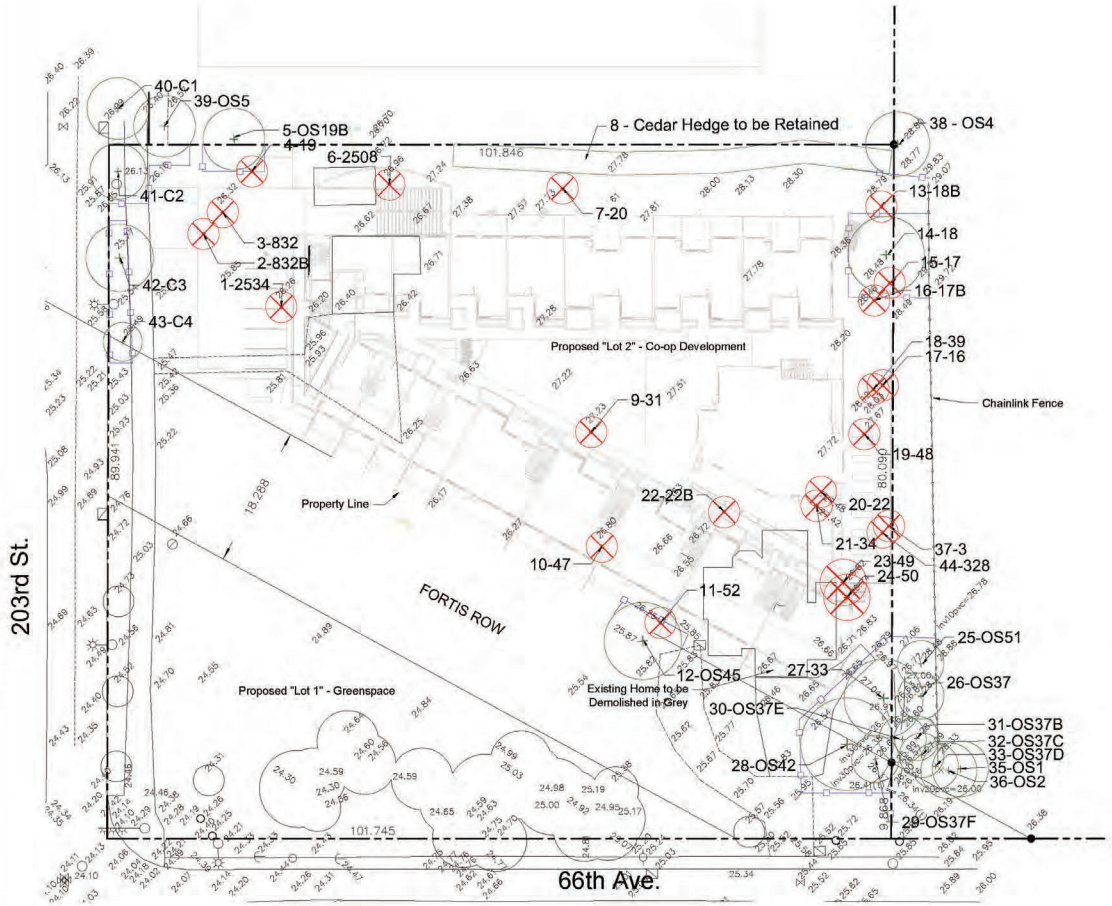
Drawing Title: COVER SHEET

NORTH

VDZ Project #: DP2020-54

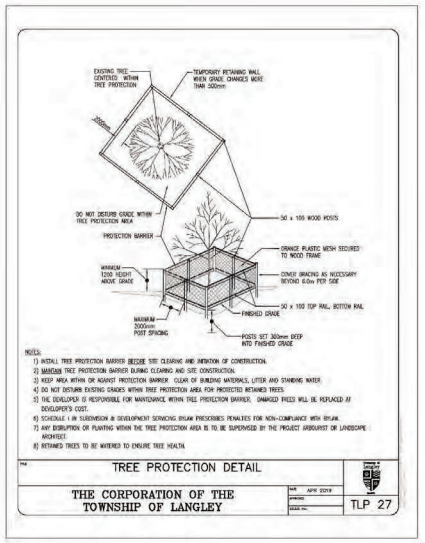
Drawing #: L-01H

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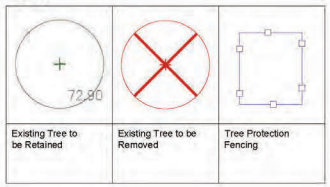
1 TREE MANAGMENT PLAN
Scale 1:300

1:300 0 3m 6 9 12 15 18 21 24 27 30 33 36 39 42 45



2 TREE PROTECTION FENCE
N.T.S.

LEGEND



Tree Tag Legend
XX - Tag number
C-XX - Municiple tree
XX-HP - Handplotted / No Survey
OS-XX - Off-site tree
S-XX - Straddling tree. Written permission required from owner to remove trees.
XX-NT - No Tag #

Note:
1. Contact Arborist (Kyle MacGregor, 604 882 0024, kyle@vdz.ca) for inspection 72 hrs prior to any grading or excavation within the tree protection zone. (typ) If during excavation it is found that it cannot be completed without severing roots that are critical to the trees health or stability it may be necessary to remove additional trees.
2. Read this plan together with the arborist report prepared by VDZ+A.
3. An additional 1m setback is shown for all hand-plotted trees to be retained
4.If Stump Grinding is to occur in close proximity to trees which are to be retained then it is requested stumps to be removed under Arborist supervision.
5. It is the responsibility of the client or his/her representative to contact the project arborist for the purpose of:
*Locating TPZ Fencing
*Locating Work Zone and Machine access corridors where required
*Reviewing the Report with the project foreman or site supervisor.
6. Tree cutting between April 1st- August1st must comply with Federal and Provincial law regulating migratory birds and their nesting activity.
7. Tree 11-52 for removal to be cut to low stump.

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1	JW	Issued for Rezoning	2020-10-01

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No.	By:	Description	Date
1	KM	Issued for ISDC	Oct 15th 2020

REVISIONS TABLE FOR SHEET

Project:
COMPASS COMMONS
OFFSITE LANDSCAPE
TOL #: 08-14-0222

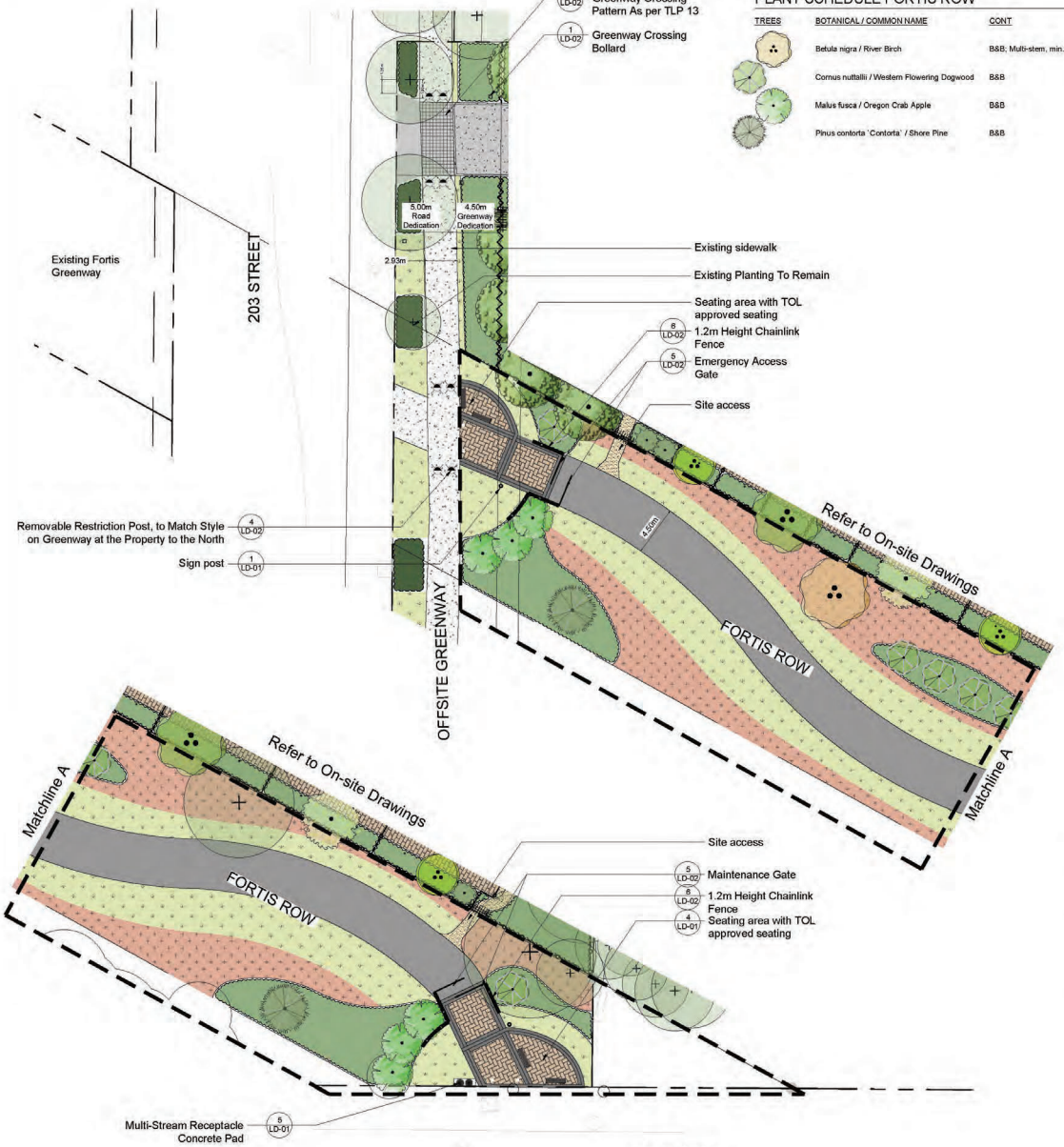
Location:
20365 66 AVENUE
LANGLEY, B.C.

Drawn: ET, AL
Checked: KM
Approved: -
Scale: AS NOTED
Stamp:
Original Sheet Size: 24"x36"

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Drawing Title: TREE MANAGEMENT PLAN
NORTH
VDZ Project #: DP2020-54
Drawing #: A2.1

Z:\PROJECTS\DEVELOPMENT PERMIT\ACTIVE\DP2020-54 COMPASS CO-HOUSING\6. DWG\SHEETS\DP1ST\REVA\01 TREE MANAGEMENT PLAN.DWG



1 OFFSITE AND FORTIS ROW PLAN
Scale 1:200

PLANT SCHEDULE FORTIS ROW

TREES	BOTANICAL / COMMON NAME	CONT	SIZE	QTY
	Betula nigra / River Birch	B&B; Multi-stem, min. 3 leader, 2.5m ht		1
	Cornus nuttallii / Western Flowering Dogwood	B&B	6cm cal.	6
	Malus fusca / Oregon Crab Apple	B&B	6 cm cal.	6
	Pinus contorta `Contorta` / Shore Pine	B&B	2m ht	2

OFF-SITE LANDSCAPE LEGEND

KEY	REF.	DESCRIPTION
	7 LD-02	CONCRETE UNIT PAVERS Type: Classic Standard Series Size: Standard - 225 x 112.5 x 60mm Colour: Desert Sand Manufacturer: Abbotsford Concrete Products or approved equal
	7 LD-02	CONCRETE UNIT PAVERS Type: Classic Standard Series Size: Standard - 225 x 112.5 x 60mm Colour: Charcoal Manufacturer: Abbotsford Concrete Products or approved equal
	3 LD-01	ASPHALT TRAIL AS PER TLP18
	4 LD-01	BENCH ON CONCRETE PAD Model: Gobbet FR-7 Size: 6' long Colour: Black Manufacturer: Victor Stanley Supplier: Habitat
	5 LD-01	MULTI-STREAM WASTE RECEPTACLE CONCRETE PAD
		SOD
	8 LD-02	LOW GROW WILDFLOWER MIX Supplier: Premier Pacific Seeds
	2,6-7 LD-01	SHRUB PLANTING AS PER TLP21
		EXISTING/RETAINED PLANT MATERIAL
	1 LD-01	SIGN POST AS PER TLP15
	4 LD-02	REMOVABLE RESTRICTION POST AS PER TOL STANDARD
	1 LD-02	GREENWAY CROSSING BOLLARD AS PER TOL STANDARD
	2,3 LD-02	GREENWAY PICKET FENCE AS PER TOL STANDARD
	6 LD-02	1.2m HEIGHT CHAINLINK FENCE AS PER TOL STANDARD

ALL WORKS IN FORTIS ROW REQUIRES FORTIS APPROVAL.

Notes:

1. Landscape Drawings and Civil Drawings Shall be Coordinated
2. Concrete formwork layout to be reviewed and confirmed by Green Infrastructure Services Staff (tel. 604.533.6034); prior to installation of concrete
3. Layout, materials and construction of Municipal Greenways shall be to the satisfaction of the manager of Green Infrastructure Services

1:200 0 2m 4 6 8 10 12 14 16 18 20 22 24 26 28 30

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www.vdz.ca 604-882-0024

No.	By:	Description	Date
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4	ET	Re-Issued for DP	2021-04-30
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1	JW	Issued for Rezoning	2020-10-01

REVISIONS TABLE FOR DRAWINGS

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No.	By:	Description	Date

REVISIONS TABLE FOR SHEET

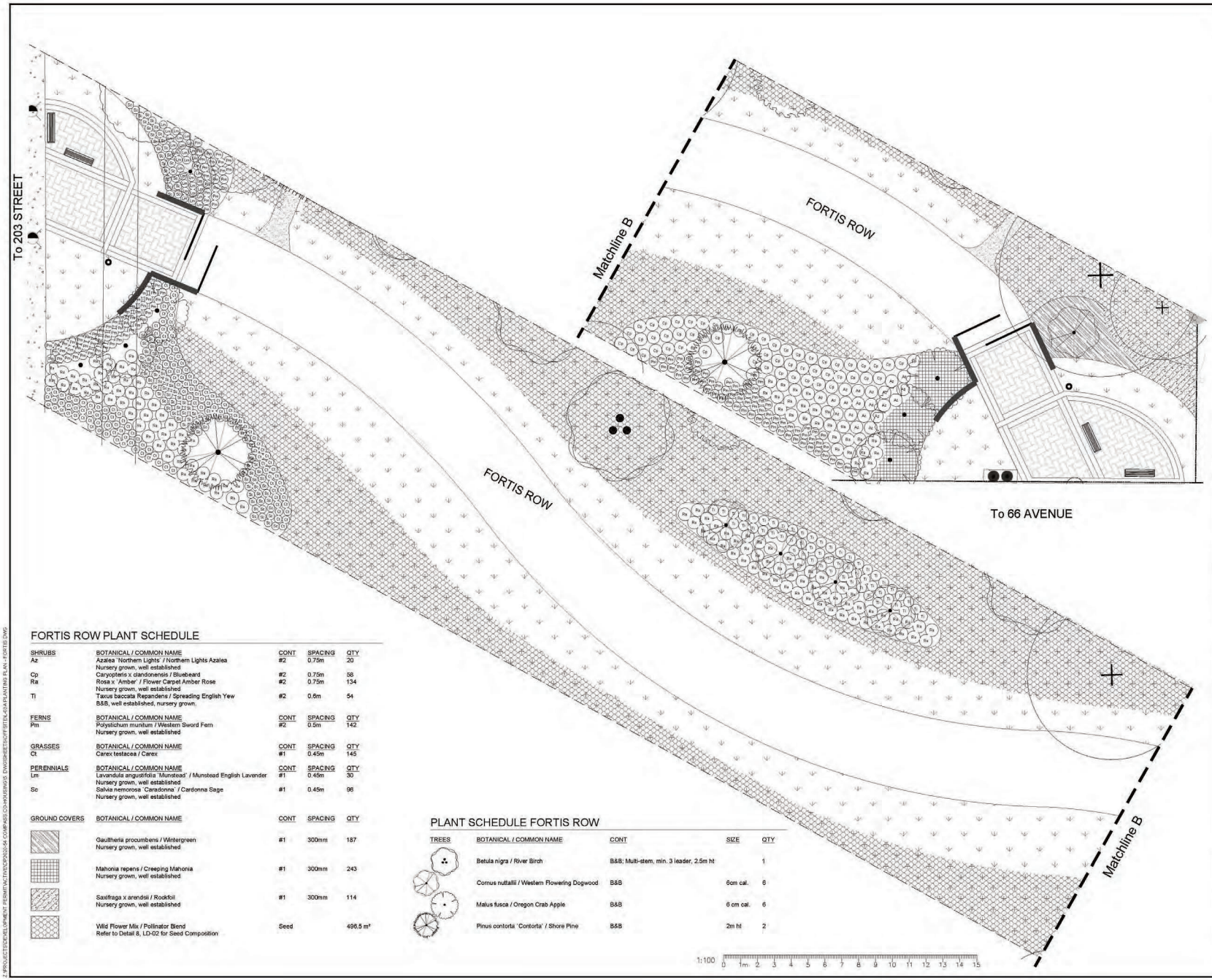
Project:
COMPASS COMMONS
OFFSITE LANDSCAPE
TOL #: 08-14-0222

Location:
20365 66 AVENUE
LANGLEY, B.C.

Drawn: JW
Checked: JW
Approved: MVDZ
Stamp:
Original Sheet Size: 24"x36"
Scale: 1:200

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Drawing Title: OFF-SITE PLAN
NORTH
VDZ Project #: DP2020-54
Drawing #: L-02H



FORTIS ROW PLANT SCHEDULE

	BOTANICAL / COMMON NAME	CONT	SPACING	QTY
SHRUBS				
Az	Azalea 'Northern Lights' / Northern Lights Azalea Nursery grown, well established	#2	0.75m	20
Cp	Caryopteris x clandonensis / Bluebeard	#2	0.75m	58
Ra	Rosa x 'Amber' / Flower Carpet Amber Rose Nursery grown, well established	#2	0.75m	134
Tt	Taxus baccata Repandens / Spreading English Yew B&B, well established, nursery grown.	#2	0.6m	54
FERNS	BOTANICAL / COMMON NAME	CONT	SPACING	QTY
Pm	Polystichum munitum / Western Sword Fern Nursery grown, well established	#2	0.5m	142
GRASSES	BOTANICAL / COMMON NAME	CONT	SPACING	QTY
Ct	Carex testacea / Carex	#1	0.45m	145
PERENNIALS	BOTANICAL / COMMON NAME	CONT	SPACING	QTY
Lm	Lavandula angustifolia 'Munstead' / Munstead English Lavender Nursery grown, well established	#1	0.45m	30
Sc	Salvia nemorosa 'Caradonna' / Cardonna Sage Nursery grown, well established	#1	0.45m	96
GROUND COVERS	BOTANICAL / COMMON NAME	CONT	SPACING	QTY
	Gaultheria procumbens / Wintergreen Nursery grown, well established	#1	300mm	187
	Mahonia repens / Creeping Mahonia Nursery grown, well established	#1	300mm	243
	Saxifraga x arendsii / Rockfoil Nursery grown, well established	#1	300mm	114
	Wild Flower Mix / Pollinator Blend Refer to Detail 8, LD-02 for Seed Composition	Seed		496.5 m²

PLANT SCHEDULE FORTIS ROW

TREES	BOTANICAL / COMMON NAME	CONT	SIZE	QTY
	Betula nigra / River Birch	B&B; Multi-stem, min. 3 leader, 2.5m ht		1
	Cornus nuttallii / Western Flowering Dogwood	B&B	6cm cal.	6
	Malus fusca / Oregon Crab Apple	B&B	6 cm cal.	6
	Pinus contorta 'Contorta' / Shore Pine	B&B	2m ht	2

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www.vdz.ca 604-882-0024

PLANTING NOTES:

1. PLANTS IN THIS PLANT LIST ARE SPECIFIED ACCORDING TO THE CANADIAN NURSERY LANDSCAPE ASSOCIATION CANADIAN STANDARDS FOR NURSERY STOCK AND SECTION 12, CONTAINER GROWN PLANTS OF THE BC LANDSCAPE STANDARD, CURRENT EDITION.
2. ALL PLANT MATERIAL SHALL MEET OR EXCEED STANDARDS REQUIRED BY BCLNA OR BCSLA GUIDELINES.PLANT MATERIAL TO BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO DELIVERY TO SITE.
3. TOPSOIL SUPPLIED SHALL BE FROM A REPUTABLE SOURCE. A FULL ANALYSIS OF THE TOPSOIL WILL BE REQUIRED AT THE CONTRACTOR'S EXPENSE. SUBMIT TO LANDSCAPE CONSULTANT FOR APPROVAL.
4. AMEND TOPSOIL PER SOIL ANALYSIS RECOMMENDATIONS PRIOR TO SPREADING ON SITE. REJECTED TOPSOIL SHALL BE REMOVED OFF SITE IMMEDIATELY AT THE LANDSCAPE CONTRACTORS EXPENSE.
5. TOPSOIL DEPTHS FOR PLANTING AS FOLLOWS:
   A. SHRUBS: 450MM
   B. SOD: 150MM
   C. TREE PITS: 1000MM WITH 300MM (BELOW ROOT BALL)
6. 2" MINUS COMPOST MULCH TO BE INSTALLED IN ALL SHRUB PLANTING AREAS.

No.	By:	Description	Date
5	JW	Re-Issued for DP	2021-07-28
4	ET	Re-Issued for DP	2021-04-30
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1	JW	Issued for Rezoning	2020-10-01

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REVISIONS TABLE FOR SHEET

Project:
COMPASS COMMONS
OFFSITE LANDSCAPE
TOL #: 08-14-0222

Location:
20365 66 AVENUE
LANGLEY, B.C.

Drawn: JW
Checked: JW
Approved: MVDZ
Scale: 1:100
Stamp:
Original Sheet Size: 24"x36"

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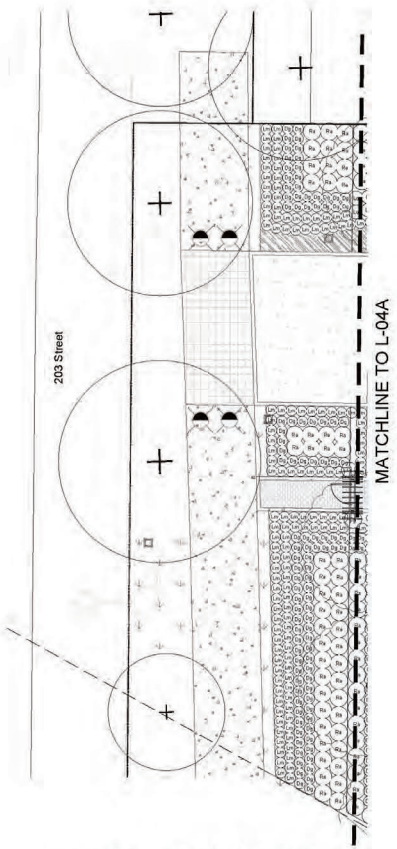
Drawing Title: PLANTING PLAN - FORTIS

NORTH

VDZ Project #: DP2020-54

Drawing #: L-03

Z:\PROJECTS\DEVELOPMENT PERMIT\ACTIVE\DP2020-54 COMPASS CO-HOUSING\05 DWG\SHEET\DP\FORTIS\L-03A PLANTING PLAN - FORTIS.DWG



REFER TO L-03B PLANTING PLAN FORTIS ROW

1:100 0 1m 2 3 4 5 6 7 8 9 10 11 12 13 14 15

PLANT SCHEDULE OFFSITE

	BOTANICAL / COMMON NAME	CONT	SPACING	QTY
SHRUBS				
Ra	Rosa x 'Amber' / Flower Carpet Amber Rose Nursery grown, well established	#2	0.75m	50
GRASSES	BOTANICAL / COMMON NAME	CONT	SPACING	QTY
Dg	Deschampsia cespitosa 'Goldtau' / Gold Dew Tufted Hair Grass Nursery grown, well established	#1	0.45m	104
PERENNIALS	BOTANICAL / COMMON NAME	CONT	SPACING	QTY
Lm	Lavandula angustifolia 'Munstead' / Munstead English Lavender Nursery grown, well established	#1	0.45m	124
VINES	BOTANICAL / COMMON NAME	CONT	SPACING	QTY
Cj	Clematis x jackmanii / Jackman Clematis	#1	0.65m	1
GROUND COVERS	BOTANICAL / COMMON NAME	CONT	SPACING	QTY
	Gaultheria procumbens / Wintergreen Nursery grown, well established	#1	300mm	37

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Fort Langley, BC | Vancouver, BC
V1M 2R8| V5T 3J7
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PLANTING NOTES:

1. PLANTS IN THIS PLANT LIST ARE SPECIFIED ACCORDING TO THE CANADIAN NURSERY LANDSCAPE ASSOCIATION CANADIAN STANDARDS FOR NURSERY STOCK AND SECTION 12, CONTAINER GROWN PLANTS OF THE BC LANDSCAPE STANDARD, CURRENT EDITION.
2. ALL PLANT MATERIAL SHALL MEET OR EXCEED STANDARDS REQUIRED BY BCLNA OR BCSLA GUIDELINES PLANT MATERIAL TO BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO DELIVERY TO SITE.
3. TOPSOIL SUPPLIED SHALL BE FROM A REPUTABLE SOURCE. A FULL ANALYSIS OF THE TOPSOIL WILL BE REQUIRED AT THE CONTRACTOR'S EXPENSE. SUBMIT TO LANDSCAPE CONSULTANT FOR APPROVAL.
4. AMEND TOPSOIL PER SOIL ANALYSIS RECOMMENDATIONS PRIOR TO SPREADING ON SITE. REJECTED TOPSOIL SHALL BE REMOVED OFF SITE IMMEDIATELY AT THE LANDSCAPE CONTRACTORS EXPENSE.
5. TOPSOIL DEPTHS FOR PLANTING AS FOLLOWS:
   A. SHRUBS: 450MM
   B. SOD: 150MM
   C. TREE PITS: 1000MM WITH 300MM (BELOW ROOT BALL)
6. 2" MINUS COMPOST MULCH TO BE INSTALLED IN ALL SHRUB PLANTING AREAS.

No.	By:	Description	Date
5	JW	Re-Issued for DP	2021-07-26
4	ET	Re-Issued for DP	2021-04-30
3	JW	Issued for DP	2020-12-10
2	JW	Issued for DP Review	2020-12-02
1	JW	Issued for Rezoning	2020-10-01

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Project:

COMPASS COMMONS
OFFSITE LANDSCAPE
TOL #: 08-14-0222

Location:
20365 66 AVENUE
LANGLEY, B.C.

Drawn: JW

Checked: JW

Approved: MVDZ

Scale: 1:100

Stamp:

Original Sheet Size: 24"x36"

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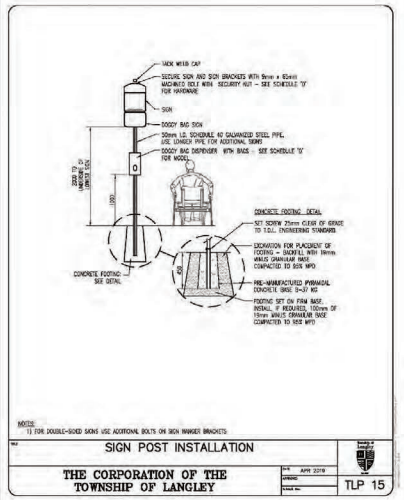
Drawing Title: PLANTING PLAN - OFFSITE

NORTH

VDZ Project #: DP2020-54

Drawing #: L-03A

Z:\PROJECTS\DEVELOPMENT PERMIT\ACTIVE\DP2020-54 COMPASS COMMONS\DWGS\L DWG\SHEETS\OFFSITE\L-03A PLANTING PLAN - OFFSITE.DWG



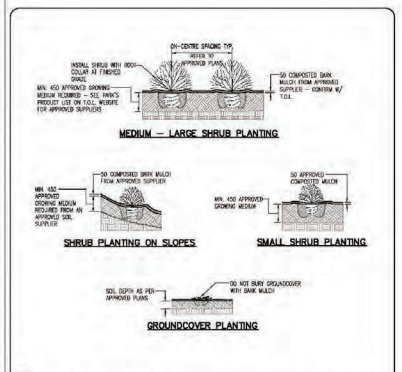
NOTE:
1) FOR DOUBLE-SIDED SIGNS USE ADDITIONAL BOLTS ON SIGN HANGER BRACKETS

SIGN POST INSTALLATION

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

APR 2019 | TLP 15

1 SIGN POST
Scale N.T.S.



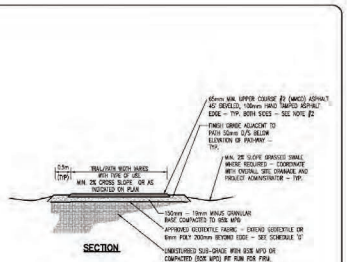
NOTES:
1) REFER TO THE LATEST BC LANDSCAPE STANDARD.
2) PROVIDE FOR MINIMUM DEPTH GROWING MEDIUM FOR PLANTED LANDSCAPE AREAS, FROM APPROVED SOIL SOURCES - SEE SCHEDULE 'D'
3) PRIOR TO INSTALLATION OF GROWING MEDIUM, SCARIFY SIDE AND BOTTOM SURFACE OF UNCOMPACTED SUBGRADE IN PLANTING AREAS AND PITS.
4) AT TIME OF PLANTING:
- REMOVE ALL STRING, TWINE, PORS, TAGS, ETC...
- LOOSEN AND DROP ALL BACKING/BURLAP TO BOTTOM OF PLANTING HOLE
- MOISTEN SOIL AROUND ROOT BALLS

SHRUB & GROUNDCOVER PLANTING INSTALLATION

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

APR 2019 | TLP 21

2 SHRUB AND GROUNDCOVER PLANTING
Scale 1:20



SECTION

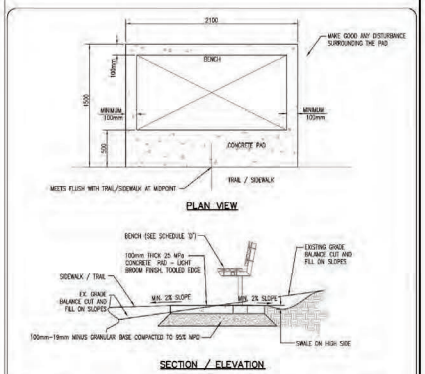
NOTES:
1) EXCAVATE ALL ORGANICS TO A MINIMUM OF 150mm TO SUB-GRADE PRIOR TO PLACEMENT OF WEED BARRIER AND BASE COURSE, TYPICAL.
2) WHERE ASPHALT TRAIL MAY BE CONSTRUCTED OVER T.O.L. UTILITY SERVICES - SUCH AS SEWER, STORM, OR WATER - TRAIL MUST BE CONSTRUCTED TO 182/REF LOADING STANDARD
3) ADDITIONAL SUB-GRADE MATERIALS MAY BE REQUIRED TO PROVIDE ACCEPTABLE TRAIL GRADING.
4) TRAIL CLEARANCE ZONE ADJACENT TO BOTH SIDES OF TRAIL/PATHWAY TO BE CLEAR OF OBSTRUCTIONS, VEGETATION, AND TALL GRASS FOR 1.0m BEYOND EDGE OF TRAIL SURFACE AND OVERHEAD TO BE CLEAR FOR 2.5m ABOVE SURFACE OF TRAIL/PATHWAY

ASPHALT TRAIL CONSTRUCTION

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

APR 2019 | TLP 18

3 ASPHALT TRAIL
Scale N.T.S.



NOTES:
1) SURFACE MOUNT BENCH TO CONCRETE PAD WITH 3/8" TRIPLE GROOVE SECURITY NUT (PART NO. 316-TGN) OR APPROVED EQUIVALENT.
2) BENCH TO BE LEVEL.
3) RESTORE EXISTING LANDSCAPE.
4) CONCRETE PAD - MIN. 100mm THICK MEETS FLUSH TO PATHWAY GRADE AT MIDPOINT WITH A MAXIMUM 2% SLOPE FOR POSITIVE DRAINAGE.
5) REVIEW OF PAD TRANSITION TO MEET TRAIL/SIDEWALK AT MID-POINT TO BE REVIEWED BY TOWNSHIP ON GRADES GREATER THAN 4%.
6) NO STANDING WATER ON BENCH PADS.
7) TOWNSHIP TO CONFIRM ALL BENCH LOCATIONS PRIOR TO INSTALL.

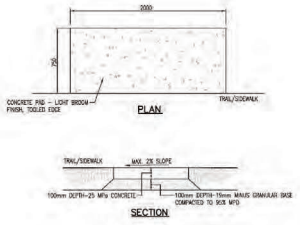
BENCH INSTALLATION

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

APR 2019 | TLP 01

BENCH: VICTOR STANLEY - GOBLET FR-7 6' BLACK
As per TOL 'Approved Materials and Products' for Southwest Gordon Estates Neighbourhood - Schedule D
Or as approved by the Manager of Parks Design and Development
Supplier: Habitat Systems: 1.866.422.8428

4 TOL BENCH INSTALLATION
Scale N.T.S.



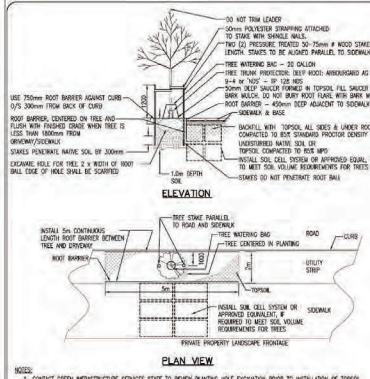
NOTES:
1) WHEN APPLICABLE, FIX MULTI-STREAM RECEPTACLE TO CONCRETE PAD WITH HILTI SCREW anc KH-EZ 1/4" x 2-5/8".
2) RESTORE EXISTING LANDSCAPE.
3) CONCRETE PAD - MEETS FLUSH TO PATHWAY GRADE AT MIDPOINT WITH A MAXIMUM 2% SLOPE FOR POSITIVE DRAINAGE.
4) PAD TRANSITION TO MEET TRAIL/SIDEWALK AT MID-POINT TO BE REVIEWED BY TOWNSHIP ON GRADES GREATER THAN 4%.
5) NO STANDING WATER ON MULTI-STREAM RECEPTACLE PADS.
6) TOWNSHIP TO CONFIRM ALL WASTE RECEPTACLE LOCATIONS.

MULTI-STREAM RECEPTACLE CONCRETE PAD

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

OCT 2017 | TLP 16

5 MULTI-STREAM RECEPTABLE CONCRETE PAD
Scale N.T.S.



NOTES:
1. CONTACT GREEN INFRASTRUCTURE SERVICES STAFF TO REVIEW PLANTING HOLE EXCAVATION PRIOR TO INSTALLATION OF TOPSOIL.
2. SACKING/BURLAP TO BE LOOSENED AND DROPPED TO THE BOTTOM OF THE PLANTING HOLE. ALL STRING, TWINE, ETC. TO BE REMOVED.
3. ALL WIRE BASKETS SHALL HAVE THE TOP 1/3 OF THE WIRE REMOVED PRIOR TO PLANTING.
4. ALL TREES SHALL BE SINGLE STEMMED.
5. ALL TREES SHALL BE WATERED WITH TREE WATERING BAGS FOR TWO (2) GROWING SEASONS. TREE WATERING BAGS SHALL BE FILLED WITH WATER ONCE EVERY SEVEN (7) DAYS UNLESS STATED OTHERWISE BY CONTRACT. CONTRACTOR IS RESPONSIBLE TO REPLACE DAMAGED OR VANDALIZED TREE WATERING BAGS. TREE WATERING BAGS TO BE REMOVED AFTER WATERING SEASON. WATERING BAG TO REMAIN WITH TREE UNTIL END OF MAINTENANCE PERIOD.
6. PROVIDE 10m³ GROWING MEDIUM PER TREE OR APPROVED EQUIVALENT.

TREE INSTALLATION DETAIL - SOFTSCAPE

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

APR 2019 | TLP 23

6 TOL TREE PLANTING
Scale N.T.S.

GENERAL

1. THE FINAL LOCATION, PLANTING, SPECIES SELECTION AND SIZES SHALL BE COMPLETED TO THE SATISFACTION OF THE MANAGER, GREEN INFRASTRUCTURE SERVICES. THE OWNER IS RESPONSIBLE FOR CONTACTING GREEN INFRASTRUCTURE SERVICES STAFF FOR REVIEW OF PLANTING LOCATIONS AND OF THE STREET TREE STAKING LOCATIONS - PRIOR TO PLANTING.
3. THE OWNER SHALL BE RESPONSIBLE FOR OBTAINING A HIGHWAYS USE PERMIT FROM ENGINEERING DIVISION FOR INSTALLING, LOCATING OR TEMPORARILY STORING STREET TREES AND OTHER MATERIAL WITHIN A HIGHWAY (ROAD RIGHT-OF-WAY) OR IF UNLOADING MAY POTENTIALLY INTERFERE WITH TRAFFIC FLOWS ON PUBLIC ROADS. THIS PERMIT SHALL BE OBTAINED PRIOR TO COMMENCEMENT OF THE OFF-SITE WORKS (TYPICALLY STREET TREE, BOULEVARD AND GREENWAY PLANTING).
3. USE TREE INSTALLATION DETAIL TLP 23, 24 AND 25

LOCATION OF PLANTING

4. STREET TREES SHALL BE SPACED AS NOTED ON THE DRAWINGS, UNLESS OTHERWISE APPROVED BY MANAGER, GREEN INFRASTRUCTURE SERVICES. TREES SHALL BE SIZED AS NOTED ON THE DRAWINGS AND NO LESS THAN 3.0m IN HEIGHT WITH A MINIMUM CLEAR STEM HEIGHT OF 1.8m TO THE LOWEST BRANCH. ACTUAL TREE NUMBERS, SPACING AND LOCATIONS WILL VARY ACCORDING TO SITE CONDITIONS AND AMENITIES.
5. LOCATIONS SHALL BE IDENTIFIED WITH STAKES OR PAINTED MARKINGS BY THE OWNER. IF UNDERGROUND OBSTRUCTIONS ARE ENCOUNTERED 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 GREEN INFRASTRUCTURE SERVICES STAFF TO SCHEDULE THE REVIEW.
6. NO TREE SUBSTITUTIONS SHALL BE PERMITTED WITHOUT THE EXPRESS WRITTEN PERMISSION OF THE T.O.L. URBAN FORESTRY.

MINIMUM TREE PLANTING CLEARANCES

7. TREES SHALL HAVE THE FOLLOWING MINIMUM CLEARANCES FROM:

• STREET LIGHT POLES	6.0m
• UTILITY POLES	3.0m
• EDGE OF DRIVEWAY, CURB RETURN, CATCHBASIN OR ABOVE GROUND UTILITY FACILITY	2.0m
• SEWER AND DRAINAGE SERVICE CONNECTION/FIRE HYDRANTS	1.5m
• MANHOLES, VALVE BOXES, WATER SERVICES	1.2m
• BCH LPT/PMT/VISTA SWITCH VAULTS	2.25m

WHERE THERE IS A BOULEVARD PLANTING STRIP BETWEEN THE BACK OF CURB AND FRONT OF THE SIDEWALK, TREES SHALL BE PLANTED A MIN. OF 1.0m FROM BACK OF CURB AND 1.0m FROM BACK OF SIDEWALK.

IN OTHER CIRCUMSTANCES TREES SHALL BE PLANTED 1.0m FROM THE BACK OF THE SIDEWALK AND 2.5m FROM BACK OF CURB.

TREES SHALL BE NO CLOSER TO A ROAD INTERSECTION THAN THE PROJECTION OF AN 8.0m x 8.0m SIGHT TRIANGLE, AS SHOWN IN TLP 26

CONDITION

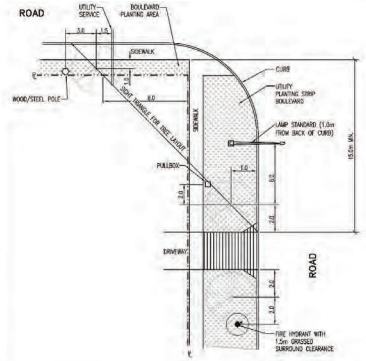
8. ALL PLANT MATERIAL SHALL BE OF GOOD HEALTH AND VIGOR WITH NO VISIBLE SIGNS OF DISEASE, INSECT PESTS, DAMAGE OR OTHER OBJECTIONABLE DISFIGUREMENTS.
9. ALL PLANT MATERIAL, TOP SOIL, SHIPPING PROCEDURES AND HANDLING PRACTICES SHALL CONFORM TO THE MOST RECENT BC LANDSCAPE STANDARDS, SPECIFICATIONS AND GUIDELINES IN FORCE AT THE TIME OF INSTALLATION AND SHALL MEET ALL MINIMUM CRITERIA OF THE SUBDIVISION AND DEVELOPMENT SERVICING BYLAW.
10. REFER TO SCHEDULE B, SECTION 12.6 - PROVIDE 10m³ OF APPROVED GROWING MEDIUM PER TREE OR APPROVED EQUIVALENT.

TREE PLANTING NOTES

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

APR 2019 | TLP 22

7 TOL PLANTING NOTES
Scale N.T.S



TYPICAL TREE SETBACKS/CLEARANCES

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

APR 2019 | TLP 26

8 TYPICAL TREE SETBACKS
Scale N.T.S

VDZ+A
LANDSCAPE ARCHITECTURE | CIVIL ENGINEERING | URBAN FORESTRY

FORT LANGLEY STUDIO | MOUNT PLEASANT STUDIO
100-9181 Church St | 102-555 Kingsway
Fort Langley, BC | Vancouver, BC
V1M 2R8 | V5T 3J7
www.vdz.ca | 604-882-0024

No.	By:	Description	Date
5	JW	Re-Issued for DP	2021-07-28
4	ET	Re-Issued for DP	2021-04-30
3	JW	Issued for DP	2020-12-10
2	JW	Issued for DP Review	2020-12-02
1	JW	Issued for Rezoning	2020-10-01

REVISIONS TABLE FOR DRAWINGS

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No.	By:	Description	Date

REVISIONS TABLE FOR SHEET

Project:
COMPASS COMMONS
OFFSITE LANDSCAPE
TOL #: 08-14-0222

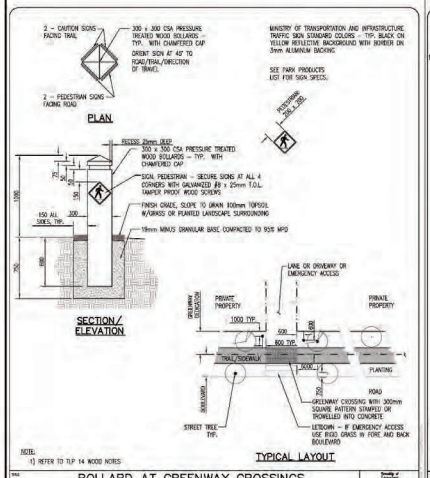
Location:
20365 66 AVENUE
LANGLEY, B.C.

Drawn: JW
Checked: JW
Approved: MVDZ
Scale: AS SHOWN
Stamp:
Original Sheet Size: 24"x36"

CONTRACTOR SHALL CHECK ALL DIMENSIONS ON THE WORK AND REPORT ANY DISCREPANCY TO THE CONSULTANT BEFORE PROCEEDING. ALL DRAWINGS AND SPECIFICATIONS ARE THE EXCLUSIVE PROPERTY OF THE OWNER AND MUST BE RETURNED AT THE COMPLETION OF THE WORK. ALL REZONING/DP/PHASED DRAWINGS MUST NOT BE PRICED FOR CONSTRUCTION UNLESS LABELED ISSUED FOR TENDER/CONSTRUCTION

Drawing Title: DETAILS
VDZ Project #: DP2020-54
Drawing #: L2.04

2:\PROJECTS\DEVELOPMENT PERMIT\ACTIVE\DP2020-54 COMPASS CO-HOUSING\05 DWG\SHEETS\DP\SHEETS\L2-04 | DETAILS.DWG

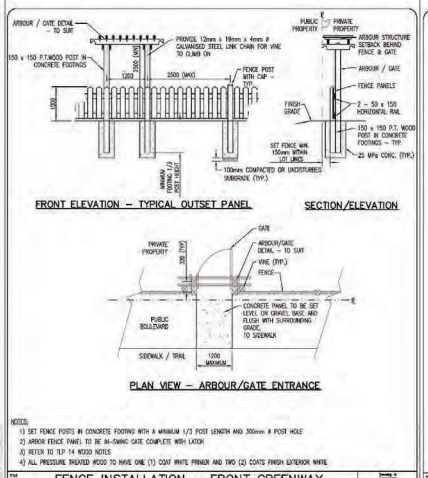


BOLLARD AT GREENWAY CROSSINGS

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TLP 13

1 TOL BOLLARD
Scale N.T.S.

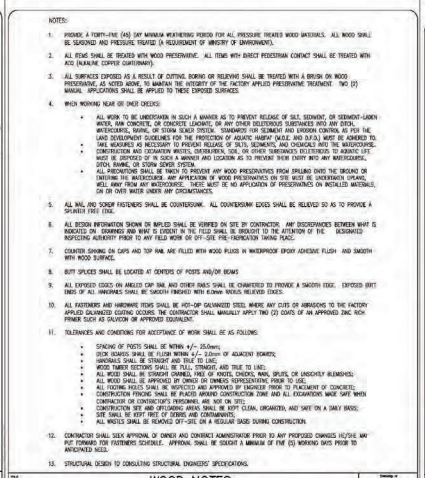


FENCE INSTALLATION – FRONT GREENWAY

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TLP 08

2 TOL GREENWAY FENCE
Scale 1:20

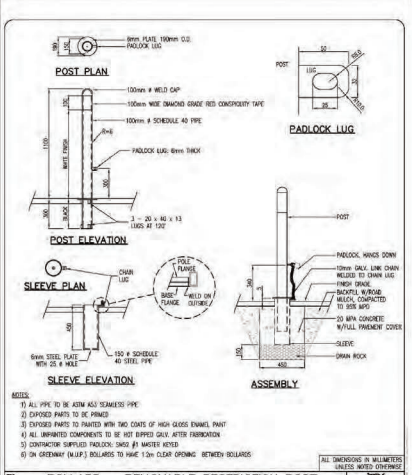


WOOD NOTES

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TLP 14

3 TOL NOTES
Scale N.T.S.

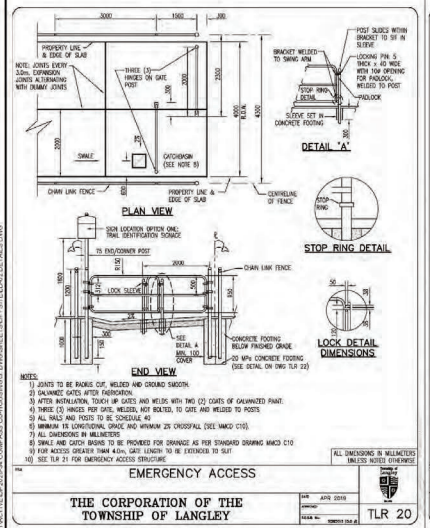


BOLLARD – REMOVABLE RESTRICTION POST

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TLR 22

4 REMOVABLE RESTRICTION POST
Scale N.T.S.

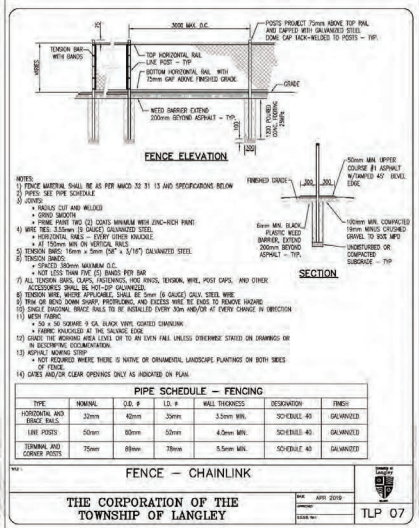


EMERGENCY ACCESS

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TLR 20

5 EMERGENCY ACCESS
Scale NTS



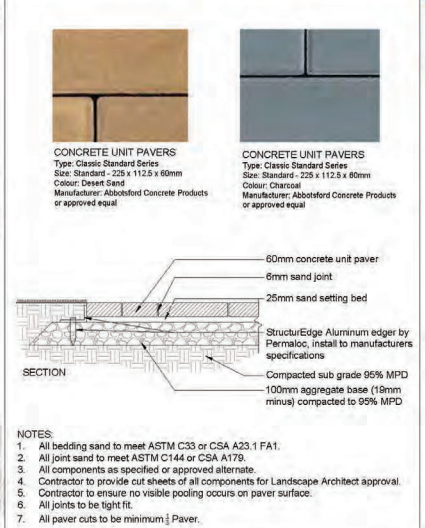
PIPE SCHEDULE – FENCING						
TYPE	NOMINAL	O.D. ø	I.D. ø	WALL THICKNESS	DESIGNATION	FINISH
HORIZONTAL AND FENCE RAILS	32mm	42mm	35mm	3.5mm MIN.	SCHEDULE 40	GALVANIZED
LINE POSTS	50mm	60mm	52mm	4.0mm MIN.	SCHEDULE 40	GALVANIZED
TERMINAL AND CORNER POSTS	75mm	88mm	78mm	5.5mm MIN.	SCHEDULE 40	GALVANIZED

FENCE – CHAINLINK

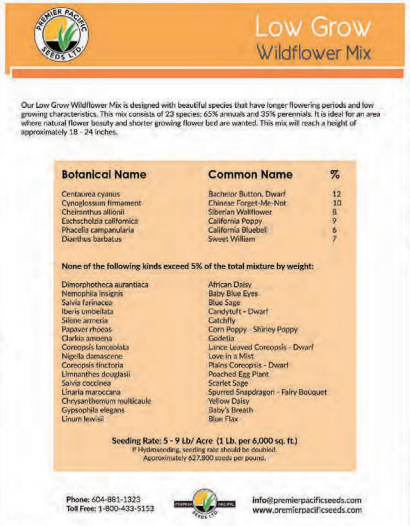
THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TLP 07

6 1.2m HEIGHT CHAINLINK FENCE
Scale 1:10



7 PLAZA PAVERS
Scale 1:10



8 WILDFLOWER MIX
Scale N.T.S.

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COMPASS COMMONS OFFSITE LANDSCAPE
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Drawing Title: DETAILS

VDZ Project #: DP2020-54

Drawing #: L2.04

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4.2.2 DEVELOPMENT PERMIT AREA "D"– MIXED USE

Mixed-Use development, in the form of multi-family and street level commercial development, is intended to provide vibrant neighbourhood convenience retail, office, and residential uses either within the same building or within separate buildings on the same land parcel.

4475
06/02/06

4825
30/05/11

Lands identified as "Development Permit Area "D"– Mixed Use" on Map 4, Development Permit Areas are hereby designated as development permit areas under Section 488 (1) (e) and (f) of the Local Government Act to establish objectives and provide guidelines for the form and character of development.

The objectives of this development permit area designation are:

- to encourage development of attractive and safe multi family and commercial areas;
- to reduce conflict with adjacent land uses;
- to promote an appropriate interface with adjacent land uses; and
- to promote a sense of entry and identity at key road junctions.

Unless the owner of land first obtains a development permit, land within this development permit area shall not be subdivided, and construction of, addition to or alteration of a building or structure must not be started.

Development permit guidelines for mixed use development to be applied in addition to those for residential and commercial development as appropriate, are as follows:

- Developments in each mixed use node shall be coordinated in terms of architectural design, landscaping, fencing and signage. The height, massing and siting of buildings and design of signage and other elements should contribute to creating a sense of gateway into the neighbourhood.
- The architectural and landscape design should be appropriate for the local context. Architectural design should draw from Langley's rural heritage.
- Pedestrian access should be encouraged through safe pedestrian movement, outdoor seating, attractive landscaping, appropriate scale of parking lots and provision of public amenities.
- Site planning should reflect established principles of crime prevention through environmental design.
- Commercial premises incorporated into mixed-use buildings shall be well-integrated in terms of building massing, colours and materials and reinforce the pedestrian focus.
- Architectural features and details should articulate structure forms and modulate facades.
- Architectural details and massing shall be expressed so that the base of the structure and its relationship to ground plane activity as well as the roof and its relationship to the skyline is expressed clearly.
- Primary building entrances shall be clearly defined and shall have a sheltering element such as a canopy, awning, arcade or portico to provide protection from the weather.
- The primary entrance to a building shall be located along the front wall of the building unless otherwise required for handicapped access. Housing units shall have access adjacent to a public street or alley.
- Individual entrances in multi-tenant buildings shall have clear identities,
- Long expanses of uninterrupted single-height flat roofs should be avoided.

- Roof forms should incorporate elements which create visual interest, such as cornices, gables and dormers.
- Functional elements, such as mechanical equipment and roof penetrations, shall be located to minimize exposure to the street. Mechanical equipment shall be screened or integrated with the roof form in a manner consistent with the overall architecture of the building.
- Third and fourth floors should be stepped back as necessary to enhance light penetration to the street and provide variety to building form.
- No wall that faces a street or an open area on the same lot (such as a parking lot) shall have a blank, uninterrupted length exceeding 10 metres without including at least two of the following: change in plane, change in texture or masonry pattern, windows, entrances, a landscape device such as a trellis with vines or an equivalent element that subdivides the wall in human scale proportions.
- Materials shall not dramatically change at the corners of buildings unless the corner is on an internal property line.
- To ensure a visually appealing development, all building elevations visible from adjacent or nearby streets should be treated in a similar manner as the principle elevation – in terms of architectural details and quality of exterior finish. Use of contrasting colours and finishes is encouraged to provide identity to individual dwellings.
- Where possible, use fixed roof overhangs and canopies to cover pedestrian walking areas along street facades.
- Development of street-fronting units is encouraged to provide better integration with adjacent single-family areas and public spaces throughout the neighbourhood.
- Buildings should be designed and sited to maximize sun penetration to adjacent roads, sidewalks and properties.
- A unified visual language should be established for each mixed use node, including lighting standards, sign standards, feature site furnishings, pedestrian paving widths/patterns/materials.
- Private and public spaces should be distinguishable.
- There should be sufficient on-site illumination for pedestrian/vehicle safety and good exposure for retail uses. Illumination, however, should not detract from the residential uses in the development node. Where lamp standards and fixtures are exposed, the aesthetic quality of these elements must ensure an overall positive image.
- All commercial signage is to be architecturally integrated with the building(s) and/or landscaping. Sign design should also be coordinated and compatible with signage within the mixed use node to establish a unified and attractive commercial area.
- Landscaping shall be required to enhance the appearance of the development and to screen parking, loading areas and garbage containers. Garbage containers are encouraged to be fully enclosed within a building. All areas not covered by buildings, structures, roads and parking areas shall be landscaped. A landscaping plan shall be submitted as part of a development permit.
- A 5 metre wide landscaping area and a fence shall be provided where adjacent to single family for residential development. Fences should be aesthetically designed and reflect adjacent residential building character where possible.
- Where rear yards abut municipal greenways and where fences are proposed, fences shall consist of black vinyl-clad chain-link to a maximum of 180 cm (6 feet) in height and complemented with landscaping. Where an adequately landscaped buffer of at least 2 metres in width is provided between the greenway and the fence, other fence types may be used, provided they be visually permeable above 107 cm (4 feet) and not exceed 180cm (6 feet).

- The use of perimeter berms, high fences and security gates is discouraged to provide surveillance and a more pedestrian-friendly street system. Fences adjacent to public road allowances are not to exceed 122 cm (48 inches) in height. Fences must permit observation of the public realm and incorporate landscaping to soften their appearance from the road.
- Public parking and employee or service vehicle access and pedestrian access from streets/sidewalks should be distinct and separate from one another.
- Shared driveway access between adjacent buildings and rear lane access is encouraged.
- Consolidated site developments are encouraged to reduce street accesses. The number, location and design of vehicular access and egress points shall be regulated in order to avoid hazards to pedestrian and vehicular traffic. Coordination of access and interconnection of parking areas and driveways between adjacent properties is encouraged. Acquisition of sufficient property to allow access from roads other than major roads shall be encouraged.
- Surface parking accommodating more than 20 vehicles should be divided into a number of smaller areas rather than being one large lot.
- Provision of underground or enclosed parking is encouraged for residential units.
- Common parking shall be located primarily in the interior of the site or otherwise screened from view.
- Gating of vehicular entrances shall be discouraged.
- Adequate off-street parking, loading and service areas shall be required in the commercial areas. Parking and loading should be located in the rear of buildings. Where parking needs to be in front, a minimum of 2 metre landscaping buffer strip between the property line and the parking shall be provided. Site layouts should provide for truck loading areas which should be located away from adjacent residential areas.
- Additional landscaping shall be provided within parking lots, especially where residential views extend or will extend over the parking area.

Parking and Pedestrian Circulation

5101
28/09/15

- Adequate secured, sheltered and screened bicycle parking be provided on-site for short term and long term bicycle parking/storage facilities.
    - Short term bicycle parking should be in well-lit locations and clearly visible from a main building entrance and/or public roads with bicycle racks made of sturdy, theft-resistant material that is securely anchored to the floor or ground.
    - Longer term bicycle storage areas provided (secured in a separate room/enclosed area) as part of a parking structure should be located close to elevators and access points.

4.3 OTHER DEVELOPMENT PERMIT PROVISIONS

4.3.1 DEVELOPMENT PERMIT AREA "E" – STREAMSIDE PROTECTION AND ENHANCEMENT DEVELOPMENT PERMIT AREA

4485
27/03/06

Lands identified as "Streamside Protection" on Map 1 of Schedule W-4, Northeast Gordon Estate Neighbourhood Plan are hereby designated as development permit areas under Section 488(1)(a) of the Local Government Act for the protection of the natural environment, its ecosystems and biological diversity.

5011
12/12/16

9 September 2021

Daniel Graham
Development Planner
Township of Langley
20338 65 Avenue
Langley, BC V2Y 3J1

Re: Development Application Project 08-14-0222 / Township of Langley

CIVIC: 20353 66 Avenue

LEGAL: Lot 90 District Lot 311 Group 2 NWD Plan 38200

We have reviewed the above proposal.
We calculate the approximate number of students generated by this proposal will be as follows:

Type of Housing	Number of Units	Elementary K-5	Middle 6-8	Secondary 9-12
Condos	**40**	**1**	**1**	**1**

Given the current school catchments this development would impact RC Garnett Elementary School, Peter Ewart Middle School and R.E. Mountain Secondary School. As you know, while the Langley School District is not responsible for the amount or pace of development we work closely with the Township of Langley in order to advocate to the Ministry of Education for the development of joint sites to benefit our students.

We make every effort to keep students in their catchment schools, but if there is insufficient space in the catchment school we will find them a space at another school in the district.

Please advise if you need any other information.

Yours sincerely,

Brian Iseli, CPA, CMA
Secretary Treasurer

On-line Public Information Meeting for the Compass Project

ATTACHMENT D

Brief Summary

- We had 26 participants in total. 19 were there at 6:30 pm. This number slowly increased until 26 at 6:45 pm and nobody left early.
- Hosted by the Project Architects: Ankenman Marchand Architects and led by Tim Ankenman.

Professional Team:

- 3 from AMA – Tim Ankenman, Cheryl Machan, Cassandra Koechlin
- 1 from Lark – Court Brown
- 1 from VDZ – Jennifer Wall
- 1 from the Township of Langley: Daniel Graham

Attendees (26 in Total):

- **16 from Compass:**
  - FOIPPA s. 22(1)
  - [redacted]
- **4 Guests:**
  - FOIPPA s.22(1)
  - iPad
  - FOIPPA s.22(1)
  - FOIPPA s.22(1)
- **6 from Professional Team**

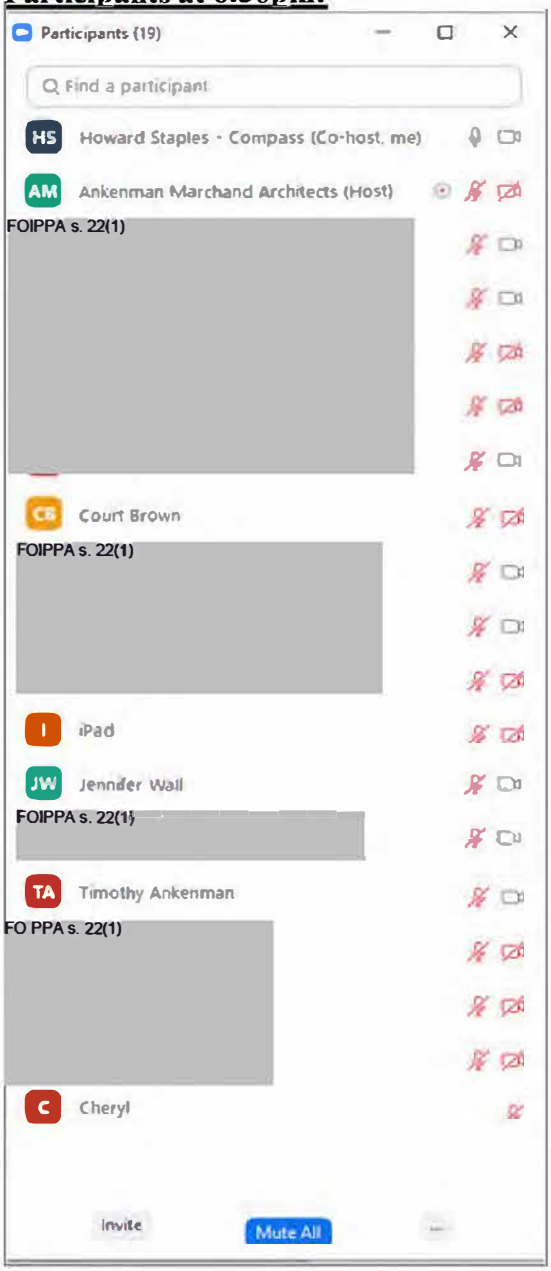
Question Period:

- There were no questions offered during the presentation, though Andre N mentioned that he may email later.

July 8th, 2021 at 6:30 pm

On-line Public Information Meeting for the Compass Project

Participants at 6:30pm:



Participants at 6:45pm:



July 8th, 2021 at 6:30 pm

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500
AMENDMENT (NARAYAN / PRASAD) BYLAW 2019 NO. 5543

EXPLANATORY NOTE

Bylaw 2019 No. 5543 rezones a portion of the property located at 19855 – 68 Avenue to Residential Zone R-1A and Residential Compact Lot Zone R-CL(B) to permit the subdivision of five fee simple single family lots.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500
AMENDMENT (NARAYAN / PRASAD) BYLAW 2019 NO. 5543

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 (Narayan / Prasad) Bylaw 2019 No. 5543”.

2. The “Township of Langley Zoning Bylaw 1987 No. 2500” as amended is further amended by rezoning the lands described as:

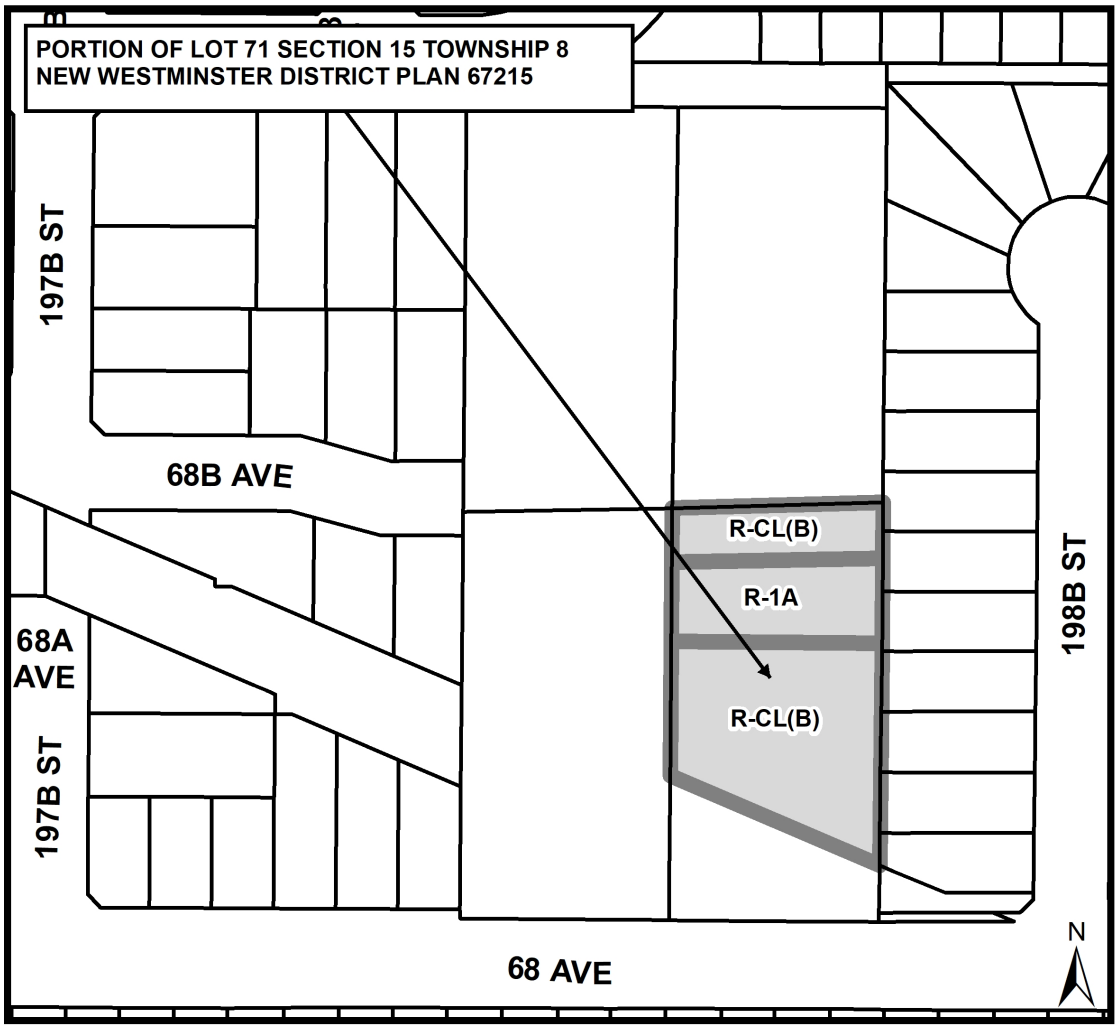
   Portion of Lot 71 Section 15 Township 8 New Westminster District Plan 67215

   As shown delineated on Schedule “A” attached to and forming part of this Bylaw to Residential Zone R-1A and Residential Compact Lot R-CL(B).

READ A FIRST TIME the	16	day of	December	, 2019
READ A SECOND TIME the	16	day of	December	, 2019
PUBLIC HEARING HELD the	13	day of	January	, 2020.
READ A THIRD TIME the	27	day of	January	, 2020.
ADOPTED the		day of		, 2021.

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 5543



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY PHASED DEVELOPMENT AGREEMENT (NARAYAN / PRASAD) BYLAW 2019 NO. 5544

EXPLANATORY NOTE

Bylaw 2019 No. 5544 authorizes the Township of Langley to enter into a phased development agreement with Narayan and Prasad.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY PHASED DEVELOPMENT AGREEMENT
(NARAYAN / PRASAD) BYLAW 2019 NO. 5544

A Bylaw to enter into a phased development 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 Phased Development Agreement (Narayan / Prasad) Bylaw 2019 No. 5544”.

2. Appendix “A” is a copy of the phased development agreement.

3. If any section, subsection, sentence, clause or phrase of this Bylaw is for any reason held to be invalid by a court of competent jurisdiction, the invalid portion shall be severed and the holding of invalidity shall not affect the validity of the remainder of the Bylaw.

4. The Township enters into, and the Mayor and Corporate Officer, are authorized to execute that certain form of phased development agreement attached to and forming part of this bylaw as Appendix “A”.

READ A FIRST TIME the	16	day of	December	, 2019.
READ A SECOND TIME the	16	day of	December	, 2019.
NOTICE WAS ADVERTISED ON	03, 08	day of	January	, 2020.
PUBLIC HEARING HELD the	13	day of	January	, 2020.
READ A THIRD TIME the	27	day of	January	, 2020.
ADOPTED the		day of		, 2021.

_____ Mayor _____ Township Clerk

PHASED DEVELOPMENT AGREEMENT

(Narayan and Prasad)

APPENDIX 'A' TO BYLAW NO. 5544

THIS AGREEMENT dated for reference _____, 2019

BETWEEN:

Sat Narayan, Ashwini Narayan, Sahodra Prasad and Tyag Wati Narayan
8306 – 133 Street
Surrey, BC
V3W 1E4

(collectively, the "**Developer**")

AND

The Corporation of the Township of Langley
20338-65 Avenue
Langley, BC
V2Y 3J1

(the "**Township**")

THIS AGREEMENT WITNESSES that, pursuant to section 516 of the *Local Government Act*, and in consideration of the promises hereby contained, the parties agree as follows:

Definitions

1. In this Agreement

"**Amenities**" means collectively the Cash in Lieu and the dedication of the Roads and the Greenway pursuant to this Agreement;

"**Assumption Agreement**" has the meaning set out in section 28;

"**Authorized Assignee**" has the meaning in section 23;

"**Cash in Lieu**" has the meaning set out in section 2;

"**Development**" means the design and construction on the Lands of residential development consisting of 5 single family units, together with all servicing works and landscaping, as shown on the Site Plan;

"**Greenway**" means an area to be dedicated and constructed as a multi-use pathway that is wider than standard sidewalks and has additional landscaping on both sides, to the satisfaction of the Township, on the north side of 68 Avenue, along the Fortis Gas Right of Way, as shown on the Site Plan;

"**Lands**" means the lands and premises legally described as, PID: 002-117-533, Lot 71, Section 15, Township 8 New Westminster District Plan 67215, as subdivided from time to time.

"**PDA Bylaw**" means the bylaw authorizing the entering into of this Agreement, being the "Township of Langley Phased Development Agreement Bylaw 2019, No. 5544;

"**Policy**" means the Community Amenity Contributions Policy No. 07-166, as amended from time to time;

"**Rezoning Bylaw**" means Zoning Bylaw Amendment 2019 No. 5543, a copy of which is attached as Schedule C, rezoning the Lands to R-1A and R-CL(B), as these are on the date of the adoption of the Rezoning Bylaw;

"**Roads**" means the north half of 68 Avenue, and the east half of 198A Street (including as necessary to create a cul-de-sac), as shown on the Site Plan, and as otherwise necessary in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Routley Neighbourhood Plan;

"**Site Plan"** means the plan attached as Schedule A;

"**Specified Bylaw Provisions**" means any and all provisions of the Rezoning Bylaw and of the Zoning Bylaw provisions under R-1A and R-CL(B) that regulate:

(a) the use of land, buildings and other structures;

(b) the density of the use of land, buildings and other structures;

(c) the siting, size and dimensions of:

(i) buildings and other structures; and

(ii) uses that are permitted on the land; and

(d) the location of uses on the land and within buildings and other structures;

(e) the shape, dimensions and area, including the establishment of minimum and maximum sizes, of parcels of land that may be created by subdivision; or

(f) the conditions that will entitle an owner to different density regulations;

"**Term**" means five years from the date on which the Township executes this Agreement, following the adoption of the PDA Bylaw; and

"**Zoning Bylaw**" means Township of Langley Zoning Bylaw No. 2500, 1987, as amended by the Rezoning Bylaw.

Amenities and Restrictions

2. The Developer will deliver to the Township the amount of $28,365.00 (the "**Cash in Lieu**"). The Cash in Lieu represents an amount in lieu of municipal facilities and services for the benefit of the residents of the Township contemplated in the Policy and calculated in accordance with the Policy.

3. The Cash in Lieu will be payable at a time in accordance with the Policy, being one of the following, at the discretion of the Township:

(a) prior to the adoption of the Rezoning Bylaw; or

(b) at the time of issuance of a development permit or a building permit for the Development, provided that the entire Cash in Lieu amount is secured by a letter of credit.

4. The delivery of the Cash in Lieu does not exempt the Developer or the Development from any other requirements or conditions imposed in connection with the Rezoning Bylaw, in connection with the subdivision of the Lands, or in connection with any development or building permit for the Development.

5. The Developer will survey and diligently seek all necessary approvals to dedicate areas necessary to widen or to create the Roads as municipal roads pursuant to section 107 of the *Land Title Act*, or as otherwise may be acceptable to the Township, with the intent of transferring the freehold in the Roads to the Township. The areas required as Roads will be consistent with the Township's Master Transportation Plan, the Subdivision and Development Servicing Bylaw and the Routley Neighbourhood Plan.

6. The Developer will survey and diligently seek all necessary approvals to dedicate the Greenway as a public area pursuant to section 107 of the *Land Title Act,* or as otherwise may be acceptable to the Township, with the intent of transferring the freehold in the Greenway to the Township.

7. The Developer will not apply for any development permit, building permit or subdivision of the Lands or the Development, and the Township or the Township's approving officer will have no obligation to consider any such application, until the Developer has complied with sections 3, 5, and 6, to the satisfaction of the Township.

8. The Lands will only be subdivided as necessary to create the layout shown on the Site Plan, unless authorized by the Township in writing in advance. The Developer will not apply to file a subdivision plan (under the *Land Title Act*), a strata plan (under the *Strata Property Act*) or otherwise create shared interest in the Lands that is different from the layout shown on the Site Plan. The Township and the Township's approving officer will have no obligation to consider any application for subdivision inconsistent with the Site Plan.

Bylaw Changes

9. Changes made during the Term to the Specified Bylaw Provisions will not apply to the Development or the Lands, unless:

(a) the changes fall within the limits established by section 516 of the *Local Government Act*, being:

(i) changes to enable the Township to comply with an enactment of British Columbia or of Canada;

(ii) changes to comply with the order of a Court or arbitrator or another direction in respect of which the Township has a legal requirement to obey;

(iii) changes that, in the opinion of the Township, are necessary to address a hazardous condition of which the Township was unaware at the time it entered into this Agreement; and

(iv) other changes that may be made as a result of an amendment to the *Local Government Act*;

(b) this Agreement has been terminated; or

(c) the Developer has agreed in writing that the changes apply.

10. In the event of the repeal of the Zoning Bylaw in its entirety, including where that bylaw is replaced by one or more bylaws under the *Local Government Act*, the Specified Bylaw Provisions will continue to apply to the Lands for the balance of the Term, despite such repeal.

11. The agreement of the Developer that changes to provisions of the Zoning Bylaw that fall within the definition of the Specified Bylaw Provisions will apply to the Development or the Lands will only be effective if it is in writing and includes the terms set out in Schedule B.

12. Changes made to the provisions of the Zoning Bylaw that do not fall within the definition of the Specified Bylaw Provisions will apply to the Development and the Lands. The interpretation of whether a section in the Zoning Bylaw is one of the Specified Bylaw Provisions is not impacted by the headings used in the Zoning Bylaw.

Amendment

13. No amendment to this Agreement will be effective unless it is made in writing and is duly executed by the Developer and the Township.

14. The Township, by resolution without a new public hearing, and the Developer, may agree to "minor amendments" of this Agreement. For the purposes of this Agreement, a "minor amendment" is any amendment other than one that proposes the renewal or extension of this Agreement or changes to any of the following provisions of this Agreement:

(a) the Lands;

(b) the definition of the Specified Bylaw Provisions

(c) the Term of this Agreement;

(d) the provision of this Agreement regarding what cannot constitute a minor amendment; or

(e) the provisions of this Agreement regarding transfer.

15. Nothing in section 14 prevents the Township from deciding to hold a public hearing in advance of a minor amendment to this Agreement if it so chooses.

16. A public hearing is required as a precondition to an amendment to this Agreement that is not a minor amendment.

Term, Termination and Enforcement

17. This Agreement will be in place during the Term after which it will expire and all rights granted herein will terminate, except as expressly stated otherwise.

18. The parties may terminate this Agreement by mutual written agreement at any time before the transfer of a subdivided parcel within the Lands to a third party.

19. The Township may, but is not obliged to, terminate this Agreement if the Developer is in default of any of its obligations and has not corrected the default within 30 days of written notice by the Township.

20. The following enforcement procedures and remedies will be available to a party if the other party does not comply with any other section hereof when required:

    (a) either party may commence proceedings for a declaration or to otherwise enforce against any breach, and, if successful, will be entitled to recover costs from the other on a solicitor and his own client basis; and

    (b) either party may commence proceedings for injunctive relief in connection with a breach, and, if successful, will be entitled to receive costs from the other on a solicitor and his own client basis;

    provided however that, in the event of a default in performance of any such sections, a party will give the other party written notice within thirty days after it becomes aware that any default has occurred, and the other will have thirty days from the date of the written notice to correct the default.

21. Whether or not the Developer proceeds with the Development during the Term:

    (a) the expiry or termination of this Agreement will not entitle the Developer to recover any portion of the Amenities or to seek restitution in relation thereto or in relation to any other obligation of the Developer as performed. The Developer further agrees that the Township's covenant that the Specified Bylaw Provisions will not be amended during the Term constitutes sufficient consideration for the Amenities; and

    (b) the Developer will not commence or advance a legal proceeding of any kind to seek to quash, set aside, hold invalid this Agreement, or the Zoning Bylaw, or to recover any portion of the Amenities, or seek restitution in relation to any of the Amenities, and if does any of the foregoing, the Township may provide this Agreement to a Court as a full and complete answer.

Rights and obligations upon title transfer

22. Nothing in the Agreement in any way limits the right of the Developer to sell all, or any portion of, the Lands.

23. In the event of a sale, the "class of persons" by whom the rights set out in this Agreement may be exercised without further consent by the Township, as contemplated by section 516 of the *Local Government Act,* is any company, partnership, individual or other entity to whom the Developer transfers the Lands, or individual parcels subdivided therefrom, other than companies, partnerships, individuals or entities that are in receivership or bankruptcy (the "**Authorized Assignee(s)**").

24. A company, partnership, individual or entity that is in receivership or bankruptcy may only exercise the rights set out in this Agreement if it first obtains the consent of the Township to the assignment of such rights. Otherwise, consent of the Township to the assignment is not required.

25. The Developer's obligations under this Agreement are binding on all persons who acquire an interest in the land affected by this Agreement.

26. In the event of a transfer of the whole of the Lands to an Authorized Assignee, the following will apply:

    (a) this Agreement is, effective immediately upon such transfer, assigned to the transferee such as to be a Phased Development Agreement between the Township and the transferee, and enforceable as between the Township and the transferee;

    (b) the obligations of the Developer to the Township under this Agreement (as compared to the obligations of the transferee to the Township) will cease if the Developer provides the Township with an acknowledgement signed by the transferee that the transferee assumes the obligations of the Developer under this Agreement; and

    (c) notwithstanding section 26(b), the Developer will not be released as regards any breach of this Agreement that occurred while the Developer was the owner of or had an interest in the Lands, unless the Township provides the Developer with a release to that effect.

27. In the event of a transfer of any subdivided portion of the Lands:

    (a) subject to section 27(c), the transferee will have all right, title, benefit, interest, privilege and advantage of the Developer of this Agreement in respect of the portion of the Lands transferred to the transferee, but only in respect of that portion of the Lands transferred;

    (b) the agreement of the transferee is not and will not be required under this Agreement on the issue of whether a change made to the Specified Bylaw Provisions is applicable to the development of lands other than the portion of the Lands transferred to the transferee; and

    (c) unless otherwise set out in the Assumption Agreement, notwithstanding section 27(a), the transferee:

        (i) will not have any rights under any provision of this Agreement

other than section 9, as against the Developer or the Township; and

(ii) the transferee will have no rights or remedies against the Developer or the Township in the event of the termination of this Agreement pursuant to provisions herein.

28. Unless an assumption agreement is entered into between the Township, the Developer and the transferee, in the form satisfactory to the Township (the "**Assumption Agreement**") a transfer of a subdivided portion of the Lands does not in any way affect:

(a) the rights and obligations of the Township as against the Developer (as compared to the transferee) under this Agreement;

(b) the rights and obligations of the Developer (as compared to the transferee) as against the Township under this Agreement; or

(c) the Township's right to terminate this Agreement (and by doing so terminate the rights of the transferee) under this Agreement.

29. The Assumption Agreement can provide that some or all of the rights and obligations of the Developer to the Township under this Agreement are transferred to the transferee and cease to be rights or obligations of the Developer, as set out in the Assumption Agreement.

30. Unless otherwise provided for in the Assumption Agreement, the obligation of the transferee in respect of a subdivided portion of the Lands includes an obligation to:

(a) cooperate fully and promptly execute all documentation that the Developer may require; and

(b) provide all authorizations, access and information that the Developer may require,

to facilitate or enable the performance and discharge by the Developer of its rights and obligations under this Agreement.

Other

31. This Agreement will enure to the benefit of and will be binding upon the parties hereto, and their respective successors and permitted assigns.

32. All obligations of the Developer hereunder are subject to the Developer being able to obtain all bylaw and statutorily required approvals therefor.

33. This Agreement does not restrict any discretion of the Township's Council or officials under its or their statutory powers, apart from the restrictions expressly provided for herein and as provided for in section 516 of the *Local Government Act.*

34. The Developer and the Township will do all further acts as may be necessary for carrying out this Agreement, including without limitation execution of all required

documentation and alterations required to achieve registration at the Land Title Office.

35. This Agreement (including consequential agreements contemplated herein) is the entire agreement (verbal or written) between the parties regarding the Specified Bylaw Provisions, Amenities, and the payment of Cash in Lieu. The parties acknowledge and agree that the Developer and the Township may enter into other agreements and covenants in respect to the Rezoning Bylaw, the Development and the Lands, including a servicing agreement for the construction of the Roads, the Greenway and other servicing for the Development, development works agreement, latecomer agreements, rights of way pursuant to section 218 of the *Land Title Act*, and covenants pursuant to section 219 of the *Land Title Act*.

36. Time is of the essence of this Agreement.

37. All obligations of the parties will be suspended so long as the performance of such obligation is prevented, in whole or in part, by reason of labour dispute, fire, act of God, unusual delay by common carriers, earthquake, act of the elements, riot, civil commotion or inability to obtain necessary materials on the open market, and the period in which any party is required to perform any such obligation is extended for the period of such suspension. The impact of the Developer's financial circumstances upon the Developer's ability to perform this Agreement does not suspend the Developer's obligations under this Agreement. This provision does not extend the Term. Furthermore, delays in Development (for any reason) will not result in extension of the Term.

38. No provision of this Agreement is to be considered to have been waived by a party unless the waiver is expressed in writing by the party. The waiver by a party of any breach by another party of any provision is not to be construed as or constitute a waiver of any further or other breach.

39. If any part of this Agreement other than section 9 is held to be invalid, illegal or unenforceable by a Court having the jurisdiction to do so, that part is to be considered to have been severed from the rest of this Agreement and the rest of this Agreement remains in force unaffected by that holding or by the severance of that part. In the event that section 9 is held to be invalid, illegal or unenforceable by a Court having jurisdiction to do so, such a holding will not limit such nonconforming use protection as has accrued to the Developer or transferee in connection with the subdivision and development of the Lands in keeping with the Site Plan, including by way of the doctrine of "commitment to use", nor the application of the law related to unjust enrichment.

Interpretation

40. In this Agreement:

    (a) the headings and captions are for convenience only and do not form a part of this Agreement and will not be used to interpret, define or limit the scope, extent or intent of this Agreement or any of its provisions;

    (b) the word "including" when following any general term or statement is not to be construed as limiting the general term or statement to the specific items or

matters set forth or to similar terms or matters but rather as permitting it to refer to other items or matters that could reasonably fall within its scope;

(c) a reference to currency means Canadian currency;

(d) a reference to a statute includes every regulation made pursuant thereto, all amendments to the statute or to any such regulation in force from time to time and any statute or regulation that supplements or supersedes such statute or any such regulation;

(e) a reference to time or date is to the local time or date in Langley, British Columbia;

(f) a word importing the masculine gender includes the feminine or neuter, and a word importing the singular includes the plural and vice versa;

(g) a reference to approval, authorization, consent, designation, waiver or notice means written approval, authorization, consent, designation, waiver or notice; and

(h) a reference to a section means a section of this Agreement, unless a specific reference is provided to a statute.

41. This Agreement is to be construed in accordance with and governed by the laws applicable in the Province of British Columbia.

Indemnity and Release

42. The Developer will indemnify and save harmless the Township from any and all claims, causes of action, suits, demands, fines, penalties, costs, deprivation, expenses or legal fees whatsoever, whether based in law or equity, whether known or unknown, which anyone has or may have against the Township or which the Township incurs as a result of any loss, damage or injury, including economic loss or deprivation, arising out of or connected with or any breach by the Developer of this Agreement.

43. The Developer hereby releases and forever discharges the Township of and from any claims, causes of action, suits, demands, fines, penalties, costs, deprivation, expenses or legal fees whatsoever which the Developer can or may have against the Township, whether based in law or equity, whether known or unknown, for any loss, damage or injury, including economic loss or deprivation, that the Developer may sustain or suffer arising out of or connected with this Agreement, including the restrictions and requirements of this Agreement, the provisions of the Amenities, or any breach by the Developer of any covenant in this Agreement.

44. The indemnity and release provisions of sections 43 and 44 will survive the expiry or termination of this Agreement.

Notice

45. A notice, demand, statement, request or other evidence required or permitted to be given hereunder must be written and will be sufficiently given if delivered in person or by registered mail, as follows:

(a) if to the Developer:

Sat Narayan, Ashwini Narayan, Sahodra Prasad and Tyag Wati Narayan
8306 – 133 Street
Surrey, BC V3W 1E4

(b) if to the Township:

The Corporation of the Township of Langley
20338-65 Avenue
Langley, BC V2Y 3J1

Attention: General Manager, Engineering and Community Development

and a party at any time may give notice to the others of a change of address after which the address so specified will be considered to be the address of the party who gave the notice. Any notice, demand, statement, request or other evidence delivered in person will be considered to have been given at the time of personal delivery and if delivered by registered mail, on the date of receipt.

Execution

46. This agreement may be executed in counterparts and may be electronically delivered.

Costs

47. Every obligation of the Developer under this Agreement must be satisfied by the Developer at its sole cost.

Schedules

48. The following schedules are annexed to and form part of this Agreement:

Schedule A – Site Plan

Schedule B – Form for Agreement to Bylaw Changes

Schedule C – Copy of the Rezoning Bylaw and of provisions related to R-1A and R-CL(B)

IN WITNESS WHEREOF the parties have executed this Agreement as of the date first written above.

[*Signature blocks follow*]

Sat Narayan

_____

Ashwini Narayan

_____

Sahodra Prasad

_____

Tyag Wati Narayan

_____

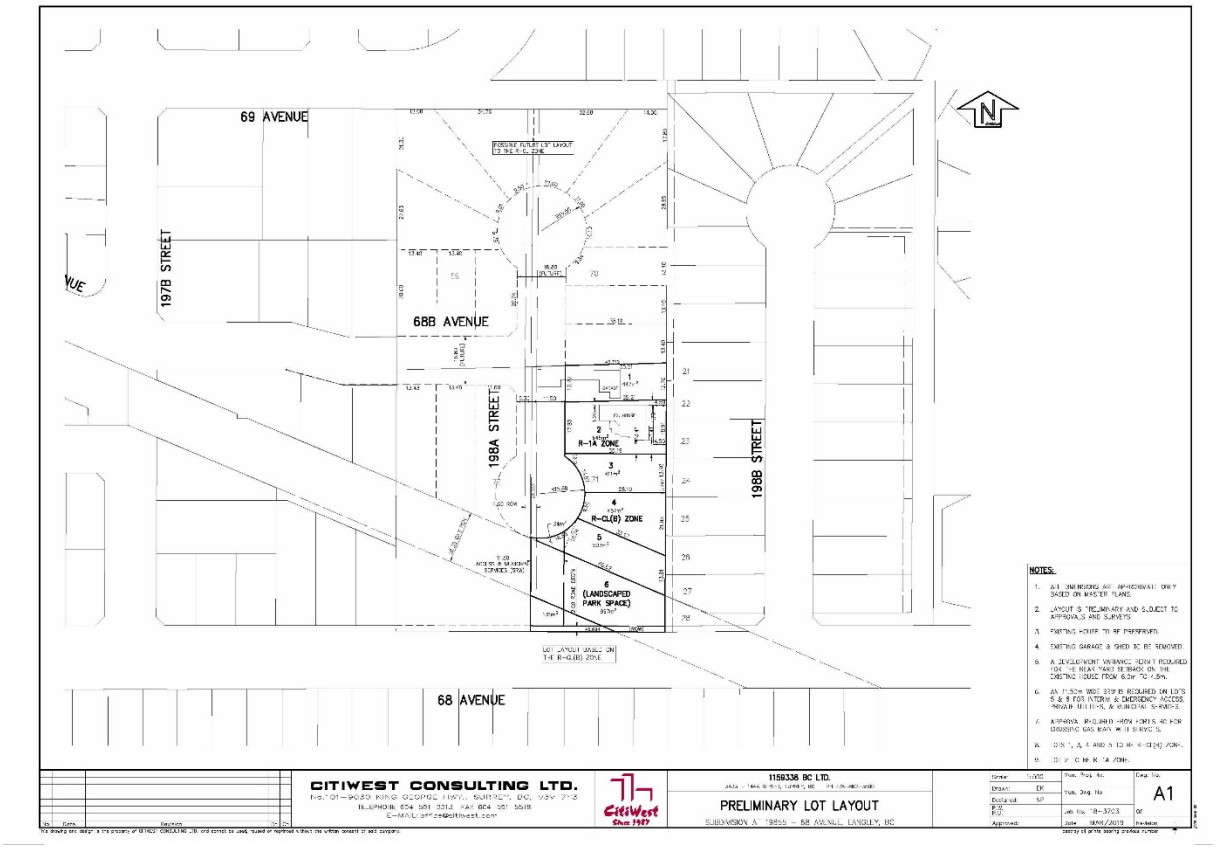
THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Per:_____

Per:_____

SCHEDULE A

SITE PLAN



SCHEDULE B

FORM FOR AGREEMENT TO BYLAW CHANGES

This AGREEMENT dated for reference the ___ day of ___, ____

BETWEEN:

Sat Narayan, Ashwini Narayan, Sahodra Prasad and Tyag Wati Narayan
8306 – 133 Street
Surrey, BC
V3W 1E4

(collectively, the "**Developer**")

AND:

The Corporation of the Township of Langley
20338-65 Avenue
Langley, BC V2Y 3J1

(the "**Township**")

WHEREAS:

A. The Township has entered into a Phased Development Agreement authorized by Bylaw 2019, No. 5544, dated the ___ day of _____, _____ (the "**PDA**");

B. The Developer is the registered owner of the lands described below, being all or part of the lands that are the subject of the PDA:

PID: 002-117-533, Lot 71, Section 15, Township 8 New Westminster District Plan 67215 (the "**Lands**");

C. The Township has, pursuant to Bylaw 2019, No. 5543 amended the provisions of its Zoning Bylaw as set out below:

[set out the amendments that the Township and the Developer agree apply to the Lands]

(the "**Amended Provisions**")

D. The Developer and the Township wish to agree that the Amended Provisions apply to the Lands;

NOW THEREFORE THIS AGREEMENT WITNESSES THAT:

1. The Developer and the Township hereby agree, further to section 516 of the *Local Government Act*, that the Amended Provisions apply to the development of the Lands.

2. Apart from the amendment of the Amended Provisions, the agreement of the Township and the Developer hereunder is not intended to, and does not, in any way:

(a) limit or otherwise alter the rights and responsibilities of the Developer and the Township under the PDA, which will continue in full force and effect, and be enforceable by both parties, notwithstanding section 1; or

(b) impact lands that may be the subject of the PDA other than the Lands.

3. Without limiting the generality of section 1, the Township and the Developer, noting that neither the definition of Specified Bylaw Provisions in the PDA, nor the provisions of the PDA relating to the Specified Bylaw Provisions, have been amended, agree and confirm that:

(a) the foregoing agreement in respect of the Amended Provisions does not imply, and will not be construed as implying, that the Developer has waived the protection that the PDA provides to it in respect of the Specified Bylaw Provisions, apart from the application of the Amended Provisions; and

(b) any further or subsequent changes to the Specified Bylaw Provisions, other than the Amended Provisions, will not apply to the development of the Lands unless the Developer agrees in writing that they apply on the basis set out at sections 2 and 3 of this Agreement.

IN WITNESS WHEREOF the Parties have executed this Agreement as of the date first written above.

[*Signature blocks follow*]

Sat Narayan

_____

Ashwini Narayan

_____

Sahodra Prasad

_____

Tyag Wati Narayan

_____

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Per:_____

Per:_____

SCHEDULE C
Rezoning Bylaw
THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500
AMENDMENT (NARAYAN / PRASAD) BYLAW 2019 NO. 5543

EXPLANATORY NOTE

Bylaw 2019 No. 5543 rezones a portion of the property located at 19855 – 68 Avenue to Residential Zone R-1A and Residential Compact Lot Zone R-CL(B) to permit the subdivision of five fee simple single family lots.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500
AMENDMENT (NARAYAN / PRASAD) BYLAW 2019 NO. 5543

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 (Narayan / Prasad) Bylaw 2019 No. 5543”.

2. The “Township of Langley Zoning Bylaw 1987 No. 2500” as amended is further amended by rezoning the lands described as:

   Lot 71 Section 15 Township 8 New Westminster District Plan 67215

   As shown delineated on Schedule “A” attached to and forming part of this Bylaw to Residential Zone R-1A and Residential Compact Lot R-CL(B).

READ A FIRST TIME the	day of	, 2019
READ A SECOND TIME the	day of	, 2019
PUBLIC HEARING HELD the	day of	, 2019
READ A THIRD TIME the	day of	, 2019
ADOPTED the	day of	, 2019

Mayor

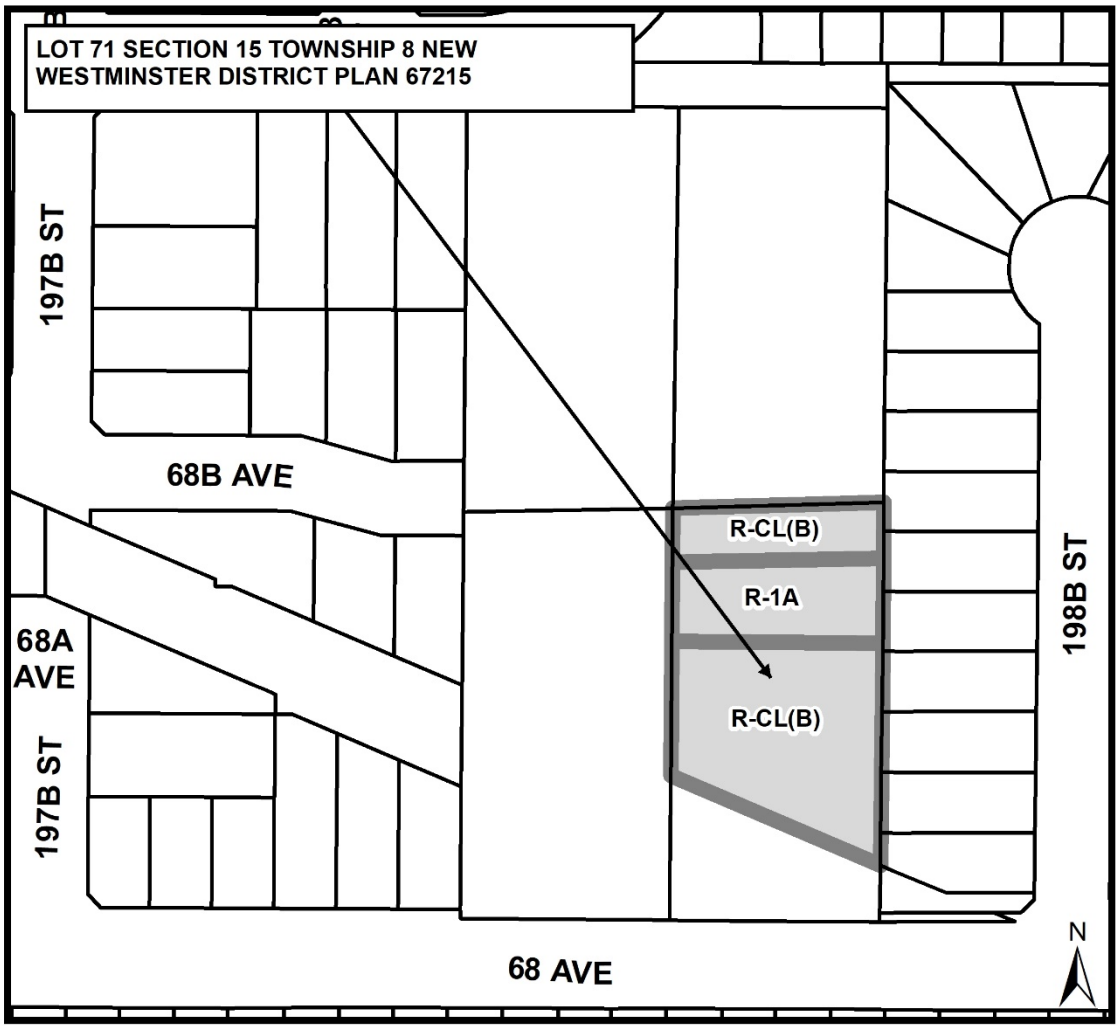
_____

_____

Township Clerk

{00585032; 2 }

SCHEDULE 'A'
BYLAW NO. 5543



401 **RESIDENTIAL ZONE R-1A**

Uses Permitted

#5019 28/10/13 401.1 In the R-1A Zone only the following *uses* are permitted and all other *uses* are prohibited:

1) *accessory buildings*
2) *accessory home occupations* subject to Section 104.3
3) *residential uses* subject to Section 401.2.
4) *accessory* detached garage

Residential Uses

401.2 No more than one *single family dwelling* is permitted on any one *lot*.

Definitions

#5019 28/10/13 401.3 For the purposes of Section 401 the following definitions shall apply:

1) front loaded *lot* means a *lot* to which vehicular access for parking purposes is provided directly from a *street* abutting the front or flanking *lot line*.
2) rear loaded *lot* means a *lot* to which vehicular access for parking purposes is provided directly from a *lane* abutting the *rear* or *side lot line*.
3) an *accessory* detached garage means a *building* or *structure* (*accessory* to a *residential use*) used to store a minimum of 2 motor *vehicles* provided in accordance with sub-section 401.7.

Lot Coverage

#3585 24/06/96 #4567 07/05/07 401.4

1) Except as provided for in subsections 401.4 2) and 401.4 3)*buildings* and *structures* shall not cover more than 25% of the *lot area*.
2) *Lot coverage* may be increased to 35% where the *gross floor area* of a *single family dwelling* is less than 280 m^2 (including all attached and detached garages and carports, and including *basements* where the surface of the first floor is more than .8 metres above the average grade at any *building* elevation facing a *street*).
3) *Lot coverage* may be increased to 35% where the *gross floor area* of a *single family dwelling* is 280 m^2 or greater (including all attached and detached garages and carports, but excluding *basements* where permitted), provided that:
   a) the maximum *height* of the dwelling does not exceed two *storeys* plus an in-ground *basement* where permitted; and
   b) the primary *cooking facility*, living room and dining areas are located on the first *storey*, and except for a single *storey building*, the majority of the bedrooms are located on the second *storey*; and
   c) the *gross floor area* of the second *storey* does not exceed 80% of the *gross floor area* of the first *storey* (including all attached and detached garages and carports); and
   d) the facade of the second *storey* is set back a minimum of 1.2 metres from both the front and at least one side wall of the first *storey*; and

e) the surface of the first floor is not more than .8 metres above the average grade at any *building* elevation facing a *street*, except that where the average slope of the lot if 5% or more, a maximum of 80% of a permitted in-ground *basement* elevation (including garages and carports) facing a *street* may be exposed, or a walkout *basement* elevation at the rear of the dwelling may be fully exposed.

#4859 30/05/11 #5019 28/10/13

401.5 **Siting of Buildings and Structures**

Except as provided for in Sections 104.4, 105.1 2), *buildings* and *structures* shall be sited in accordance with the following minimum setbacks:

1) **Front Loaded *Lot* (Attached Garage)**

Buildings and Structures	**Minimum *Front lot line* Setback**	**Minimum *Rear lot line* Setback**	**Minimum *Side lot line* Setback (Interior and Abutting a *Lane*)**	**Minimum *Side lot line* Setback (Abutting a *Street*)**
Principal building	6.0m[3]	6.0m	1.2m [3]	3.0m [3]
Accessory Building or *Structure*	N/A [2]	1.5m [9] [10]	1.5m [3] [9]	4.5m [3]

2) **Rear Loaded *Lot* (Attached Garage)**

Buildings* and *Structures	**Minimum *Front lot line* Setback**	**Minimum *Rear lot line* Setback**	**Minimum *Side lot line* Setback (Interior and Abutting a *Lane*)**	**Minimum *Side lot line* Setback (Abutting a *Street*)**
Principal building	2.5m [3] [7] [8]	6.0m [1]	Interior-1.2m *Lane*-1.5m [1] [3] [7]	2.5m [3] [7] [8]
Accessory Building or *Structure*	N/A [2]	1.5m [9]	1.5m [3] [9]	4.5m [3]

3) **Rear Loaded *Lot* (Detached Garage)**

Buildings* and *Structures	**Minimum *Front lot line* Setback**	**Minimum *Rear lot line* Setback**	**Minimum *Side lot line* Setback (Interior and Abutting a *Lane*)**	**Minimum *Side lot line* Setback (Abutting a *Street*)**
Principal building	2.5m [3] [7] [8]	13.0m [4] (average)	Interior-1.2m *Lane*-1.5m [3] [7]	2.5m [3] [7] [8]
Accessory Detached Garage	N/A [2]	0.6m [4]	Interior-0.9m *Lane*-1.5m [3] [4] [5] [6]	4.5m [3]
Accessory Building or *Structure*	N/A [2]	1.5m [9]	1.5m [3] [9]	4.5m [3]

[1] For a rear loaded *lot* with an attached garage, the garage door shall be sited a minimum of 7.0 metres from the property line.

[2] *Accessory buildings* and *structures*, and *accessory* detached garages are not permitted within the front yard.

(3) Notwithstanding Sections 104.4 4) and 111.6 2), on *corner lot*, no part of any *building*, *structure* or fence greater than 1.0 metre in *height* shall project into the triangular area created by a line joining two points:
a) 6.0 metres from the projected *lot lines* abutting a local *street* and/or *lane*; and
b) 7.5 metres from the projected *lot lines* abutting an arterial and/or collector *street*.

(4) The distance between the *principal building* and detached garage shall be a minimum of 6.0 metres (except for a 1 m^2 landing and associated stairs, uncovered porches, patios and decks have a maximum *height* of 0.6 metres above grade, and as provided for in Section 104.4).

(5) On abutting *lots*, the minimum interior *side lot line* setback for an *accessory* detached garage may be reduced to zero (0) provided that the two (2) garages abutting one another are simultaneously designed, *building* permits issued, and the garages are constructed by the same builder utilizing a party wall agreement.

(6) The eave and gutter of the accessory detached garage shall be setback a minimum of 0.45m from the interior *side lot line*.

(7) The façade of the second *storey* shall be set back a minimum of 1.2 metres from the entire front and flanking façade of the first *storey*. For the purpose of measuring this setback, structural supports of the first *storey*, covered verandahs, porches, patios and entranceways on the front and flanking yards shall be considered part of the first *storey* façade.

(8) Where access stairs, porches, verandahs and balconies project beyond the front or flanking façade of a *building*, the minimum required setback may be reduced to 1.5 metres, providing that such reduction shall apply only to the projecting feature.

(9) A minimum *rear lot line* and *side lot line* setback of 0.6m is permitted for an *accessory building* or *structure* with a *gross floor area* less than 6.0 m^2.

(10) Notwithstanding Section 401.5 footnote 9, where a *lot* fronts onto 2 *streets* the setback shall be the same as for the front yard setback for the principal *building*.

Height of Buildings and Structures

#3088 06/01/92 #3782 27/07/98 #4339 01/11/04 #4567 07/05/07

401.6 Except as provided for in Section 104.5

1) The *height* of principal *buildings* and *structures* shall not exceed 9 metres.
2) The *height* of *accessory buildings* and *structures* shall not exceed 3.75 m or one *storey*, whichever is lesser.
3) Hoop, arch or similar type *buildings* having a semicircular or similar roof design primarily curving downwards to form walls, or any frame type *building* covered or partially covered by tarpaulin or other fabric like material, shall be a maximum of 2.0 metres.

Parking and Loading

#5019 28/10/13 401.7 Parking and loading shall be provided in accordance with Section 107 except as follows:

Buildings* and *Structures	**Minimum *Front lot line* Setback**
Front Loaded *Lot* (attached garage)	2 side by side spaces in a fully enclosed garage plus 2 side by side outdoor spaces on the front driveway. (2) (3) (4)
Rear Loaded *Lot* (attached garage)	2 side by side spaces in a fully enclosed garage plus 1 outdoor space. (1) (2) (3) (4)
Rear Loaded *Lot* (detached garage)	2 side by side spaces in a fully enclosed garage plus 1 outdoor space. (1) (2) (3) (4)

(1) On a rear loaded *corner lot* no part of a parking space shall project in the triangular area created by a line joining two points measured at 2.5 metres from the projected *lot line* abutting a *street* and/or a *lane*.

(2) Each required outdoor parking space shall be a minimum of 5.8 metres deep and 2.9 metres wide.

(3) The two required side by side parking spaces within the garage shall have a minimum interior depth of 6.1 metres and a combined minimum interior width of 5.7 metres. No landings and no more than two (2) stairs shall encroach into this required minimum parking area.

(4) The required outdoor space may extend into a municipal *street* dedication, but not extend beyond the back of sidewalk (front loaded) or the *lane* (rear loaded).

Subdivision Requirements

#5019 28/10/13 401.8 All *lots* created by *subdivision* shall comply with the Subdivision and Development Servicing Bylaw 2019 No. 5382 as amended and the following.

	Front Loaded Lot	**Rear Loaded Lot**
Minimum *Lot Area*	371.6 m^2	371.6 m^2
Minimum *Lot Frontage*	12 m	12 m
Minimum *Lot Depth*	25 m	28 m

Landscaping, Screening and Fencing

401.9 Landscaping areas, landscaping screens and fencing shall comply with Section 111.

#4547 09/07/07 #4859 30/05/11

405 RESIDENTIAL COMPACT LOT ZONE R-CL(B)

Uses Permitted

405.1 In the R-CL(B) Zone only the following *uses* are permitted and all other *uses* are prohibited:

1) *accessory buildings and structures*
2) *accessory* detached garage
3) *accessory home occupations* subject to Section 104.3
4) *residential* single family *uses*

Maximum Density

405.2 1) Notwithstanding sub-section 405.9, the maximum density of a development shall comply with the density provisions outlined in a Community or Neighbourhood Plan as applicable.

2) No more than one *single family dwelling* is permitted on any one *lot*.

Definitions

405.3 For the purposes of Section 405 the following definitions shall apply:

1) front loaded *lot* means a *lot* to which vehicular access for parking purposes is provided directly from a *street* abutting the front or flanking *lot line*.
2) rear loaded *lot* means a *lot* to which vehicular access for parking purposes is provided directly from a *lane* abutting the rear or *side lot line*.
3) an accessory detached garage means a *building* or *structure* (accessory to a *residential use*) used to store a minimum of 2 motor *vehicles* provided in accordance with sub-section 405.8.

Lot coverage

405.4 1) *Buildings* and *structures* shall not cover more than 50% of the *lot area*. Covered verandahs, porches, patios and entranceways located in the front and flanking yards and *accessory buildings* less than 9.3m^2 (100ft^2) shall not be included for the purpose of calculating *lot coverage*.

Siting of Buildings and Structures

#4859 30/05/11 #5109 14/09/15

405.5 Except as provided for in Section 104.4 and 105.1 2) *buildings* and *structures* shall be sited in accordance with the following minimum setbacks:

1) **Front Loaded *Lot* (Attached Garage)**

Buildings and Structures	**Minimum *Front lot line* Setback**	**Minimum *Rear lot line* Setback**	**Minimum *Side lot line* Setback (Interior and Abutting a *Lane*)**	**Minimum *Side lot line* Setback (Abutting a *Street*)**
Principal building	2.5m[(1) (4) (8) (9)]	6.0m[(10)]	Interior-1.2m *Lane*-1.5m [(4) (8)]	2.5m [(4) (8) (9)]
Accessory Building or *Structure*	N/A [(3)]	0.6m	0.6m [(4)]	2.5m [(4)]

{00585032; 2 }

2) **Rear Loaded *Lot* (Attached Garage)**

Buildings* and *Structures	**Minimum *Front lot line* Setback**	**Minimum *Rear lot line* Setback**	**Minimum *Side lot line* Setback (Interior and Abutting a *Lane*)**	**Minimum *Side lot line* Setback (Abutting a *Street*)**
Principal building	2.5m (4) (8) (9)	6.0m (2)	Interior-1.2m *Lane*-1.5m (2) (4) (8)	2.5m (4) (8) (9)
Accessory Building or *Structure*	N/A (3)	0.6m (4)	0.6m (4)	2.5m (4)

3) **Rear Loaded *Lot* (Detached Garage**

Buildings* and *Structures	**Minimum *Front lot line* Setback**	**Minimum *Rear lot line* Setback**	**Minimum *Side lot line* Setback (Interior and Abutting a *Lane*)**	**Minimum *Side lot line* Setback (Abutting a *Street*)**
Principal building	2.5m (4) (8) (9)	13.0m (4) (5) (average)	Interior-1.2m *Lane*-1.5m (4) (8)	2.5m (4) (8) (9)
Accessory Detached Garage	N/A (3)	0.6m (4) (5)	Interior-0.6m *Lane*-1.5m (4) (5) (6) (7)	2.5m (4)
Accessory Building or *Structure*	N/A (3)	0.6m	0.6m (4)	2.5m (4)

(1) For a front loaded *lot*, the garage door shall be sited a minimum of 4.5 metres from the property line and set back a minimum of 1.0 metre from the remaining portion of the same *building* elevation. For the purpose of measuring this setback, structural supports of the first *storey* covered verandahs, porches, patios and entranceways shall be considered the remaining portion of the same *building* elevation.

(2) For a rear loaded *lot* with an attached garage, the garage door shall be sited a minimum of 7.0 metres from the property line.

(3) *Accessory buildings* and *structures*, and accessory detached garages are not permitted within the front yard.

(4) Notwithstanding Sections 104.4 4) and 111.6 2), on a *corner lot*, no part of any *building*, *structure* or fence greater than 1.0 metre in *height* shall project into the triangular area created by a line joining two points:
   a) 6.0 metres from the projected *lot lines* abutting a local *street* and/or *lane*; and
   b) 7.5 metres from the projected *lot lines* abutting an arterial and/or collector *street*.

(5) The distance between the *principal building* and detached garage shall be a minimum of 6.0 metres (except for a $1m^2$ landing and associated stairs, uncovered porches, patios and decks having a maximum *height* of 0.6 metres above grade, and as provided for in Section 104.4).

(6) On abutting *lots*, the minimum interior *side lot line* setback for an accessory detached garage may be reduced to zero (0) provided that the two (2) garages abutting one another are simultaneously designed, *building* permits issued, and the garages are constructed by the same builder utilizing a party wall agreement.

(7) The eave and gutter of the accessory detached garage shall be setback a minimum of 0.3 m from the interior *side lot line*.

(8) The façade of the second *storey* shall be set back a minimum of 1.2 metres from the entire front and flanking façade of first *storey*. For the purpose of measuring this setback, structural supports of the first *storey* covered verandahs, porches, patios and entranceways on the front and flanking yards shall be considered part of the first *storey* facade.

(9) Where access stairs, porches, verandahs and balconies project beyond the front or flanking façade of a *building*, the minimum required setback may be reduced to 1.5 metres, providing that such reduction shall apply only to the projecting feature.

#5109 14/09/15 (10) For a front loaded *lot*, where a stair and landing, providing access to the rear yard from the first *storey* projects beyond the rear face of the *building*, the minimum distance to the *rear lot line* may be reduced by not more than 1.2 metres, providing that the stair landing projecting into the setback does not exceed an area of 1.5 square metres and that such reduction shall only apply to the rear stair and landing.

Building and Structure Provisions

#4567 07/05/07 #5109 14/09/15 405.6

1) Entrance stairs to the *basement* are permitted from the rear elevation only.
2) The kitchen, living room and dining areas shall be located on the first *storey*.
3) Hoop, arch or similar type *buildings* having a semicircular or similar roof design primarily curving downwards to form walls, or any frame type *building* covered or partially covered by tarpaulin or other fabric like material, are not permitted.
4) Access to the rear yard shall be provided from the first *storey* either directly or by stairs.

Height of Buildings and Structures

405.7 Except as provided in Section 104.5

1) The *height* of *principal buildings* and *structures* shall not exceed 9.0 metres or 2.5 *storeys*, whichever is the lesser.
2) The surface of the first floor shall not be more than 0.8 metres above the average *lot* grade at any *building* elevation facing a *street*, except where the average slope of the *lot* is 5% or more, a maximum of 80% of a permitted in-ground *basement* elevation (including attached garages) facing a *street* or a *lane* may be exposed, or a walkout *basement* elevation at the rear of the dwelling may be fully exposed.
3) The *height* of *accessory buildings* and *structures* (including accessory detached garages) shall not exceed 3.75 metres in *height*.

Parking

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

Buildings* and *Structures	**Parking Requirement**
Front Loaded *Lot* (attached garage)	2 side by side spaces in a fully enclosed garage plus 2 side by side outdoor spaces on the front driveway. (1) (3) (4) (5)
Rear Loaded *Lot* (attached garage)	2 side by side spaces in a fully enclosed garage plus 1 outdoor space. (2) (3) (4) (5)
Rear Loaded *Lot* (detached garage)	2 side by side spaces in a fully enclosed garage plus 1 outdoor space. (2) (3) (4) (5)

(1) On a front loaded *corner lot* no part of a parking space shall project in the triangular area created by a line joining two points measured at 7.0 metres from the projected *lot lines* abutting a *street*, or a *lane*.
(2) On a rear loaded *corner lot* no part of a parking space shall project in the triangular area created by a line joining two points measured at 2.5 metres from the projected *lot lines* abutting a *street* and/or a *lane*.
(3) Each required outdoor parking space shall be a minimum of 5.8 metres deep and 2.9 metres wide.
(4) The two required side by side parking spaces within the garage shall have a minimum interior depth of 6.1 metres and a combined minimum interior width of 5.7 metres. No landings and no more than two (2) stairs shall encroach into this required minimum parking area.
(5) The required outdoor space may extend into a municipal *street* dedication, but not extend beyond the back of sidewalk (front loaded) or the *lane* (rear loaded).

Subdivision Requirements

405.9 All *residential lots* created by *subdivision* shall comply with Subdivision and Development Servicing Bylaw 2019 No. 5382 as amended and the following:

	Front Loaded *Lot*	**Rear Loaded *Lot***
Minimum *Lot Area* (1) (2)	315m²	266m² (4)
Minimum *Corner Lot Area* (2)	355 m²	352m² (5)
Minimum *Lot Frontage* (1) (3)	12.6m	9.5m (4)
Minimum *Corner lot Frontage*	14.2m	12.6m (5)
Minimum *Lot Depth*	25.0m (6)	28.0m (6)
Panhandle *Lot*	not permitted	not permitted

(1) Excluding *corner lots*.
(2) Notwithstanding the minimum *lot area* requirements, the maximum density provisions of Section 405.2 shall apply.
(3) Except for *lots* having *frontage* on the bulb portion of a permanent urban *residential street* or cul-de-sac in which case the *frontage* may be reduced to 8.0 metres.
(4) Where Section 405.5(6) applies, the Approving Officer may allow a minimum *lot area* of 249m² and a minimum *frontage* of 8.9 metres.
(5) Where Section 405.5(6) applies, the Approving Officer may allow a minimum *lot area* of 336m² and minimum *frontage* of 12.0 metres.
(6) On a *corner lot* the Approving Officer may allow a reduction in minimum *lot depth* when all other Bylaw requirements are met.

Landscaping, Screening and Fencing

405.10 1) Landscaping areas, landscaping screens and fencing shall comply with Section 111 and with the provisions of a Development Permit or approved Exterior Design Control Agreement.
2) Where two properties share a common interior *side lot line*, and where the combined side yard width is less than 3.0 metres, fencing along that property line shall not extend towards the front yard measured from the corner of the rear *building* elevation of either *building*.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Development Permit No. 101060

This Permit is issued this _____ day of _____, 2019 to:

1. NAME: Sat, Ashwini and Tyag Wati Narayan and Sahodra Prasad

   ADDRESS: 8306 – 133 Street
   Surrey, BC V3W 1E4

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 71 Section 15 Township 8 New Westminster District Plan 67215

   CIVIC ADDRESS: 19855 – 68 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. An exterior design control agreement shall be entered into for all residential lots, ensuring that the building design and site development standards are high quality, consistent with other lots and development, and conform with the single family development permit guidelines contained in the Willoughby Community Plan;
   b. Section 401.5 – Siting of Buildings and Structures of Township of Langley Zoning Bylaw No. 2500 is hereby varied to reduce the minimum rear lot line setback requirement from 6.0 metres to 4.4 metres for the principal building (existing house) on proposed Lot 2.

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 _____, 2019.

From: Colin Moore
To: CD Agenda Bylaw
Subject: Item for October 18, 2021 Council meeting agenda Bylaw No 5543 (Narayan / Prasad)
Date: Thursday, October 07, 2021 9:17:36 AM
Attachments: image001.png
image005.png

1. Please place Bylaw # 5543 (Narayan / Prasad) on the Council agenda of October 18, 2021 for consideration of final reading and adoption.

2. Please note that all development prerequisites listed in the Community Development Division report to Council of December 16, 2019 attached to the Bylaw have been satisfactorily addressed.

3. The Public Hearing for the Bylaw was held on January 13, 2020 with third reading given on January 27, 2020.

4. In accordance with Council policy, staff advise that the public hearing for the Bylaw was held more than a year prior to the proposed final reading date. Although resolution of the development prerequisite items was on-going and the on-site rezoning sign remained in place, the Bylaw was delayed due to servicing requirements.

5. Also, please place accompanying Development Permit No. 101060 on the same agenda for issuance by Council.

Colin Moore | RPP MCIP, Senior Planner
Development Planning | Community Development
20338 – 65 Avenue, Langley, BC V2Y 3J1
Direct line: 604.532.7547
Web | Facebook | Twitter | YouTube

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500
AMENDMENT (GRENOR HOMES LTD.) BYLAW 2017 NO. 5256

EXPLANATORY NOTE

Bylaw 2017 No. 5256 rezones property located at 8707 – 217A Street to Suburban Residential Zone SR-3A to accommodate a two (2) lot residential subdivision.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (GRENOR HOMES LTD.) BYLAW 2017 NO. 5256

A Bylaw to amend Township of Langley Zoning Bylaw 1987 No. 2500

WHEREAS it is deemed necessary and desirable to amend "Township of Langley Zoning Bylaw 1987 No. 2500" as amended;

NOW THEREFORE, the Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as "Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Grenor Homes Ltd.) Bylaw 2017 No. 5256".

2. The "Township of Langley Zoning Bylaw 1987 No. 2500" as amended is further amended:

   (a) by adding to the Table of Contents and to Section 104.1 the words "Suburban Residential Zone SR-3A" after the words "Suburban Residential Zone SR-3".
   (b) by adding to Section 110.1, after the words "Suburban Residential Zone SR-3" the words "Suburban Residential Zone SR-3A – 1765 m^2, 27.45 m, 30.5 m".
   (c) by adding after Section 303 "Suburban Residential Zone SR-3" the following as Section 304 "Suburban Residential Zone SR-3A".

304 **SUBURBAN RESIDENTIAL ZONE SR-3A**

Uses Permitted:

304.1 In the SR-3A 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) *residential uses* subject to Section 304.2

Residential Uses

304.2 No more than one *single family dwelling* is permitted on any one *lot.*

Lot Coverage

304.3 1) *Buildings* and *structures* shall not cover more than 33% of the *lot area.*
2) *Accessory buildings* and *structures* shall not exceed a total of 80 m^2 of ground floor *building area*.

Siting of Buildings and Structures

304.4. 1) Principal *buildings* and *structures* shall be sited in accordance with Section 303.4 1).
2) *Accessory buildings* and *structures* shall be sited in accordance with Sections 303.4 2) and 303.4 3).

Height of Buildings and Structures

304.5 The *height* of principal and *accessory buildings* and *structures* shall be in accordance with Section 303.5

Parking and Loading

304.6 Parking and loading shall be provided in accordance with Section 107.

Subdivision Requirements

304.7 1) All *lots* created by *subdivision* shall comply with Section 110 of this Bylaw and the Subdivision and Development Servicing Bylaw 2011 No.4861 as amended.
2) Notwithstanding Section 304.7, any fee simple *lot* in existence as of April 28, 2014 shall not be subdivided to create more than two *lots.*

3. The "Township of Langley Zoning Bylaw 1987 No. 2500" as amended is further amended by rezoning the lands described as:

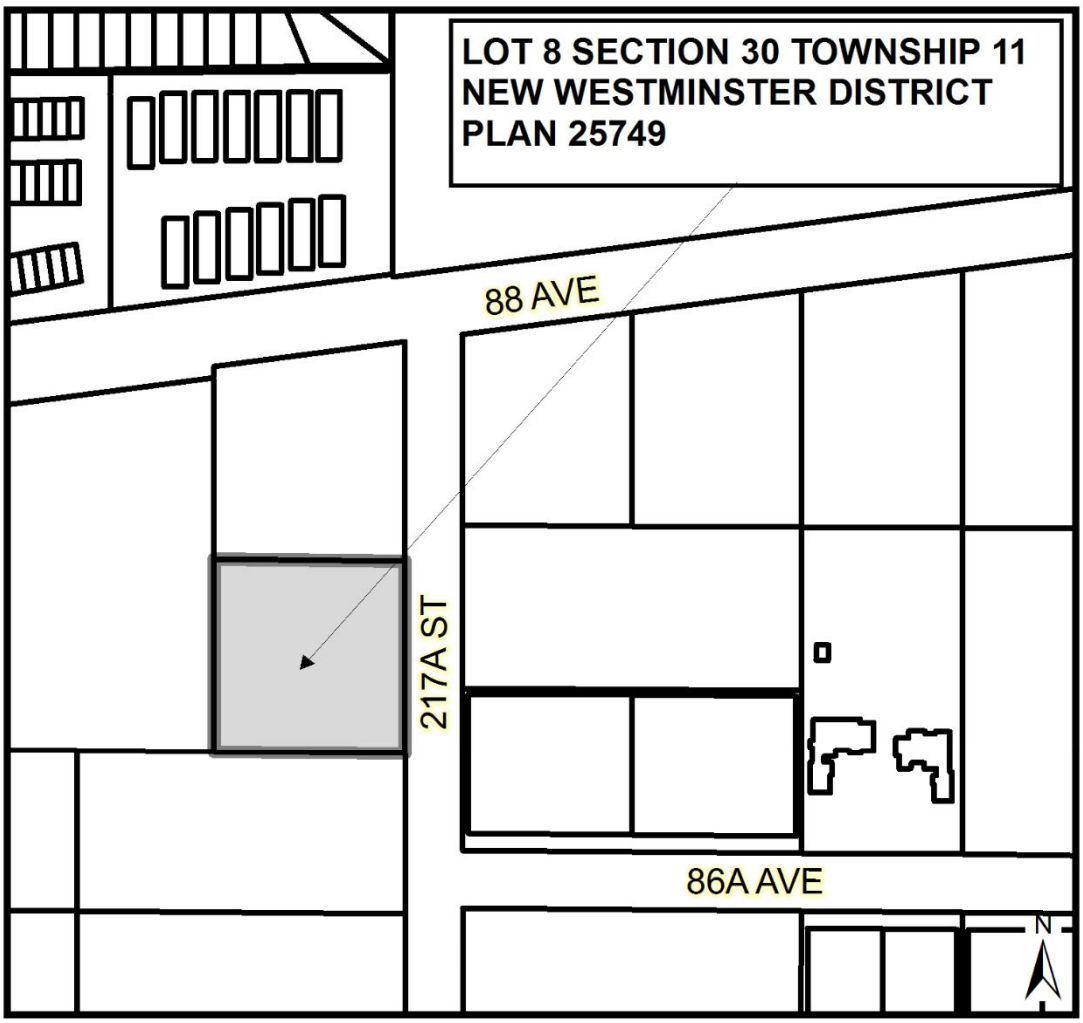
Lot 8 Section 30 Township 11 New Westminster District Plan NWP25749

as shown delineated on Schedule "A" attached to and forming part of this Bylaw to Suburban Residential Zone SR-3A

READ A FIRST TIME the	16	day of	January	, 2017
READ A SECOND TIME the	16	day of	January	, 2017
PUBLIC HEARING HELD the	30	day of	January	, 2017
READ A THIRD TIME the	06	day of	February	, 2017
ADOPTED the		day of		, 2021

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 5256



From: Joel Nagtegaal
To: CD Agenda Bylaw
Cc: Kim Garma
Subject: Item for October 18, 2021 Council meeting agenda Bylaw No 5256 (GRENOR HOMES LTD.)
Date: Wednesday, October 13, 2021 10:12:32 AM

1. Please place Bylaw # 5256 (Grenor Homes Ltd.) on the Council agenda of October 18 / 2021 for consideration of final reading and adoption.

2. Please note that all development prerequisites listed in the Community Development Division report to Council of January 16 / 2017 attached to the Bylaw have been satisfactorily addressed.

3. The Public Hearing for the Bylaw(s) was held on January 30 / 2017 with third reading given on February 6 / 2017.

4. In accordance with Council policy, staff advise that the public hearing for the Bylaw was held more than a year prior to the proposed final reading date. Although resolution of the development prerequisite items was on-going and the on-site rezoning sign remained in place, the Bylaw was delayed for the following reasons: The ownership of the property changed.

Township of Langley
Est. 1873

HERITAGE ADVISORY COMMITTEE

Wednesday, October 6, 2021 at 7:00pm
via Zoom

MINUTES

Present:
Councillor B. Long, Council Co-Chair
Councillor M. Kunst, Council Co-Chair

T. Annandale, R. Genberg, T. Lightfoot, F. Pepin, and H. Whittell

Staff:
S. Mikicich, Manager, Heritage Planning
P. Tulumello, Director, Arts, Culture, and Community Initiatives
K. Stepto, Recording Secretary

APPOINTMENT OF ALTERNATE CO-CHAIR
H. Whittell nominated T. Annandale to be the Community Co-Chair for the October 6, 2021 meeting. T. Lightfoot seconded the nomination.

T. Annandale was appointed as the Community Co-Chair for the October 6, 2021 meeting, by unanimous consent.

A. APPROVAL AND RECEIPT OF AGENDA ITEMS

1. Heritage Advisory Committee October 6, 2021

Moved by R. Genberg,
Seconded by H. Whittell,
That the Heritage Advisory Committee approve the agenda and receive the agenda items of the October 6, 2021 meeting, as amended.
CARRIED

Clerk's Note: Items D.7, D.8 and H.2 were added to the agenda.

B. ADOPTION OF MINUTES

1. Heritage Advisory Committee September 1, 2021

Moved by R. Genberg,
Seconded by H. Whittell,
That the Heritage Advisory Committee adopt the minutes of the September 1, 2021 meeting
CARRIED

C. DELEGATIONS AND PRESENTATIONS

D. REPORTS

1. Co-Chairs' Reports

No reports.

2. Heritage Planner's Report

S. Mikicich reported that he has been reviewing background documents and familiarizing himself with all aspects of the Township's heritage conservation program, including the Heritage Advisory Committee's annual work plans, and has prepared a background document for discussion of the 2022 Work Plan (under Agenda Item F).

3. Museum Manager's Report

P. Tulumello reported the following:

- A BC Arts Council Grant application has been submitted for annual operating funds.
- An application has been made to the Fairs, Festivals and Events Recovery Fund for the 2022 Canada Day celebrations.
- The exhibit "Critical Care" which focused on environmental concerns has closed.
- The Museum's curator of Indigenous Arts and Culture, Dr. Lindsay Foreman, helped organize the National Day for Truth and Reconciliation at Derek Doubleday Park.
- The next exhibit, "Up Stream Downriver", will begin soon and will include artwork from artists Erica Grimm, Alysa Creighton, and Joshua Hale. Videotaped interviews with Kwantlen Elders about their connection to the river will also be part of the exhibit.
- P. Tulumello will continue in his role as interim Cultural Services Manager until the position has been filled.
- Construction on Salishan Place continues with the geothermal pipe system being installed and footings being poured for the new building.

4. Heritage Review Panel

No report.

5. Douglas Day 2021 Planning Committee Report

R. Genberg reported that Township staff have been approached about creating a video to honour the pioneers.

D. REPORTS

6. Museum Advisory Group Report

F. Pepin reported that docents, volunteers, and Museum Advisory Group members have been providing input on the development of new exhibits at the museum.

7. Langley Heritage Society Update

F. Pepin reported that although the CN Train Station has not been open to the public, the Society has been working on improving the gardens and creating a new display. The AGM election will be completed by mail this year. A new video has been created entitled “Wheels of Time”. A new roof has been installed and, fascia boards have been replaced on the Wark-Dumais residence.

8. Alder Grove Heritage Society Update

H. Whittell reported that Aldergrove Heritage Days Open House was successful with over 100 people in attendance. New members were registered and financial donations were received.

E. CORRESPONDENCE

F. 2021 WORK PROGRAM

1. 2022 HAC Work Plan Discussion

S. Mikicich provided a memo regarding the balance of the 2021 work plan, the status of the Heritage Strategy, and potential work plan items to start framing the 2022 work plan.

He noted that the Heritage Advisory Committee’s work over the years has involved the following:

- Heritage Review Panel;
- Task Forces;
- Heritage Conservation/Protection Tools;
- Major Projects and other initiatives;
- Commemorative and Interpretive Programs;
- Commemoration of individual heritage sites and areas in the community
- Helping draft the Heritage Strategy; and
- Ongoing annual work items.

Current projects/ideas in the 2021 work plan:

- Langley’s Rural Heritage – heritage building retention and adaptive re-use in rural areas.
- Local salvage network.
- Heritage Building Incentive Program – 3rd call going out weeks of October 18 and 25.

F. 2021 WORK PROGRAM

- Heritage Register Recognition Program – The Rizun residence will be recognized in February 2022 during Heritage Week.
- Great Northern Railway Interpretive Project.

Potential Priorities and Work Items for 2022 include:

- Langley's rural heritage;
- Great Northern Railway Interpretive Project (continuation);
- Review and update of the Heritage Strategy;
- Langley's 150th Anniversary in 2023 – input from HAC for the event.
    - The Heritage Recognition Plaques could have 150th Anniversary branding.
    - Include Metro Vancouver parks that are in the Township in the celebrations.

Staff will present a draft work plan at the November meeting.

G. COUNCIL REFERRALS

H. OTHER BUSINESS AND ITEMS FOR INFORMATION

1. Committee Application Process 2022

Members of the Heritage Advisory Committee whose terms are expiring in December 2021 are welcome to re-apply at www.tol.ca/committee. Application deadline is October 22, 2021.

2. Murrayville Remembrance Day

R. Genberg reported that the Murrayville Remembrance Day ceremony will be an in-person/streaming hybrid event this year.

I. NEXT MEETING

Date: Wednesday, November 3, 2021
Location: via Zoom
Time: 7:00pm

J. TERMINATE

Moved by H. Whittell,
That the meeting terminate at 8:26pm.
CARRIED

CERTIFIED CORRECT:

Community Representative Co-Chair

Council Representative Co-Chair

JOINT SCHOOL DISTRICT NO. 35 / MUNICIPAL LIAISON COMMITTEE

Wednesday, September 29, 2021
School District No. 35 (Langley)
Via Microsoft Teams
8:30am

DRAFT

MINUTES

PRESENT:

Councillor Blair Whitmarsh (Co-Chair)
Trustee Rod Ross (Chair)

School District No. 35:

David Tod, Trustee
Charlie Fox, Trustee
Gord Stewart, Superintendent
Brian Iseli, Secretary-Treasurer
Mal Gill, Deputy Superintendent

Township of Langley:

Councillor Eric Woodward
Councillor Steve Ferguson
Mark Bakken, Municipal Administrator
Ramin Seifi, General Manager, Engineering and Community Development
Jason Winslade, General Manager, Administration and Community

ABSENT:

Peter Tulumello, Director, Arts, Culture, and Community (Township of Langley)

A. CALL TO ORDER

The meeting was called to order at 8:30 am.

B. APPROVAL AND RECEIPT OF AGENDA ITEMS

1. Joint School District No. 35 Municipal Liaison Committee September 29, 2021

Moved by: Councillor Blair Whitmarsh
Seconded by: Trustee Rod Ross

That the Joint School District No. 35 Municipal Liaison Committee approve the agenda for this meeting.

CARRIED

ADOPTION OF MINUTES

1. Joint School District No. 35 Municipal Liaison Committee November 12, 2019

Moved by: Councillor Blair Whitmarsh
Seconded by: Trustee David Tod

That the Joint School District No. 35 Municipal Liaison Committee adopt the Minutes of the November 12, 2019 meeting.

CARRIED

D. OLD BUSINESS

1. No business

E. ITEMS FOR DISCUSSION

1. 56th Avenue Safety Concerns (Snakehill and other areas in District) (SD)

Safety concerns expressed by parent who resides in North Otter area regarding Snakehill area. School District is currently bussing these students for the year but this will not be something can be maintained.
We do not want to make this an issue between Township and School District. Options will be discussed further in the TOL/Staff Liaison Meeting.
It was requested that Ramin share the map and timeline info in the upcoming TOL/Staff Liaison Meeting.

2. Willoughby Elementary (TOL)

Councillor Woodward requested that this item be put on the agenda to discuss the long-term plans for Willoughby Elementary.
Mr. Iseli explained that the initial plan from many years ago for the School

District to potentially relocate this school is no longer forseesable. The 20 year forecast shows that this school will still be needed.

3. Overall summary of enrolment in Langley schools, pressure points, and significant challenges (TOL)

Councillor Whitmarsh wanted an idea of what enrolment in the District is like.
Mr. Iseli shared preliminary numbers at the recent Regular Board Meeting. Most areas in our District saw growth this year.
Mountain Secondary is almost at capacity. We need to finalize land for the middle/secondary school site. Another high school in this area will be needed soon.

4. The use of school facilities for after school programs, events, and/or community use particularly in light of COVID-19. (TOL)

Councillor Whitmarsh wanted to hear more about access to schools during after school hours. How are these facilities being used? The community has been asking questions.
Afterschool programs and daycares have always been allowed even during covid-19. The election was the first trial run for a community usage. We are now slowly opening up for child based (such as boy scouts) and community rentals but not for one-time rentals such as birthday party rentals. Movie filming has very strict protocols so are being allowed. Not sure yet when one-time rentals will be allowed again.

5. Update on new Performing Arts Center (SD)

Trustee Ross requested more information on a new performing arts center in the area of the Langley Events Center. This has also been called a concert hall and performance hall and would be a 1600 seat center. This fall, there will be more information going out to partner groups. Likely in the next month or so, more information will be coming out to trustees.

6. Update of Langley Events Center (SD)

Trustee Ross requests more information on the relationship between TOL and School District in relation to running the Langley Events Center. Who pays for the cleaning. $15-$20k/ yearly cost for maintenance paid by the School District. The use by the School District has worked well and staff have been able to resolve any issues that have come up.

7. SD35 / TOL flags at half mast (TOL)

Councillor Eric Woodward offered congratulations on the statement that went out yesterday by the School District. He suggested the Township coordinate the same timeline with regards to flags and perhaps mirror what the District is doing.
There is no clear date yet as to when the School District will raise the flags. It is requested that the Township share the resolution with the School District that they have a regarding raising the flags.

8. Meeting dates for 2022

It is recommended that we meet every 3 months. Staff will be in contact in order to arrange the next meeting date.

F. NEXT MEETING

Date: TBD

Location: Township of Langley

Time: TBD

G. ADJOURNMENT

Moved by: Trustee Rod Ross
Seconded by:

That the Joint School District No. 35 Municipal Liaison Committee meeting be adjourned at 9:48 am.

CERTIFIED TRUE AND CORRECT:

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Co-Chair Co-Chair

CP COMMUNITY ADVISORY PANEL

Thursday, October 7, 2021 commencing at 10:00am
Township of Langley
Via Zoom

M I N U T E S

Present:
Mayor Jack Froese (Co-Chair)
Mike LoVecchio, Canadian Pacific Railway (Co-Chair)
Councillor Paul Albrecht, City of Langley (Co-Chair)
Councillor Petrina Arnason
Councillor Rudy Storteboom, City of Langley
Councillor David Davis, Township of Langley, Co-Chair
Dennis Bickel, Vancouver Fraser Port Authority
Rick Bomhof, Director of Engineering, Parks, and Environment, City of Langley
Paul Cordeiro, Manager, Transportation Engineering, Township of Langley
Rob Chorney, Member at Large – City of Langley
Shahin Soheili, Member at Large – Township of Langley

Recording Secretary:
Kim Stepto, Legislative Services, Township of Langley

A. APPROVAL OF AGENDA

1. CP Community Advisory Panel – October 7, 2021

Moved by Councillor Albrecht,
Seconded by Councillor Storteboom,
That the CP Community Advisory Panel approve the Agenda of the October 7, 2021 meeting, as amended.
CARRIED

Clerk's Note: Item E.2 was added to the agenda.

B. ADOPTION OF MINUTES

1. CP Community Advisory Panel – March 12, 2020

Moved by Councillor Storteboom,
Seconded by Councillor Davis,
That the CP Community Advisory Panel adopt the Minutes of the March 12, 2020 meeting.
CARRIED

C. PRESENTATIONS

D. UPDATES

1. Trespassing on Rail Right-of-way

From the March 20, 2020 meeting:

- *City staff talk to the RCMP about increased communication between the CP Police and the RCMP with regard to trespassing on the railroad tracks;*
- *City staff to determine ownership of the fence at Duncan Ave under 204th Street overpass;*
- *Follow up discussion to coordinate resources in the future.*
- *CP staff to look into installing "No Trespassing" or "Danger" signage at that location, under the 204th Street overpass.*

R. Bomhoff reported that the City of Langley believes the fence on Duncan Avenue under 204 Street belongs to CP Rail or BC Hydro and was only there for construction. The City will have to consider whether they want to extend the capital monies to maintain the fence.

Discussion ensued and the following comments were provided:

- CP Rail has tried to engage with BC Housing about installing fencing around their property. There is critical infrastructure in direct proximity to their property and this should be considered during construction.
- This is not just an isolated problem. People often walk on the tracks along Glover Road.
- People walking on the tracks is stressful for train conductors as well.
- Responsibility for injury comes down to liability. The trespasser is liable.
- Municipalities need to do their due diligence with signage, fencing etc.
- It can be difficult to warn people with diminished capacities.
- Is there a way to use technology such as sounds to warn people they are nearing the tracks?

D. UPDATES

- People wearing earbuds is a problem. Sounding the whistle is the most effect means of warning.

2. Regional Transportation Projects

A breakdown of costing for the RBRC combo project was provided for information in the agenda package.

P. Cordeiro provided an update on the FRTA and RBTA Potential Projects Identified:

- 216 St/Glover Road Corridor: $77 million
- 16 Avenue Corridor Widening: $190 million
- 200 Street Grade Separation (Option 2): $60 million
- Whistle Cessation (per crossing): $0.05 to $0.07 million
- Langley Network with RCIS: $10 million
- 96 Avenue Grade Separation: $20 million

Township Council passed a motion confirming their support of these projects, but no further action has been taken at this point.

Discussion ensued and the following comments were provided:

- These projects need to prioritized and a champion is needed to spearhead implementation.
- All orders of government need to work together to put more attention on projects south of the Fraser.
- The National Trade Corridor Fund is available for communities. An Expression of Interest must be submitted.
- The CP Rail Overpass on Highway 1 near Trinity Western University is going to be replaced with a new widened road. The overpass will have two tracks.
- Are there any Federal Government monies available for green infrastructure?
    - The National Trade Corridor Fund now includes a sustainability section to discuss emissions. Any infrastructure application submitted today should address environmental issues.
- Both Langleys sit on the doorstep of a major national corridor. Our projects are of national interest.

Township and City of Langley Staff to follow up and contact City of Vancouver on their application to the National Trade Corridor fund. Potential further planning/design on the priority projects in the Langley's. Township and City of Langley staff to follow up with Abbotsford and City of Surrey staff to determine if they are also interested in pursuing improvements identified in the trade area studies.

D. UPDATES

3. Rail Crossing Information System Performance

R. Bomhof reported that the system has been working well and that there has not been a lot of complaints received. The Langley's would like to receive reports from the system. P. Cordeiro will follow up with this.

Councillor Storteboom commented that this is a unique system that is working well and may be modelled across the country or North America. He thanked those who pursued this matter and made the project a reality.

4. Rail Crossing Improvements in TOL (SRY, CP, and CN) to meet Transport Canada No. 2021 deadline of new regulations

P. Cordeiro reported that the Township has completed multiple improvements at all of its crossing. Many have involved cost sharing with the rail lines. The Township is on track to have the majority of improvements complete by the end of the year. The 216 Street and Highway 10 improvements were driven by the new 216 Street interchange. These improvements are not a long-term solution (10-15 years) and are directly related to the other improvement project at 216 Street and Glover Road. Other improvements regarding whistle cessation will take place in 2022.

E. OTHER BUSINESS

1. BC Housing on Glover Road

Councillor Arnason commented that she would like to see BC Housing have more dialogue with the municipalities and railways etc. regarding public safety due to the proximity of the CP Rail Corridor and develop a policy. This is a provincial issue as safety issues are occurring in many locations.

M. Lovecchio commented that BC Housing advised CP they are only involved in housing, not rail safety.

2. BC Wildfires and CP Rail

M. Lovecchio provided the following update:

- The fires in Lytton impacted CP tracks.
- The rail lines did a remarkable effort to keep the supply chain functioning.
- Methods were developed to continue safe operations of the trains and to reassure communities that were nervous about train operations including CP-designed fire suppression trains.
- CP Rail has established a $1 million fund to support recovery in the Village of Lytton and the Lytton First Nation.
- CP Rail procured a computer system at the request of the Village of Lytton.
- CP Rail is reviewing its vegetation management practices.

E. OTHER BUSINESS

- CP employees were among the community members who lost their homes. CP is providing financial support as well as emotional support to help deal with trauma.

3. Every Child Matters Locomotive

M. LoVecchio reported that the "Every Child Matters" Locomotive was initiated following a suggestion from a 13 year old indigenous boy. This orange locomotive helps raise awareness and commemorates those impacted by the tragic legacy of residential schools in Canada. Link here:
https://www.cpr.ca/en/community/every-child-matters-locomotive

4. Holiday Train

M. LoVecchio reported that the Holiday Train will be virtual again this year and that all donations go to Food Banks of Canada. Link here:
https://www.cpr.ca/en/media/cp-holiday-train%E2%80%99s-lights-to-shine-on-community-food-banks-with-virtual-concert-donations-for-2021

F. NEXT MEETING

Date: TBD
Location: City of Langley
Time: 10:00am

CONTACT INFORMATION

Paula Kusack
Deputy Corporate Officer
City of Langley
P: 604.514.4585
E: pkusack@langleycity.ca

G. TERMINATE

The meeting terminated at 11:45am.
CARRIED

CERTIFIED CORRECT:

_____
Chair,

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	OCTOBER 18, 2021 – REGULAR MEETING	**REPORT:**	21-121
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	6480-28-001
SUBJECT:	SALMON RIVER UPLANDS – RURAL PLAN AMENDMENTS		

RECOMMENDATION:

That Council receive the Salmon River Uplands – Rural Plan Amendments report for information and direct staff to utilize the Preliminary Draft Planning Framework, presented as Attachment A to this report, in developing a Final Detailed Planning Framework, in collaboration with the affected stakeholders, to set out the policies and identify pre-requisites that must be addressed by development proponents in the Salmon River Uplands area, as identified in the Rural Plan.

EXECUTIVE SUMMARY:

At its meeting on September 20, 2021, Council deferred a motion relating to Salmon River Uplands area and potential Rural Plan Amendments to the October 4, 2021 Regular Council meeting when all members of Council can be in attendance. Subsequently at its meeting on October 4, 2021 Council referred the matter to staff to work with the mover to more clearly convey the intent of the motion. Accordingly, as directed by Council, staff met with the mover of the motion and have prepared a list of items presented as Attachment A to this report, under the heading of Salmon River Uplands Planning Framework – Preliminary Draft.

The Preliminary Draft of the Salmon River Uplands Planning Framework document would be used as the basis of discussions with development proponents in finalizing a set of requirements that would be added as conditions of final reading of all current and future development applications, subject to Council's approval, consistent with the specific provisions of the Rural Plan.

Section 5.7 of the Rural Plan, adopted in 1993, states that: *"The Salmon River Uplands shall be maintained for rural residential and agricultural uses"*; and further anticipates that: "*A more detailed plan will be prepared setting out policies for future growth, subdivision and agriculture in this area."* The Planning Framework presented in a draft form as Attachment A to this report is intended to satisfy this requirement of the Rural Plan, while also ensuring current and future development applications are required to comply with the most recent technological advancements, best practices and standards in the areas of: a) climate action; b) stormwater management; c) ecological protection; d) trail connectivity; e) water servicing and f) protection of the rural character of the area.

Based on an assessment completed by staff there is a theoretical potential for the creation of an additional estimated number of approximately 700 new lots based on the current zoning. This is an estimation based on gross lot areas and permissible minimum parcel sizes prescribed in the Zoning Bylaw, without the benefit of any site reviews or servicing. Subject to Council's approval the list of conditions outlined in the Planning Framework would be required to be addressed by development proponents within the SRU area, in addition to the usual development requirements established pursuant to bylaws, policies, plans and past practice.

PURPOSE:

This report is provided in response to Council direction and aims to establish a set of planning principles to be used to develop pre-requisites for development in the Salmon River Uplands area.

BACKGROUND/HISTORY:

At its meeting on October 04, 2021 Council considered the following motion and resolved to refer the motion back to staff to work with the mover to more clearly reflect the intent:

"Whereas the Township of Langley adopted its extant Rural Plan in 1993, which plan has amongst its stated goals, the retention and enhancement of the existing countryside character of those areas designated as agricultural or rural in the Official Community Plan;

Whereas the Salmon River Uplands area specifically addressed in the Rural Plan at paragraph 5.7.1, regarding the need for a more detailed plan to be prepared to set out policies for future growth, subdivision, and agriculture in the area; and

Whereas specific policy goals and any planning framework for the area are currently undeveloped, and therefore do not provide adequate consideration for a variety of ensuing policy initiatives, nor an appropriate and established framework for the evaluation of proposed projects, with particular concerns already identified to include water resources, climate change mitigation method requirements, tree canopy coverage, smart growth principles, rational service provision, and other current best management planning considerations;

Therefore be it resolved that Council direct staff to provide a focused review of the current plan with respect to residential subdivision development in the Salmon River Uplands, and report back to Council on recommended amendments and enhancements to the Rural Area Plan in order to address these under-developed goals so as to provide an interim framework in which to evaluate residential development proposals within the area."

Section 5.7 of the Township of Langley Rural Plan (the "Plan"), adopted in 1993, contains the following provision:

"The Salmon River Uplands shall be maintained for rural residential and agricultural uses. A more detailed plan will be prepared setting out policies for future growth, subdivision and agriculture in this area."

The work on completing the Rural Plan commenced in 1989, four years prior to its adoption. The planning work in the preparation of the Rural Plan included a number of studies related to: types of agricultural pursuits by location, lot sizes and patterns; examination of the interfaces of different land uses; economic development potential; and environmental and recreation objectives.

The Plan treated the rural area as agriculture, as opposed to a holding zone for future urban development. Extensive public engagement included a series of workshops, open houses and community surveys as part of the Langley Tomorrow Program.

The information contained in the 1991 Census was also used, which had confirmed the Township of Langley having the largest number of farms (over 1,400) in the entire province; and one of the highest farm gate receipts (~ $120M in 1991), despite the majority (over 86%) of parcels being less than 20 acres in size. Establishing a minimum parcel size in the rural area was based on supporting the best interests of agricultural.

As part of the process, all references and implications to any urban development or designation in the Salmon River Uplands (SRU), within an area of over approximately 2,100 acres not located in the Agricultural Land Reserve (ALR) pursuant to the Official Community Plan (OCP), was removed and replaced with the more appropriate SRU designation confirming the objective of protecting the area for agricultural purposes, with approximately 80% of the rural area designated for increased minimum parcel sizes of up to 20 acres.

Despite the opposition from the majority of the landowners in the affected area, Council, on July 12, 1993, adopted the Plan, which was the first one of its kind in the province and referred to by the ALC as "***the most positive local government policy document with respect to agriculture".***

DISCUSSION/ANALYSIS:

A map of the Salmon River Uplands (SRU) area, as outlined in the Rural Plan (Attachment B), identifying the existing zoning for all properties, the ALR boundary as well as the properties currently under application, is presented as Attachment C to this report.

As discussed at the October 4, 2021 meeting of Council, the Township is currently in receipt of three (3) development applications in the SRU area.

Two (2) of those applications relate to the same parcel of land, commonly referred to, and referenced on the map presented as Attachment C, as the "Neufeld" application, located at 5759 – 240 Street. The property is approximately 18,000 17,000 m^2 (44.5 ac) in area and is located south of the existing Tall Timber development on the north west corner of 56 Avenue and 240 Street.

The first Neufeld development application was received on July 23, 2019 and is a rezoning application that aims to create 39 lots of approximately 4,047 m^2 (1.0 ac.) in area. In order to facilitate the proposed development with the creation of the 39 lots, rezoning of the property would be necessary to change the zoning of the site from Rural Zone RU-1, having a minimum parcel size of 17,000 m^2 (4.2 acres), to Suburban Residential Zone SR-1, with a minimum parcel size of 3,716 m^2 (0.92 acres). As a rezoning application, this would be subject to a Zoning Bylaw amendment process with Council's consideration of four (4) bylaw readings and a public hearing, as directed by Council.

As outlined in the staff report originally presented to Council on June 14, 2021, a number of pre-requisites have been identified for Council's consideration of establishment as development pre-requisites that must be addressed prior to application receiving consideration of final reading.
The second development application relating to the Neufeld property was received on August 23, 2021, and is a subdivision application, that aims to create 10 lots of 17,000 m^2 (4.2 acres) each, pursuant to the existing Zoning Bylaw. Accordingly, this second application would be processed in accordance with the Township's Subdivision and Development Servicing Bylaw and considered by the Township's Approving Officer pursuant to provisions of the provincial legislation, including the Local Government Act, Land Title Act and the Community Charter.

While Approving Officers are empowered to consider matters of "public interest", in addition to municipal bylaws, policies and standards, when considering an application for subdivision, they do not carry the broader powers inherently bestowed upon municipal Councils through provincial legislation. As an example, for demonstration purposes, specific restrictions related to use of property, such as building setbacks, specific environmental protection measures beyond those outlined in bylaws, or registration of covenants preventing certain uses, would be outside the mandate and powers of an Approving Officer, that may be deemed to be appropriate within the context of a rezoning application for imposition by Council.

A third application, that has also been referenced in previous reports and presentations to Council relates to property located in the 23700 Block of 56 Avenue. The subject property in this case is approximately 437,000 m^2 (108 ac) in size. Similar to the first Neufeld application, this is a rezoning application that aims to amend the Township's Zoning Bylaw, to facilitate a subdivision of 44 lots, average lot size of 4,047 m^2 (1.0 acres) each.

This application, referred to as the "Infinity" application, unlike the Neufeld application, has not yet completed the normal staff review to be able to be advanced to Council for consideration. The proponents have held a number of public information meetings to solicit public input, and the application is currently anticipated to be brought forward to Council for consideration in 2022, unless otherwise directed by Council.

The following table provides a summary of the relevant information regarding the three referenced applications, as discussed above:

Project Name	**Neufeld**		**Infinity**
Application Type	Rezoning & Subdivision	Subdivision Per Current Zone	Rezoning & Subdivision
Application Received	July 23/19	August 23/21	May 19/20
Rural Plan Designation	Salmon River Uplands		
ALR	No		
Property Address	5759 – 240 St	5759 – 240 St	23700 blk 56 Ave
Property Area (m^2 / ac.)	180,000 m^2 (44.5 ac)	180,000 m^2 (44.5 ac)	437,000 m^2 (108 ac)
Existing Zoning	RU-1		
Proposed Zoning	SR-1	RU-1	SR-1
Min. Lot Size (Ex. Zone)	17,000 m^2 (4.2 ac)		
Min. Lot Size (Prop. Zone)	3,716 m^2 (0.92 ac)	17,000 m^2 (4.2 ac)	3,716 m^2 (0.92 ac)
No. of Lots per Ex. Zone	10	10	25
No. of Lots per New Zone	39	10	44
Public Information Meeting	Yes		
Servicing Requirements	Relevant Bylaws, Adopted Plans, Policies and Strategies		
Council Approval Req'd.	Yes	No	Yes

As directed by Council at its Regular Meeting on October 4, 2021, staff were able to meet with the mover of the motion to more clearly outline the intent of the motion to provide a focused review of the current plan with respect to residential subdivision development in the Salmon River Uplands, and report back to Council on recommended amendments and enhancements to the Rural Area Plan in order to address these under-developed goals so as to provide an interim framework in which to evaluate residential development proposals within the area.

The outcome of the meeting was the creation of the preliminary draft Planning Framework, presented as Attachment A to this report. It is recommended that Council direct staff to develop a final detailed Planning Framework, in collaboration with the affected stakeholders, to set out the policies and identify pre-requisites that must be addressed by development proponents in the Salmon River Uplands area, as identified in the Rural Plan, including all existing and potential future subdivision and rezoning applications.

In light of the above, staff conducted an assessment of development potential in the SRU area and can present the highlights of the findings in a summarized format in the table below:

Existing Zoning	Total No. of Existing Lots (ALR & non-ALR)	Lots w/ SD potential **NOT** in ALR	Total No. of Potential Additional Lots
SR-1	1946	163	528
SR-3	184	1	2
RU-1	20	3	39
P-1	15	10	154
Total No. of Potential Additional Lots Based on Current Zoning			723

As can be noted, based on the current Zoning Bylaw of properties NOT located in the ALR, there is a theoretical subdivision potential for the creation of an estimated number of 723 new lots in the SRU area, based on the current zoning. Subject to Council's endorsement, the Planning Framework presented as Attachment A to this report can be finalized after the necessary external review, and used in processing development applications, in addition to all other existing bylaws, policies and plans, while meeting the specific provisions of the Rural Plan, particularly in relation with completion of a more detailed plan to set out policies for growth and development.

Respectfully submitted,

Ramin Seifi
GENERAL MANAGER, ENGINEERING & COMMUNITY DEVELOPMENT
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A Salmon River Uplands Planning Framework – Preliminary Draft

ATTACHMENT B Map of the Township's Rural Plan, adopted in 1993

ATTACHMENT C Zoning Map of Salmon River Uplands with current Development Applications

Salmon River Uplands Planning Framework

(Preliminary Draft)

The Township of Langley's various bylaws, policies, adopted strategies and plans shall be used in considering applications proposing growth and development in the Salmon River Uplands (SRU) area, including, but not limited to, the Official Community Plan (OCP), the Zoning Bylaw, the Subdivision and Development Servicing Bylaw, the Climate Action Strategy, the Community Forest Management Strategy, and the Master Transportation Plan. In addition, development proposals shall be required to consider and undertake the following:

A. Climate Action

1. Utilize nature-based solutions and green infrastructure for land-use planning strategies that address climate adaptation and mitigation;

2. Integrate design with an inter-disciplined approach to ensure coordination amongst the various qualified professional, in order to advance best management practices, within a collaborative framework;

3. Enhance development standards to augment existing servicing bylaw requirements, to demonstrably integrate natural features and functions.

B. Stormwater Management

1. Utilize best management practices to address stormwater run-off, detention control and discharge, including consideration of erosion control and water run-off quality issues;

2. Promote the utilization of low impact development strategies and water sensitive urban designs, including the implementation of such measures as pervious pavements, bioswales, rain gardens;

3. Ensure the preservation of natural areas and drainage patterns, and provide for: ground infiltration of rainwater at individual lot level, protection of water quality flows into the Salmon River and preservation of the natural ecosystems to the extent possible;

4. Utilize the principles of holistic, integrated and coordinated watershed and land-use planning to protect sensitive environmental areas in the Salmon River Uplands and to reduce potential flooding downstream.

C. Ecological Protection

1. Incorporate measures to protect and enhance biodiversity through the creation of public parks, green spaces, and landscape enhancements adjacent to public trails;

2. Develop enhanced parks and green spaces to support ecological protection and mitigate climate impact of development;

3. Provide for ecological connectivity utilizing existing watershed characteristics, drainage areas, and other ecosystem components;

4. Develop tree canopy protection guidelines and cover percentage targets, with a focus on more significant and mature tree cover areas, optimizing canopy protection objectives through focused site planning efforts;

5. Develop minimum pervious target / impervious limit standards;

6. Identify and map significant existing tree stands and forested areas in order to create ecological corridors and buffer zones to protect existing natural landscape features;

7. Develop localized and interconnected ecological networks based on existing corridors and buffer zones to create connectivity between identified core ecological areas and substantive tree stands to facilitate wildlife migration and to enhance habitat.

D. Trail Connectivity and Greenway Amenity

1. Develop a cohesive and interconnected trail network plan, to provide for enhanced recreational and alternative multi-modal transportation opportunities in the local context;

2. Develop a cash-in-lieu mechanism, in order to advance the objectives of a trail connectivity plan, for acquisition of lands necessary to complete trail infrastructure designed to meet the municipal objectives.

E. Water Servicing

1. Develop a water use planning document for the area to include further detailed information regarding the objectives, principles and techniques, to inform further development criteria with respect to effectively managing water resources, including protection of groundwater, consideration of water metering for the municipal water supply system, and other water conservation measures and initiatives;

2. Design strategies to protect water resources and manage water demands based on planning to reduce negative impacts to the local aquifer and to enhance water conservation for the area.

F. Protection of the Rural Character

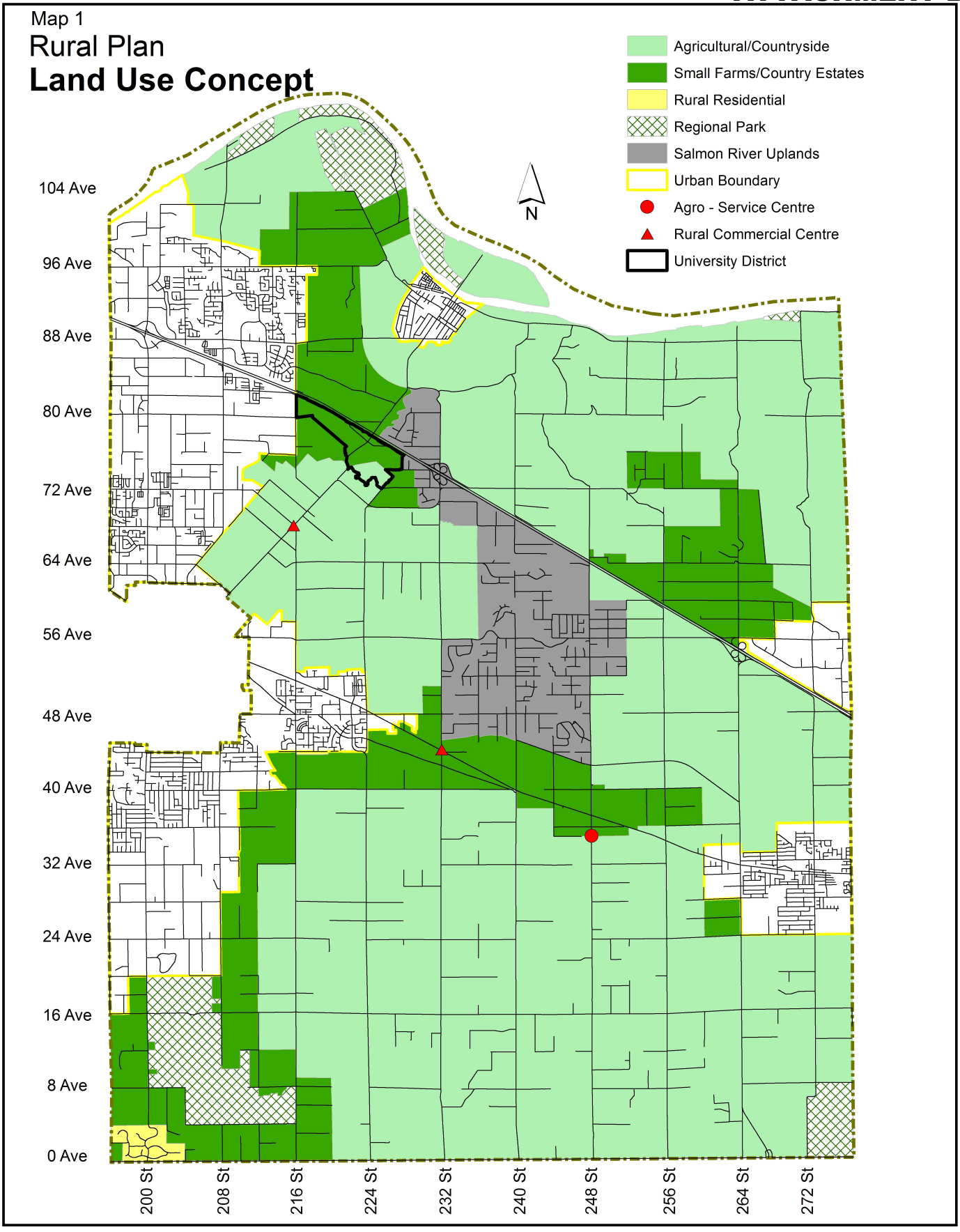
1. Develop form, siting and character development permit guidelines as principles and standards to be applied to protect the rural character of the area, including historic attributes, streetscapes and view corridors;

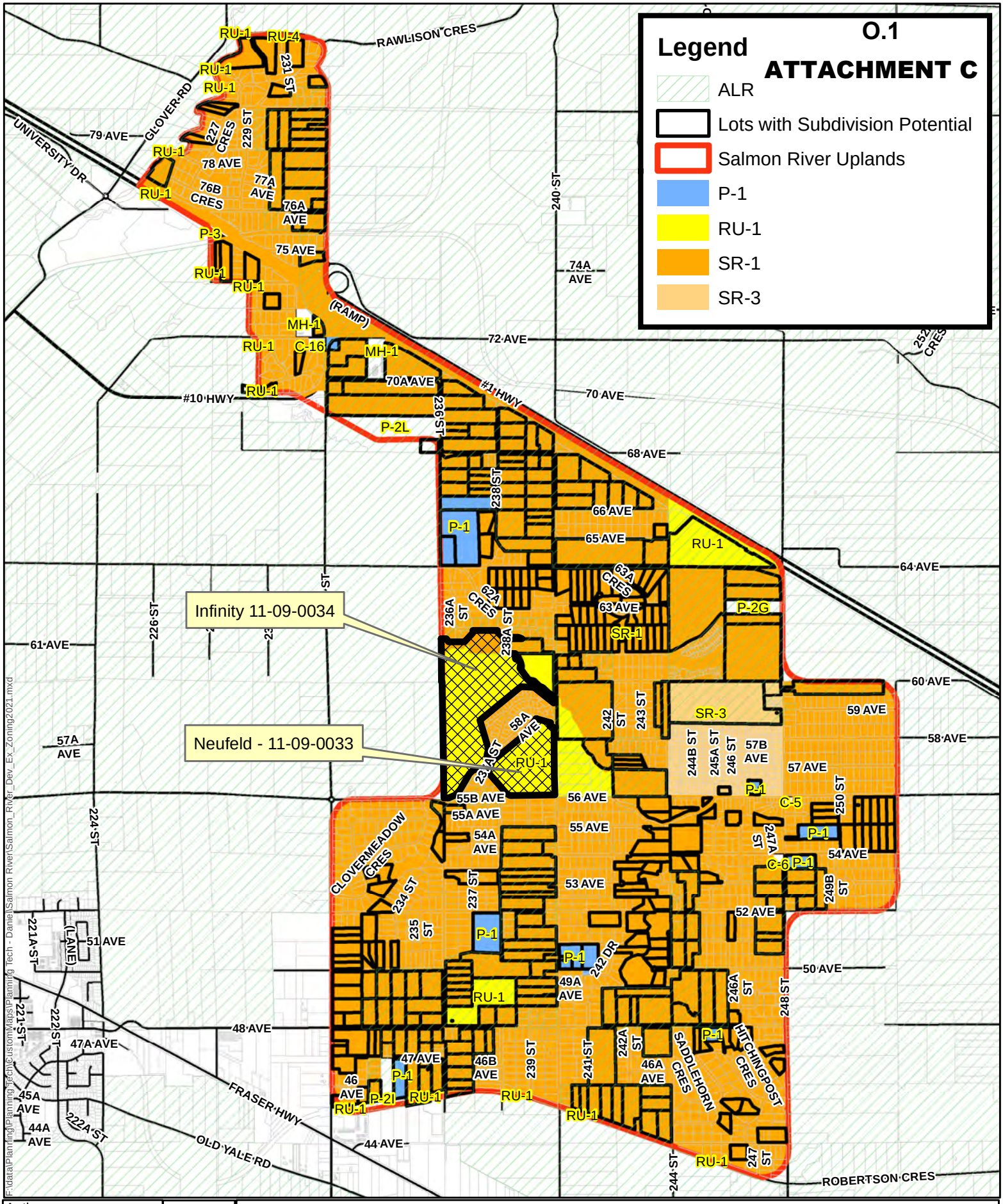
2. Reduce land-use conflicts by minimizing density around the ALR as much as possible and incorporating appropriate buffers and transitions, where applicable;

3. Examine spatial clustering and other metrics as an opportunity to create and enhance privacy, green space, and other values in the area, in consideration of the zoning bylaw provisions.

Map 1

Rural Plan
Land Use Concept





Author:	DG
Date:	Aug 25, 2021
Scale:	1:98,000

N

The Corporation of the Township of Langley

Salmon River Uplands lots with Development Potential

The data provided is compiled from various sources and is not warranted as to its accuracy or sufficiency. Legal descriptions and lot annotation should be confirmed at the Land Titles Office in New Westminster. The location of infrastructure should be confirmed by field survey. The data and information provided by the Township will not be sold, given or loaned to any other person, company, organization or entity without the express written consent of the Township.

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Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	OCTOBER 4, 2021 – REGULAR MEETING	**REPORT:**	21-111
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	11-09-0033
SUBJECT:	REZONING APPLICATION NO. 100589 (NEUFELD / 5759 – 240 STREET)		

RECOMMENDATION:

That Council consider the information contained in this report and give first and second reading to Bylaw No. 5717, subject to 11 development prerequisites, as outlined in the June 14, 2021 Report to Council (Report: 21-68) being completed prior to final reading; and that staff be authorized to proceed with the next steps, including the scheduling of a public input opportunity.

EXECUTIVE SUMMARY:

At its Regular Meeting held on July 26, 2021, Council considered first and second reading of Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Neufeld) Bylaw 2021 No. 5717 rezoning 18.0 ha (44.5 ac) related to land located at 5759 – 240 Street from Rural Zone RU-1 to Suburban Residential Zone SR-1, to facilitate a residential development consisting of 39 rural single family lots.

Council did not grant first and second reading, but rather passed the following resolution:

> *"That 1st & 2nd reading be deferred for a staff report and presentation to Council to consider the history, rural character, and development of the entire Tall Timbers area, to properly review and consider the substantial public input for trail connections, additional tree and wildlife protection and other community improvements; and further to provide more time for members of Council to properly consult with staff on this proposal."*

Based on Council direction, this report brings forward for Council's consideration requested information as well as material included in the June 14, 2021 Report to Council (Attachment A).

PURPOSE:

This report is in response to Council direction and aims to provide information regarding history, rural character, and development of the Tall Timbers area, trail connections, tree and wildlife protection, and other community improvements.

BACKGROUND/HISTORY:

At its Regular Meeting held on July 26, 2021, Council considered first and second reading of Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Neufeld) Bylaw 2021 No. 5717 rezoning 18.0 ha (44.5 ac) of land located at 5759 – 240 Street to Suburban Residential Zone SR-1 to facilitate a development consisting of 39 rural single family lots and resolved as follows:

> *"That 1st & 2nd reading be deferred for a staff report and presentation to Council to consider the history, rural character, and development of the entire Tall Timbers area, to properly review and consider the substantial public input for trail connections, additional tree and wildlife protection and other community improvements; and further to provide more time for members of Council to properly consult with staff on this proposal."*

A June 14, 2021 Report to Council (Attachment A) includes additional information as well as the subject bylaw and previously established proposed development prerequisites for Council's consideration.

DISCUSSION/ANALYSIS:

Information regarding history, rural character, development of the Tall Timbers area, trail connections, tree and wildlife protection, and other community improvements is outlined in the sections below.

Tall Timbers Area

Based on historic land development and marketing gathered, the area referenced as Tall Timbers is generally bounded by 61 Avenue, 56 Avenue, 236 Street and 232 Street (Attachment B). Utilizing a post-ALR timeframe for the lands, the following sections provide summary information relating to land use regulations and development leading to the current zoning, land use designation, and application status.

<u>Rural Character / Plan Designations</u>

The rural character of the lands has been recognized historically as designated in the following chronological Planning documents.

1979 Official Community Plan
Rural Residential / Agricultural (Sec. 3.0): '"country estate" rural residential form that developed throughout the Municipality, although concentrations of this type of development are found in the Salmon River Uplands and Western Langley. This latter form has typically occurred at densities of less than one dwelling unit per acre'.

1993 Rural Plan
Salmon River Uplands (Sec. 5.7.1): 'The Salmon River Uplands shall be maintained for rural residential and agricultural uses. A more detailed plan will be prepared setting out policies for future growth, subdivision and agriculture in this area.'

2016 Official Community Plan
Rural Plan (Sec. 2.2.6): 'Areas designated as Rural are intended to maintain the existing rural residential character of the area. Rural residential development and agricultural uses are

permitted in conformity with the provisions of the Rural Plan and the Zoning Bylaw, unless otherwise approved by the Agricultural Land Commission. Development at gross densities based on the current Zoning Bylaw is permitted within the Salmon River Uplands area as defined in the Rural Plan, subject to the approval of the Agricultural Land Commission where applicable.'

Agricultural Land Commission (ALC) / Land Use Contract (LUC) 93

Based on available information from the Agricultural Land Commission (ALC), the subject lands were 'included within the Agricultural Land Reserve Plan of the Central Fraser Valley Regional District as designated by the Provincial Agricultural Land Commission on the 24th day of April 1974.'

The existing Tall Timbers subdivision ('Lot 32' – Attachment C) of 14.69 ha (36.3 ac) was subsequently removed from the ALR in 1977. A Land Use Contract (LUC 93) (and subsequent amendments) facilitating the current approximate one-third acre (1300 m^2 / 13,993 ft^2 / .32 ac) subdivision on 'Lot 32' was finalized in 1979. The first phase of 36 lots (Attachment D) received final approval in 1979 with the second phase of 40 lots approved in 1983 (Attachment E).

LUC 93 (as amended) also provided for agricultural uses on the 43.97 ha (108.6 ac) northern portion of 'Lot 31' and a golf course on the southerly 18.12 ha (44.77 ac) of a 'hooked' 'Lot 31'.

LUC 93 (as amended) was removed from the 'Lot 31' lands (total 62 ha (153 ac)) on August 7, 1980 and the lands were subsequently considered by Council for exclusion from the ALR in 1984 and 1985. At that time Council endorsed the exclusion from the ALR, which was subsequently granted by the provincial ALC, upon appeal, in July of 1986.

The 'Lot 31' lands were then included as part of a rezoning application advanced to Council on November 17, 1986 (Rezoning Bylaw No. 2502) proposing to rezone the 'Lot 31' lands and the property to the northwest into 183 single family lots with a 1,340 m^2 (0.33 ac) minimum lot size. Council supported the application in principle subject to resolution of density, design, servicing, park, open space, and development cost contribution matters.

Based on the information provided in the November 17, 1986 Report to Council, development in the Salmon River Uplands was based on a 'one-acre gross density' with minimum lot size of 3,716 m^2 (0.92 ac) as per the Subdivision and Development Control Bylaw at the time.

On March 16, 1987 the 1986 rezoning proposal was revised to achieve a 3,716 m^2 (0.92 ac) gross density by adjusting the proposal to accommodate 273 lots with a minimum lot size of 1,200 m^2 (0.29 ac). The proposal also included park and open space on a third property to the northwest, which was located in the ALR and subject to ALC approval (Attachment F).

Council granted first and second readings to Rezoning Bylaw No. 2502 on April 6, 1987 and denied third reading on June 1, 1987. The 'Lot 31' lands were 'unhooked' in 1984 and were included as Rural Zone (RU-1) in the Township's 1987 Zoning Bylaw.

Current Applications

There are three (3) current development applications in the Tall Timbers area as described below.

Neufeld / 5759 - 240 Street (18.0 ha (44.5 ac))

1. ToL Project # 11-09-0033 / RZ100589 (Attachment G) to rezone the subject lands from the current Rural Zone (RU-1) to proposed Suburban Residential Zone (SR-1) to accommodate a rural residential development consisting of 39 rural single family lots (minimum lot size 3,716 m^2 (0.92 ac)). This application was advanced to Council for consideration of first and second readings on June 14, 2021 (Attachment A) with Council deferring the matter until the proponent undertook a public information meeting. Council considered the application again on July 26, 2021 and deferred the application until an in-person public hearing can be accommodated.

2. ToL Project # 11-09-0033 / SA101251 (received August 21, 2021) (Attachment H) to subdivide pursuant to the existing Rural Zone ((RU-1), minimum lot size 1.7 ha (4.2 ac)) to create a 10 lot rural residential subdivision. This application is currently under staff review and discussion with the applicant.

Infinity / 23700 Block - 56 Avenue (43.6 ha (107.8 ac))

3. ToL Project # 11-09-0034 / RZ100637 (Attachment I) to rezone the subject property from Rural Zone (RU-1) to Suburban Residential Zone (SR-1) to accommodate a residential development consisting of 44 rural single family lots (minimum lot size 3,716 m^2 (0.92 ac)). This application is pre-Council and currently under staff review.

Trail Connections

The Township's Official Community Plan (OCP) Map 12 – Recreational Greenway Plan (Attachment J) indicates a community connection east-west on 64 Avenue and a secondary community connection east-west on 56 Avenue. Although the Plan does not specify a north-south connection in the Tall Timbers area, staff as part of the development application review process have sought to secure additional connections as noted below.

With respect to the subject Neufeld / 5759 - 240 Street (ToL Project # 11-09-0033 / RZ100589), a walkway is proposed to connect existing Tall Timbers pedestrian facilities from the westerly extent of proposed internal roadways to an existing walkway at the southerly end of 237A Street (Attachment J). However, staff note additional trail connections are proposed as part of Infinity / 23700 block - 56 Avenue (ToL Project # 11-09-0034 / RZ100637) adjacent to the proposed north-south vehicular access to the site as well as along the Salmon River (Attachment K).

Tree Protection

The Township's Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection) requires applicants to provide: a) an Integrated Site Design Concept; b) a Tree Survey; c) a Tree Evaluation Report; and d) a complete Tree Summary Schedule. This information is prepared by an arborist or landscape architect and is informed by site conditions as well as the form of development for staff review with a summary included in the staff Report to Council.

With respect to the subject Neufeld / 5759 - 240 Street (ToL Project # 11-09-0033 / RZ100589) application, the tree management plan submitted by the applicant indicates that 6,281 significant trees exist on the subject site, with 2,198 proposed for retention. In accordance with the Township's Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection), no replacement trees are required. Post development approximately 2,198 trees will be in place on the subject site. Final tree retention, protection, and replacement plans are subject to the final acceptance of the Township with this requirement included in the list of development prerequisites to be completed prior to final reading of the subject rezoning bylaw.

Wildlife Protection

Streamside

Township of Langley (Township) Official Community Plan Bylaw No. 1842 Schedule 3 Development Permit Areas: Streamside Protection and Enhancement (OCP Schedule 3) was adopted to establish and maintain undisturbed naturally vegetated zones along watercourses. The required widths of these no-disturbance zones, referred to as "Streamside Protection and Enhancement Development Areas" (SPEA), follows the Township watercourse classification system (Class A, Class B, Class C) which is based on channel type, water flow, and fish presence.

Although the subject Neufeld / 5759 - 240 Street (ToL Project # 11-09-0033 / RZ100589) does not contain any watercourses, the Infinity / 23700 block - 56 Avenue (ToL Project # 11-09-0034 / RZ100637) encompasses portions of the Salmon River, a Class A (red-coded, fish bearing) watercourse that supports populations of regionally important salmonid species including rainbow trout, coastal cutthroat trout, pink salmon, coho salmon, and chum salmon. Other fish species documented within the Salmon River include three-spined stickleback, pumpkinseed, and prickly sculpin. Accordingly, the applicant has submitted a Streamside Development Permit application to address Streamside Protection and Enhancement Development Area (SPEA) requirements.

Terrestrial/Wildlife Habitats

British Columbia is divided into 14 distinct Biogeoclimatic Zones based on vegetation, soils, and climate. The Township is located within the Coastal Western Hemlock (CWH) Biogeoclimatic Zone. The CWH zone contains the greatest diversity and abundance of habitat elements of all zones in the province with the greatest diversity of birds, amphibians, and reptiles found within the Fraser Lowland portion of this zone. Wildlife and species-at-risk and their habitats are managed under provincial and federal legislation, including the provincial Wildlife Act and federal Species-at-Risk Act. While the Township does not manage wildlife/species-at-risk, the Township requires applicants to provide wildlife/species-at-risk information as part of a streamside development permit application submission. This information requirement is to ensure proponents consider these requirements early in the development application process to inform site planning and implementation (e.g., conducting bird nest surveys prior to site clearing).

Community Improvements

With respect to the subject Neufeld / 5759 - 240 Street (ToL Project # 11-09-0033 / RZ100589) application, the proponent has advanced their application based on applicable bylaw standards and available policy context including the Community Amenity Contributions (CAC) Policy. The CAC Policy (adopted by Council on July 23, 2018 and subsequently revised on April 15, 2019 and November 18, 2019) is applicable to the subject residential rezoning application. The Policy specifies target contribution amounts based on unit types. The applicant has reviewed the Policy and has agreed to provide the current target contribution amounts specific to this development, which are $6,808 per single family lot for a total amount of $265,512.

Policy Considerations:

The proposed Neufeld / 5759 - 240 Street (ToL Project # 11-09-0033 / RZ100589) rezoning will facilitate subdivision of the existing property into 39 rural single family lots. The proposed rezoning is compatible with the objectives of the Official Community Plan, Rural Plan and Metro Vancouver Regional Growth Strategy and with the proposed Suburban Residential SR-1 zoning.

Staff recommend that Council give first and second reading to Bylaw No. 5717 subject to 11 development prerequisites as indicated in the June 14, 2021 Report to Council (Attachment A) and authorize staff to schedule the written submission opportunity.

Respectfully submitted,

Stephen Richardson
DIRECTOR, DEVELOPMENT SERVICES
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A	June 14, 2021 Report to Council
ATTACHMENT B	Tall Timbers Area
ATTACHMENT C	Plan 54464
ATTACHMENT D	Plan 57565
ATTACHMENT E	Plan 65826
ATTACHMENT F	1987 Site Layout (ToL Project # 11-09-0006 / Goodbrand)
ATTACHMENT G	Neufeld Site Layout (ToL Project # 11-09-0033 / RZ100589 / 5759 - 240 Street)
ATTACHMENT H	Neufeld Site Layout (ToL Project # 11-09-0033 / SA101251 / 5759 - 240 Street)
ATTACHMENT I	Infinity Site Layout (ToL Project # 11-09-0034 / RZ100637 / 23700 Block - 56 Avenue)
ATTACHMENT J	OCP Map 12 – Recreational Greenway Plan
ATTACHMENT K	Current Proposed Trail Network: Neufeld (ToL Project # 11-09-0033 / RZ100589) and Infinity (ToL Project # 11-09-0034 / RZ100637)

ATTACHMENT A

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 14, 2021 - REGULAR MEETING	**REPORT:**	21-68
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	11-09-0033
SUBJECT:	REZONING APPLICATION NO. 100589 (NEUFELD / 5759 - 240 STREET)		

PROPOSAL:

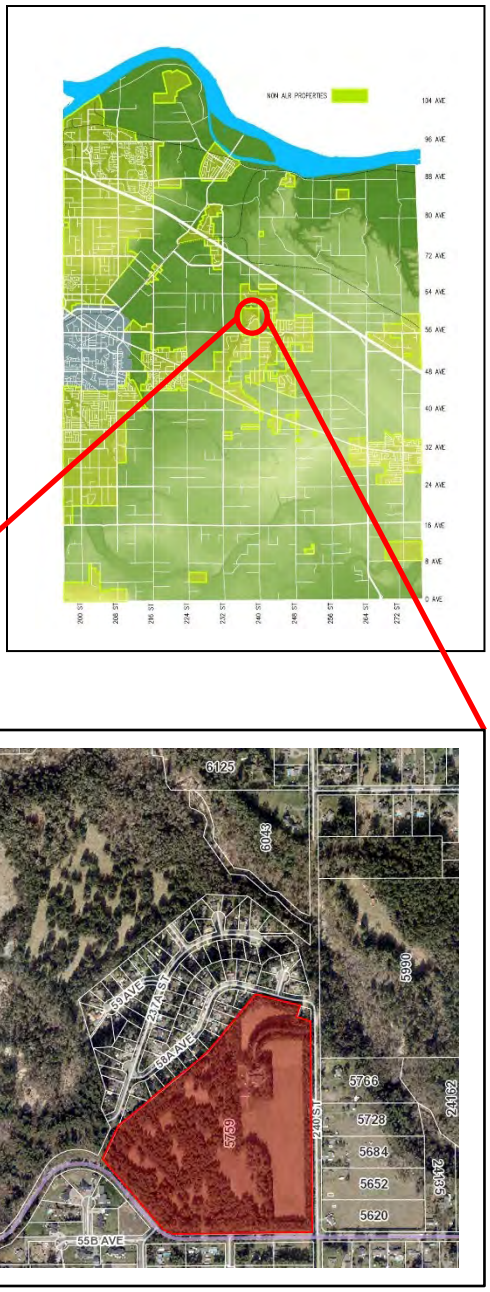
Application to rezone an 18.0 ha (44.5 ac) property located at 5759 – 240 Street to Suburban Residential Zone SR-1 to accommodate a residential development consisting of 39 rural single family lots.

RECOMMENDATION SUMMARY:

That Council give first and second reading to Bylaw No. 5717 subject to 11 development prerequisites being completed prior to final reading and that staff be authorized to proceed with the written submission opportunity.

RATIONALE:

The proposed development is compatible with the objectives of the Rural Plan.



RECOMMENDATIONS:

That Council give first and second reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Neufeld) Bylaw 2021 No. 5717 rezoning 18.0 ha (44.5 ac) of land located at 5759 – 240 Street to Suburban Residential Zone SR-1 to facilitate a development consisting of 39 rural single family lots, subject to the following development prerequisites being satisfied to the acceptance of the Township of Langley's General Manager of Engineering and Community Development, unless otherwise noted, prior to final reading:

1. 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. Development of a storm water management plan, including the securing and transfer to the Township of a community stormwater detention facility to serve the natural catchment area;
3. Submission of geotechnical and hydrogeological reports to confirm adequacy of the lands to support the proposed land use;
4. Submission of an erosion and sediment control plan and provision of security in accordance with the Township's Erosion and Sediment Control Bylaw;
5. Provision of road dedications, widenings, and necessary traffic improvements in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw;
6. Provision of a final tree management plan incorporating tree retention, replacement, protection details, and security in compliance with Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection);
7. Provision of an Agricultural Land Reserve buffer;
8. Registration of restrictive covenants:
    a. Identifying the units (minimum 5% single family lots) required to comply with the adaptable housing requirements;
    b. For the retention and maintenance of a 15 m wide Agricultural Land Reserve buffer located along the eastern property line of the subject 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. Prohibiting access to 56 Avenue;
9. Registration of an exterior design control agreement (informed by a neighbourhood character study) ensuring that building design and site development standards are of high quality and compatible with other lots and development;
10. Compliance with the Community Amenity Contributions Policy;
11. Payment of applicable supplemental Rezoning fees, Development Engineering and Green Infrastructure service fees, Development Works Agreement (DWA) and Latecomer charges, and compliance with the Township's 5% Neighbourhood Park Land Acquisition Policy; and further

That Council authorize staff to proceed with the written submission opportunity notice prior to Council's consideration of third reading of Rezoning Bylaw No. 5717.

EXECUTIVE SUMMARY:

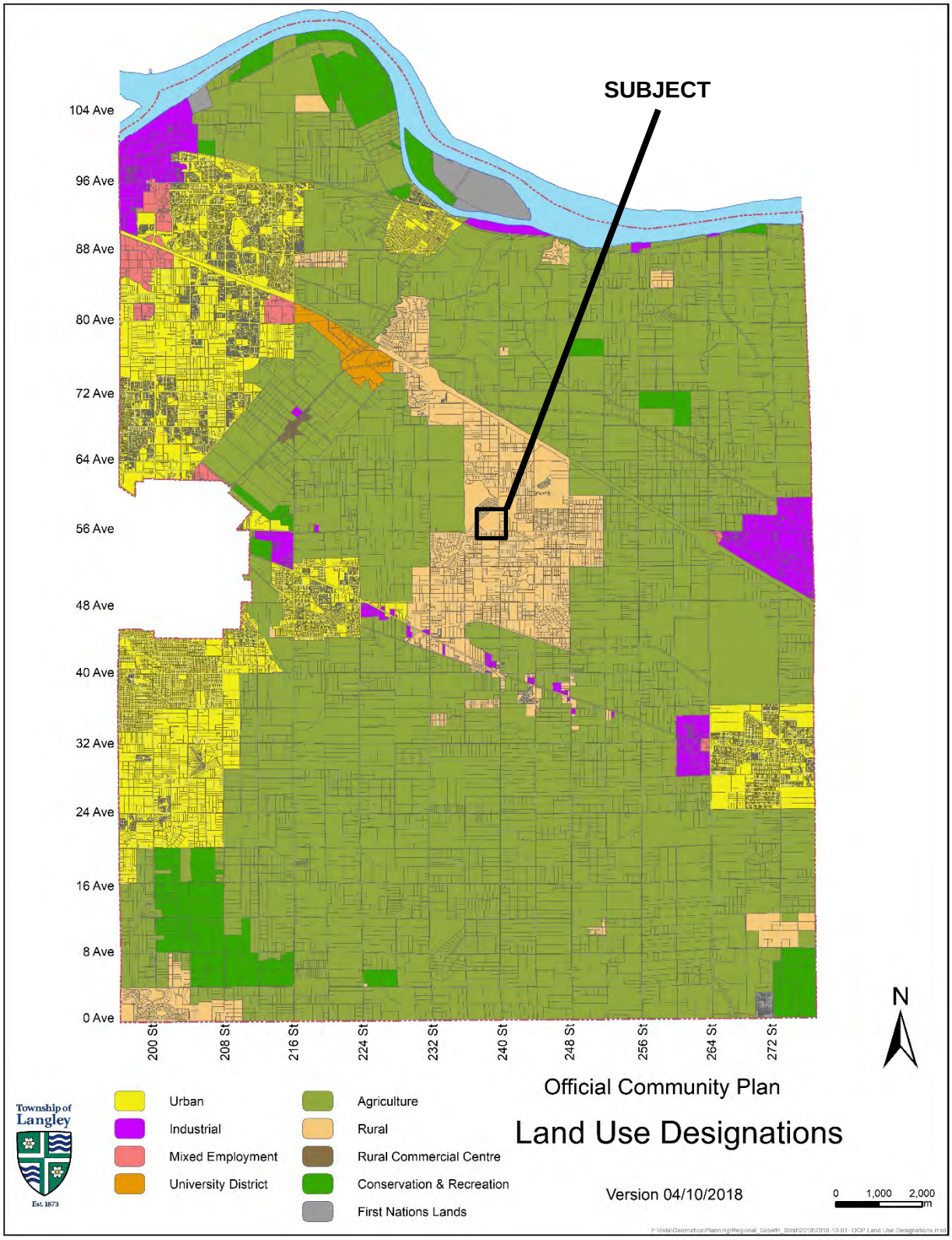
Coastland Engineering and Surveying Ltd., on behalf of Houlda Neufeld, has applied to rezone an 18.0 ha (44.5 ac) property located at 5759 – 240 Street to Suburban Residential Zone SR-1 to facilitate development of 39 rural single family lots.

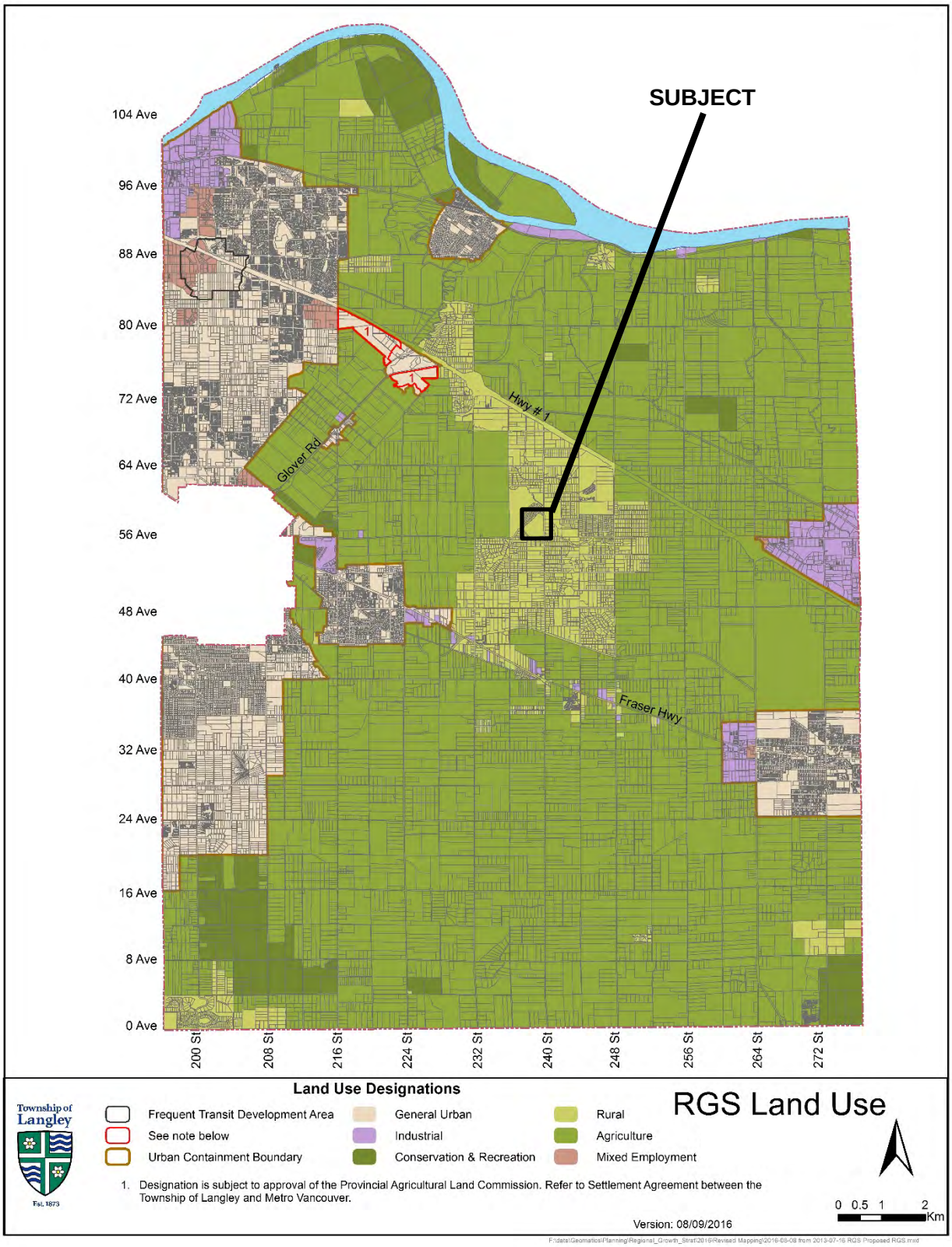
The Township's Official Community Plan (OCP) designates the subject property as Rural; a designation primarily intended to maintain the existing rural character of the area. The subject property is designated Salmon River Uplands in the Township's Rural Plan, a designation that is also intended to preserve the rural character of the area, similar to the OCP.

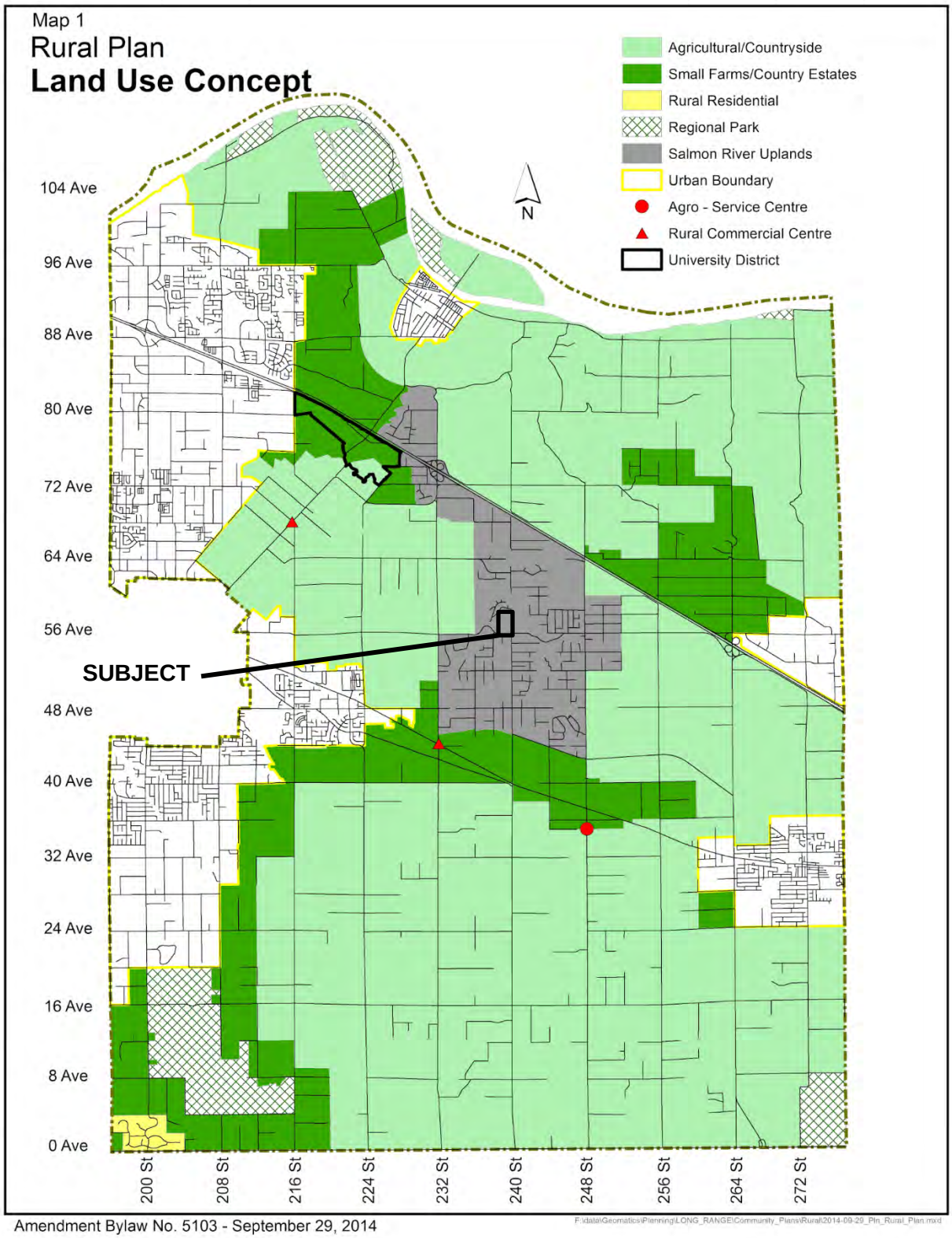
Staff recommend that Council consider the rezoning request, subject to the completion of 11 development prerequisites.

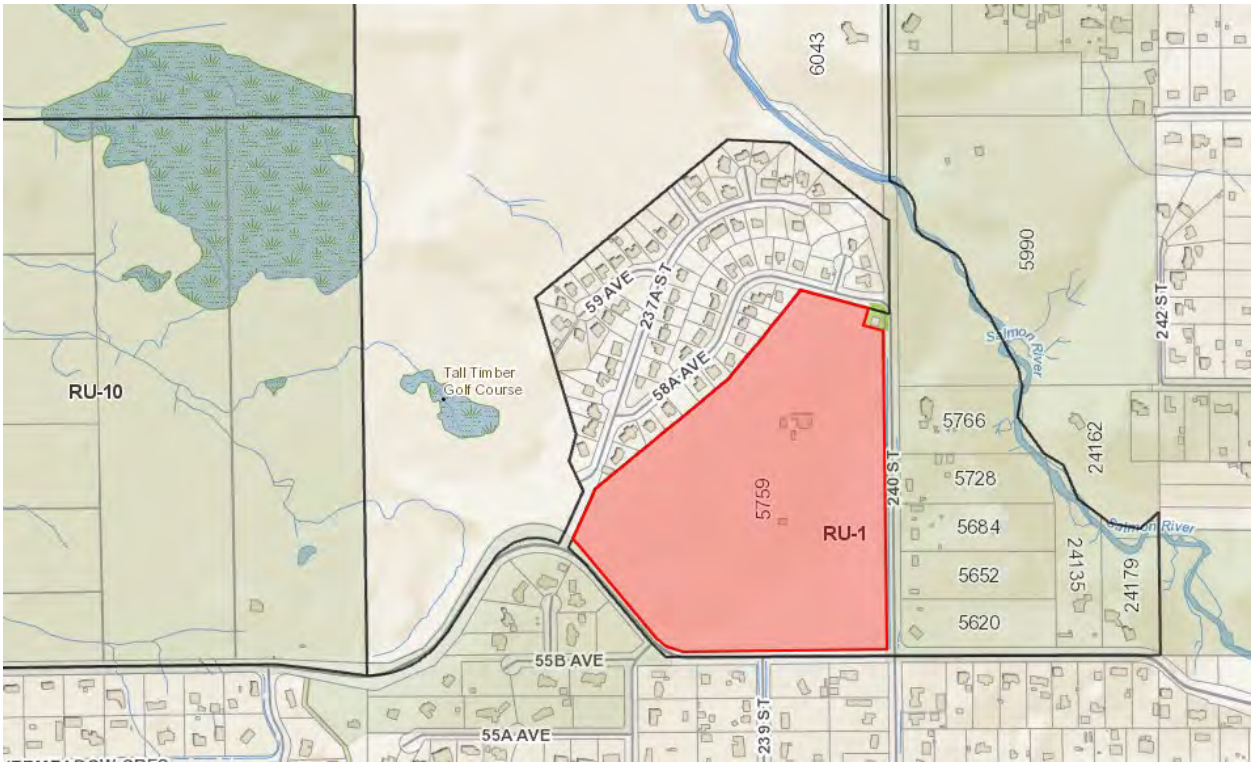
PURPOSE:

The purpose of this report is to advise and make recommendations to Council with respect to Rezoning Bylaw No. 5717.

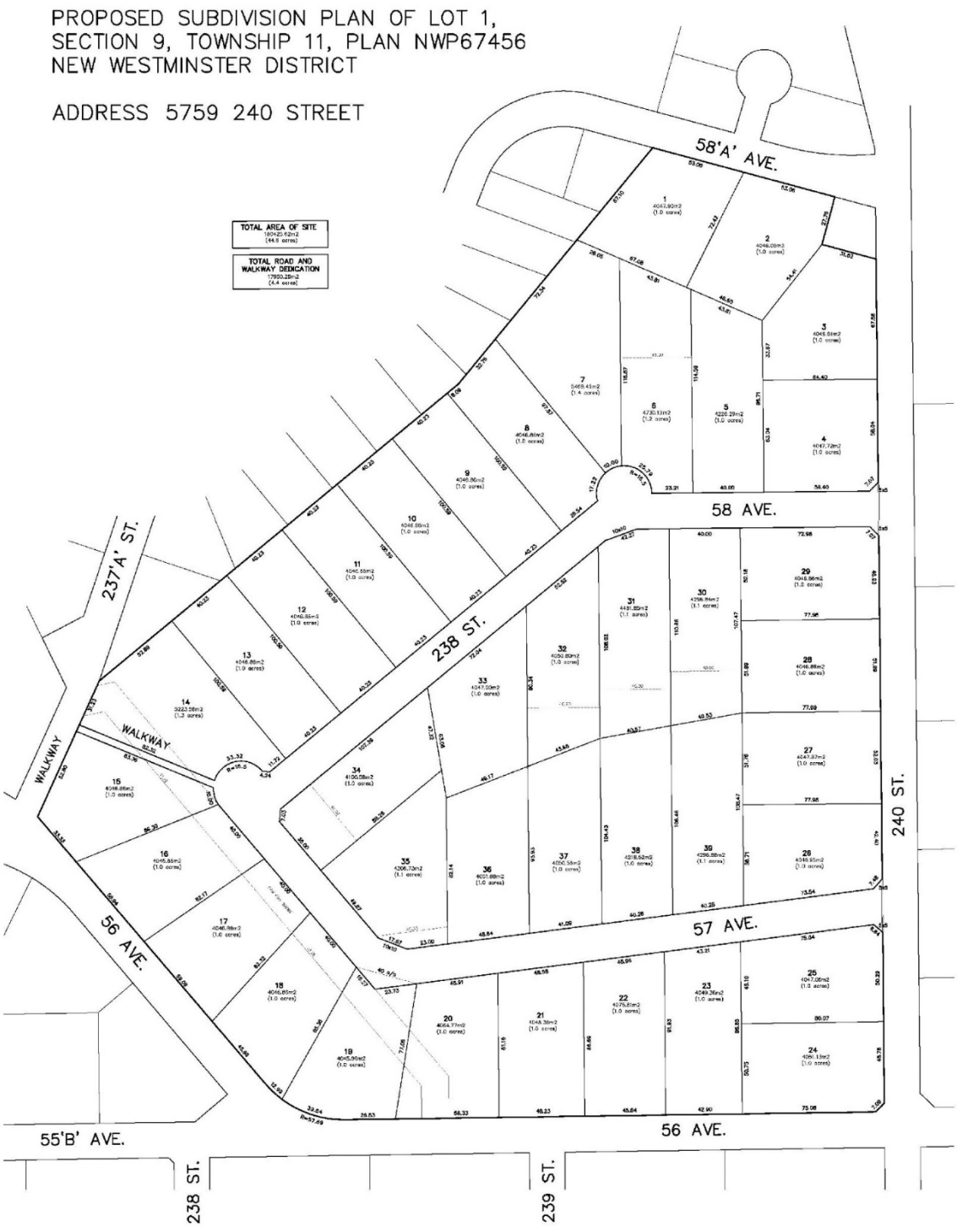

SUBJECT
104 Ave
96 Ave
88 Ave
80 Ave
72 Ave
64 Ave
56 Ave
48 Ave
40 Ave
32 Ave
24 Ave
16 Ave
8 Ave
0 Ave
200 St
208 St
216 St
224 St
232 St
240 St
248 St
256 St
264 St
272 St
N
Township of Langley
Est. 1873
Urban
Industrial
Mixed Employment
University District
Agriculture
Rural
Rural Commercial Centre
Conservation & Recreation
First Nations Lands
Official Community Plan
Land Use Designations
Version 04/10/2018
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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
Hwy # 1
Glover Rd
Fraser Hwy
1
1
Land Use Designations
RGS Land Use
Township of Langley
Est. 1873
Frequent Transit Development Area
See note below
Urban Containment Boundary
General Urban
Industrial
Conservation & Recreation
Rural
Agriculture
Mixed Employment
1. Designation is subject to approval of the Provincial Agricultural Land Commission. Refer to Settlement Agreement between the Township of Langley and Metro Vancouver.
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Km
Version: 08/09/2016


Map 1
Rural Plan
Land Use Concept
Agricultural/Countryside
Small Farms/Country Estates
Rural Residential
Regional Park
Salmon River Uplands
Urban Boundary
Agro - Service Centre
Rural Commercial Centre
University District
N
104 Ave
96 Ave
88 Ave
80 Ave
72 Ave
64 Ave
56 Ave
SUBJECT
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. 5103 - September 29, 2014
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ZONING BYLAW NO. 2500



Preliminary Subdivision Plan – SUBMITTED BY APPLICANT

REFERENCE:

Owners:	Houlda Neufeld 5759 – 240 Street Langley, BC V2Z 2N8
Applicant:	Proridge Homes Ltd. 208, 8078 – 128 Street Surrey, BC V3W 4E9
Agent:	Coastland Engineering and Surveying Ltd. 101, 19292 – 60 Avenue Surrey, BC V3S 3M2
Legal Description:	Lot 1 Section 9 Township 11 New Westminster District Plan 67456
Location:	5759 – 240 Street
Area:	18.0 ha (44.5 ac)
Official Community Plan:	Rural
Rural Plan:	Salmon River Uplands
Existing Zoning:	Rural Zone RU-1
Proposed Zoning:	Suburban Residential Zone SR-1
Agricultural Land Reserve:	Not in ALR

BACKGROUND / HISTORY:

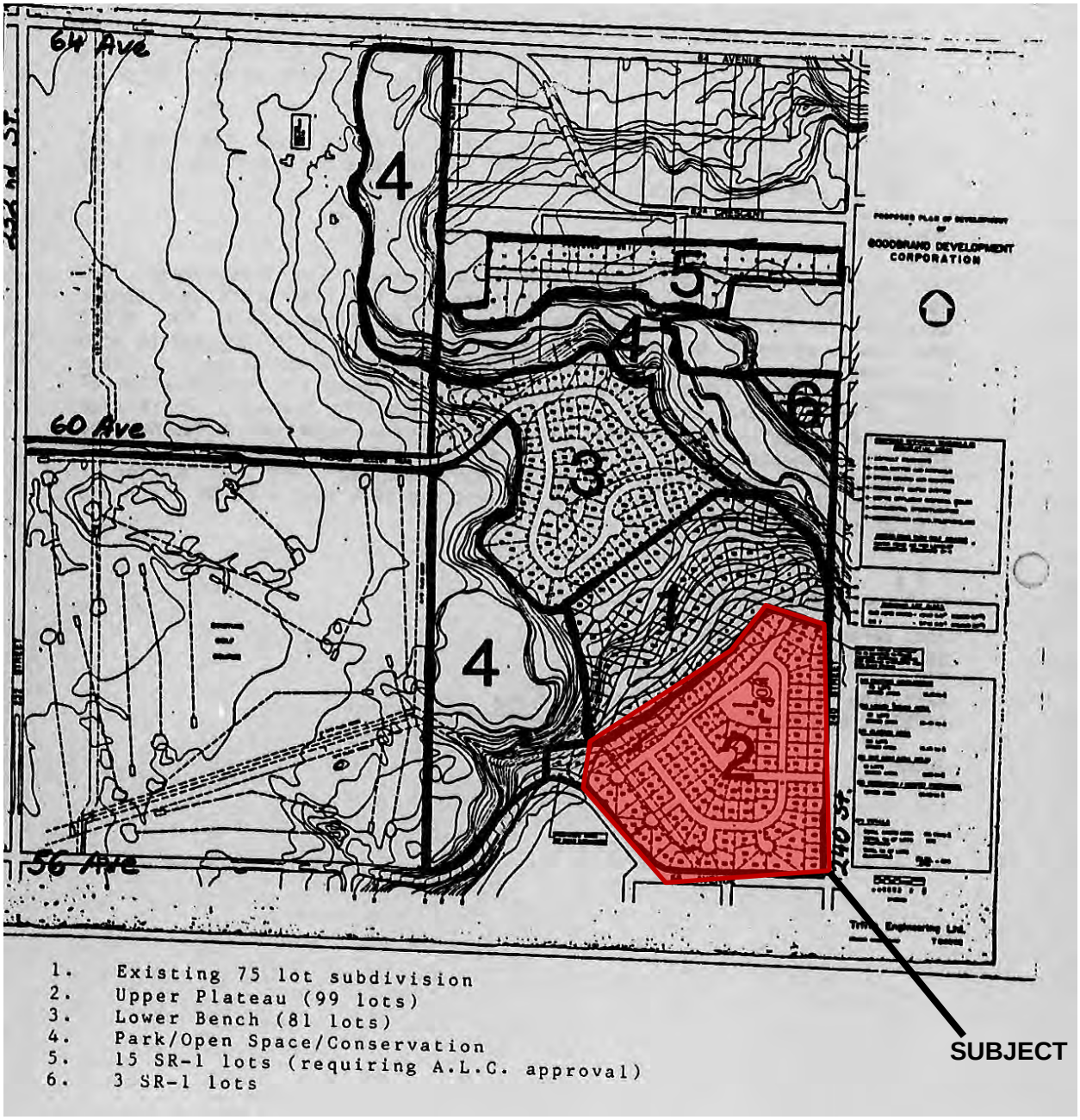
The subject property is part of the Tall Timbers neighbourhood in the Salmon River Uplands. Tall Timbers Estates (directly northwest of the subject site) was excluded from the ALR in 1977 and subdivided in 1979 and 1983 to create 76 single family lots. It is regulated by Land Use Contract 93C with underlying Suburban Residential SR-1 zoning.

The subject site was excluded from the ALR in 1986. The subject site was included as part of a previous rezoning application advanced to Council on November 17, 1986 (Rezoning Bylaw No. 2502) proposing to rezone and subdivide the site and the property to the northwest into 183 single family lots with an 1,340 m^2 (0.33 ac) minimum lot size.

Based on the information provided in the November 17, 1986 Report to Council, development in the Salmon River Uplands was based on a 'one acre gross density' with minimum lot size of 3,716 m^2 (0.92 ac) as per the Subdivision and Development Control Bylaw at the time.

On March 16, 1987 the former rezoning proposal was revised to achieve a 3,716 m^2 (0.92 ac) gross density by adjusting the proposal to accommodate 273 lots (99 of which were proposed on the subject site as indicated on the map included below in this report) with a minimum lot size of 1,200 m^2 (0.29 ac). The proposal included park and open space on a third property to the northwest (which was located in the ALR and subject to ALC approval).

Council granted first and second readings to Rezoning Bylaw No. 2502 on April 6, 1987 and denied third reading on June 1, 1987.



MARCH 16, 1987 PROPOSED LAYOUT

DISCUSSION / ANALYSIS:

Coastland Engineering and Surveying Ltd. has applied to rezone the subject property from Rural Zone RU-1 to Suburban Residential Zone SR-1 to accommodate development consisting of 39 single family lots.

Adjacent Uses:

North: A residential subdivision (Tall Timbers Estates) accommodating single family lots, regulated by Land Use Contract 93C, zoned Suburban Residential Zone SR-1, designated Salmon River Uplands in the Rural Plan and not located within the ALR;

South: 56 Avenue, beyond which are single family lots zoned Suburban Residential Zone SR-1, designated Salmon River Uplands in the Rural Plan and not located within the ALR;

East: 240 Street, beyond which are single family lots zoned Rural Zone RU-1, designated Salmon River Uplands in the Rural Plan and located within the ALR. A 15.8 ha (39 ac) site currently under application (TOL Project 11-10-0079) proposing to subdivide into single family lots, zoned Rural Zone RU-1 and Suburban Residential Zone SR-1, designated Salmon River Uplands in the Rural Plan and located within the ALR;

West: 56 Avenue, beyond which single family lots subdivided in 2015 by TOL Project 11-09-0025, zoned Suburban Residential Zone SR-1, designated Salmon River Uplands in the Rural Plan and located within the ALR. Unopened road dedication for 237A Street, beyond which is a 43 ha (107 ac) property currently under application (TOL Project 11-09-0034) proposing rezoning / subdivision of 44 single family lots, zoned Rural Zone RU-1, designated Salmon River Uplands in the Rural Plan and not located within the ALR.

Policy Review:

Official Community Plan:

The Official Community Plan (OCP) designates the subject property as Rural; a designation primarily intended to maintain the existing rural character of the area as identified in the below excerpt:

> *2.2.6. Areas designated as Rural are intended to maintain the existing rural residential character of the area. Rural residential development and agricultural uses are permitted in conformity with the provisions of the Rural Plan and the Zoning Bylaw, unless otherwise approved by the Agricultural Land Commission. Development at gross densities based on the current Zoning Bylaw is permitted within the Salmon River Uplands area as defined in the Rural Plan, subject to the approval of the Agricultural Land Commission where applicable.*

The OCP goes on to identify the need for further policy development to guide land use in the Salmon River Uplands as illustrated below:

> *2.2.9. Consider undertaking more detailed plans to provide a vision and appropriate policies for the Salmon River Uplands and Fraser Highway corridor areas.*

Rural Plan:

The subject property is designated Salmon River Uplands in the Rural Plan, a designation intended to preserve the rural character of the area. Like the OCP, the Rural Plan identifies the need for a future detailed land use plan to guide growth in the neighbourhood as per the below excerpt:

> *5.7.1 The Salmon River Uplands shall be maintained for rural residential and agricultural uses. A more detailed plan will be prepared setting out policies for future growth, subdivision and agriculture in this area.*

Metro Vancouver Regional Growth Strategy:

The Metro Vancouver Regional Growth Strategy (RGS) designates the subject property as Rural as per the below excerpt:

> *Rural areas are intended to protect the existing character of rural communities, landscapes and environmental qualities. Land uses include low density residential development, small scale commercial, industrial, and institutional uses, and agricultural uses that do not require the provision of urban services such as sewer or transit. Rural areas are not intended as future urban development areas, and generally will not have access to regional sewer services.*

The proposed Suburban Residential SR-1 zoning with a 0.37 ha (0.92 ac) minimum lot size is consistent with the above noted policy context from the OCP, Rural Plan and RGS.

Density:

The subject site is approximately 18.0 ha (44.5 ac) in size. The applicant proposes to subdivide the property into 39 single family lots with an average lot size of 4,047 m^2 (1 ac) and a minimum lot size of 3,716 m^2 (0.92 ac) (as accommodated by the proposed SR-1 zoning). The proposed gross density equates to 2.2 units per hectare (0.88 units per acre) (2.4 units per hectare (0.97 units per acre) net of the proposed road dedications).

Zoning Amendment:

Bylaw No. 5717 proposes to rezone the subject property from Rural Zone RU-1 to Suburban Residential Zone SR-1.

Subdivision:

The preliminary subdivision plan submitted in support of the rezoning application proposes 39 single family lots. Of the 39 proposed lots, 19 will have frontages on 56 Avenue, 240 Street and 58A Avenue. The remaining 20 proposed lots have frontages on new local roads 57 Avenue, 58 Avenue and 238 Street. Access to all of the lots, other than the two (2) lots fronting 58A Avenue is proposed via new local road connection to 240 Street, independent of the established neighbourhood to the north, minimizing potential traffic impacts on the existing neighbourhood.

An exterior design control agreement is a prerequisite to final reading of Bylaw No. 5717. Details of the subdivision will be addressed at the subdivision stage pursuant to the requirements of the Subdivision and Development Servicing Bylaw.

Community Amenity Contributions:

Staff note that the Community Amenity Contributions (CAC) Policy (adopted by Council on July 23, 2018 and subsequently revised on April 15, 2019 and November 18, 2019) is applicable to the subject residential rezoning application. The Policy specifies target contribution amounts based on unit types. The applicant has reviewed the Policy and has agreed to provide the current target contribution amounts specific to this development, which are $6,808 per single family lot for a total amount of $265,512.

Public Information Meeting:

Policy 07-164 requires the subject application hold a Public Information Meeting prior to proceeding to Council. Staff note that due to the COVID-19 pandemic and consistent with the Public Heath Officer's orders, Council has temporarily suspended the requirement for a Public Information Meeting until June 28, 2021.

Adaptable Housing:

In accordance with Section 3.1.9 of the Township's Official Community Plan, a minimum of 5% of the units in the development shall provide adaptable housing. Council has chosen to implement this provision through the adoption and implementation of the Adaptable Housing Requirements in Schedule 2 of the Official Community Plan. In total two (2) adaptable units are required in the development in compliance with the Official Community Plan.

Tree Protection / Replacement:

The tree management plan submitted by the applicant indicates that 6,281 significant trees exist on the subject site, with 2,198 proposed for retention.

In accordance with the Township's Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection), no replacement trees are required. Post development approximately 2,198 trees will be in place on the subject site. Final tree retention, protection, and replacement plans are subject to the final acceptance of the Township. This requirement has been included in the list of development prerequisites to be completed prior to final reading of the rezoning bylaw.

Landscape:

A 15 m (49 ft) wide buffer is proposed along the eastern property line in accordance with the Ministry of Agriculture guidelines to provide a buffer to the properties across 240 Street in the ALR. The buffer consists of a retained mature stand of conifer trees, that will be supplemented with evergreen and deciduous shrubs. The existing white rail fence is proposed to be retained. A split rail fence will separate the ALR buffer from the proposed residential yards. The provision of the buffer and registration of a restrictive covenant are noted as a condition of rezoning.

Servicing:

Prior to final reading the applicant will be required to enter into a Servicing Agreement to secure servicing works such as road works, a stormwater detention facility for the catchment area, a stormwater management plan and utility upgrades and/or extensions in accordance with the Subdivision and Development Servicing Bylaw to the acceptance of the Township.

Extension of municipal water will be required in order to meet the site's Service Level 3 – Special Urban designation. The applicant proposes to incorporate upgrades to the existing pedestrian walkway connection between 237A Street and 56 Avenue to be secured through the servicing agreement.

The applicant will also be required to provide erosion and sediment control measures in accordance with the Erosion and Sediment Control Bylaw, to the acceptance of the Township.

Environmental Considerations:

The Township's Sustainability Charter includes environmental objectives to protect and enhance rivers, streams, wildlife habitats and environmentally sensitive areas in the Township. These environmental objectives are supported by policy and guidance outlined in the Township's Environmentally Sensitive Areas Study, Wildlife Habitat Conservation Strategy, Schedule 3 of the OCP, Erosion and Sediment Control Bylaw, and Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) which promote sound environmental management practices and outline Township environmental performance expectations.

The provision of stormwater management and sediment control measures and compliance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) satisfies the objectives of the Sustainability Charter.

School Sites:

School District 35 has provided comments (Attachment A) and anticipates that the overall development will generate approximately 20 new students for Peterson Road Elementary (located approximately 2.1 km south of the site) and 11 new students for D.W. Poppy Secondary School (located approximately 875 m south of the site).

Parks:

Brown Park, which is equipped with playing fields, is located in the 5100 block of 240 Street (approximately 1 km to the south of the subject site).

Transit:

Transit service is currently provided along Fraser Highway (approximately 3.3 km from the subject site) via the 503 bus.

Policy Considerations:

The proposed rezoning will facilitate subdivision of the existing property into 39 single family lots. The proposed rezoning is compatible with the objectives of the Official Community Plan, Rural Plan and Metro Vancouver Regional Growth Strategy and with the proposed Suburban Residential SR-1 zoning.

Staff recommend that Council give first and second reading to Bylaw No. 5717 subject to 11 development prerequisites and authorize staff to schedule the written submission opportunity.

Respectfully submitted,

Daniel Graham
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT

ATTACHMENT A School District Comments

Langley Schools

27 May 2021

Daniel Graham
Development Planner
Township of Langley
20338 65 Avenue
Langley, BC V2Y 3J1

Re: Development Application Project 11-09-0033 / NEUFELD

CIVIC: 5759 - 240 Street

LEGAL: Lot 1 Section 9 Township 11 NWD Plan 67456

We have reviewed the above proposal.
We calculate the approximate number of students generated by this proposal will be as follows:

Type of Housing	Number of Units	Elementary K-7	Secondary 8-12
Single Family Units	**36**	**20**	**11**

Given the current school catchments this development would impact Peterson Road Elementary School, and D.W. Poppy Secondary School. As you know, while the Langley School District is not responsible for the amount or pace of development we work closely with the Township of Langley in order to advocate to the Ministry of Education for the development of joint sites to benefit our students.

We make every effort to keep students in their catchment schools, but if there is insufficient space in the catchment school we will find them a space at another school in the district.

Please advise if you need any other information.

Yours sincerely,

Brian Iseli, CPA, CMA
Secretary Treasurer

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (NEUFELD) BYLAW 2021 NO. 5717

EXPLANATORY NOTE

Bylaw 2021 No. 5717 rezones the property located at 5759 – 240 Street from Rural Zone RU-1 to Suburban Residential Zone SR-1 to accommodate fee simple subdivision of 39 single family lots.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (NEUFELD) BYLAW 2021 NO. 5717

Bylaw to amend the 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 (Neufeld) Bylaw 2021 No. 5717”.

2. The “Township of Langley Zoning Bylaw 1987 No. 2500” as amended is further amended by rezoning the lands described as:

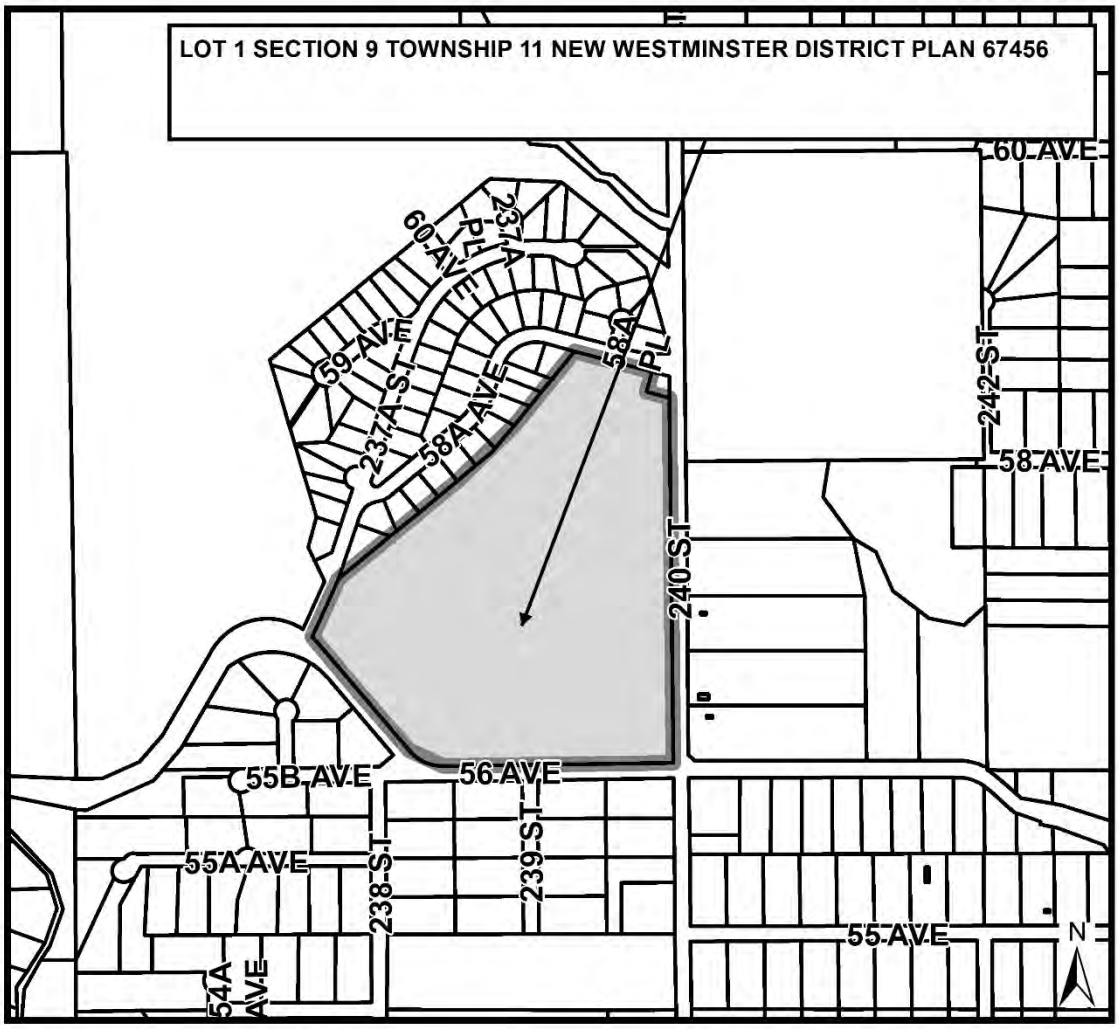
   Lot 1 Section 9 Township 11 New Westminster District Plan 67456

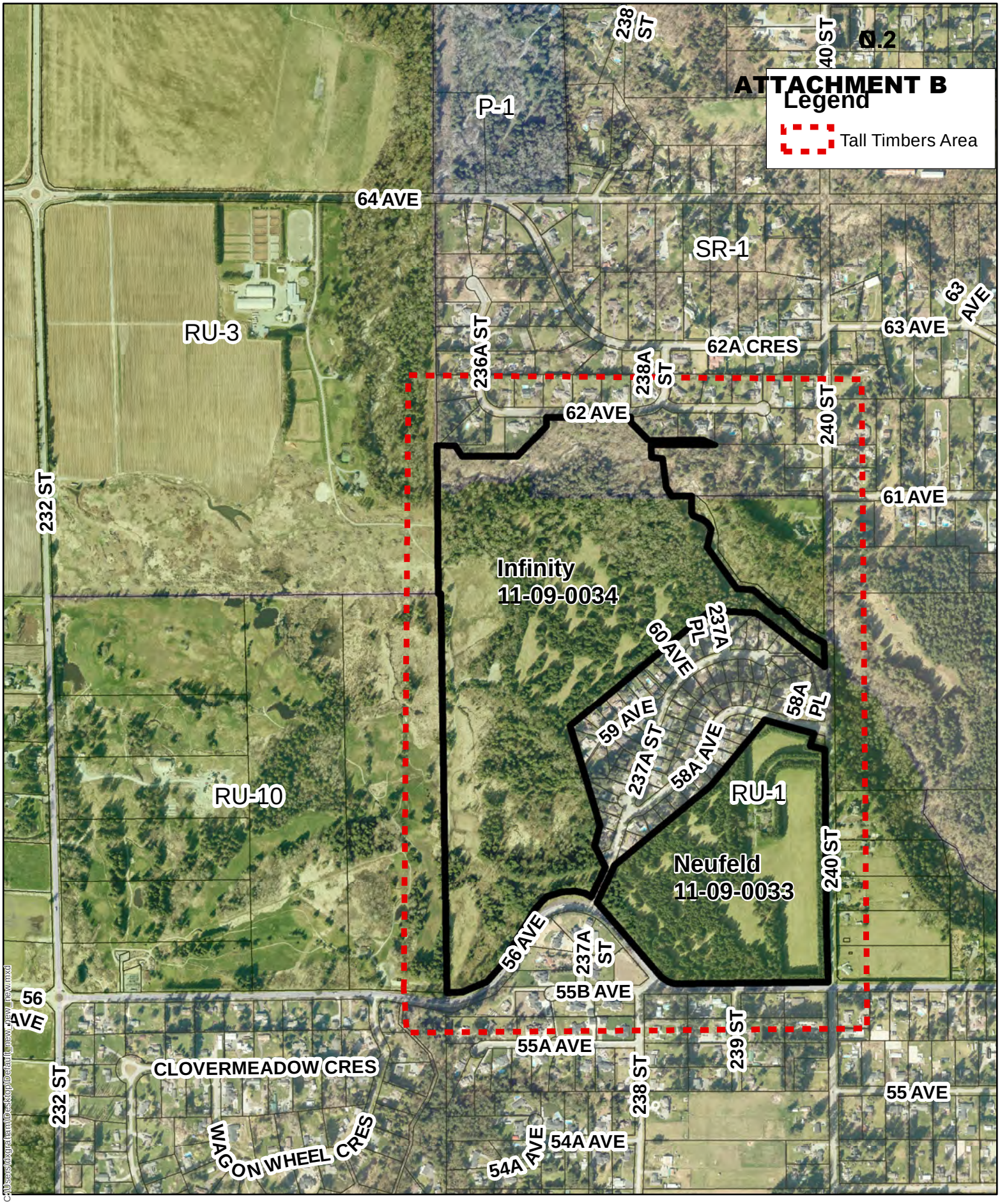
   as shown delineated on Schedule “A” attached to and forming part of this Bylaw to Suburban Residential Zone SR-1.

READ A FIRST TIME the	day of	, 2021
READ A SECOND TIME the	day of	, 2021
NOTICE WAS ADVERTISED the	day of	, 2021
READ A THIRD TIME the	day of	, 2021
ADOPTED the	day of	, 2021

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 5717





Author: DRG	N	The Corporation of the Township of Langley
Date: Sep 24, 2021		TALL TIMBERS AREA
Scale: 1:10,000		The data provided is compiled from various sources and is not warranted as to its accuracy or sufficiency. Legal descriptions and lot annotation should be confirmed at the Land Titles Office in New Westminster. The location of infrastructure should be confirmed by field survey. The data and information provided by the Township will not be sold, given or loaned to any other person, company, organization or entity without the express written consent of the Township.

15-311

SUBDIVISION PLAN OF LOT 8, PLAN 23779, OF THE NORTH EAST QUARTER, SECTION 9, TOWNSHIP 11, AND A PORTION OF THE SOUTH EAST QUARTER, SECTION 9, TOWNSHIP 11, NEW WESTMINSTER DISTRICT

PLAN 54464

REF: P29016

DEPOSITED IN THE LAND REGISTRY OFFICE AT NEW WESTMINSTER, B.C. THIS 3rd DAY OF MARCH 1978

REGISTRAR

SCALE - 1 : 2000 ALL DISTANCES ARE IN METRES EXCEPT WHERE OTHERWISE NOTED

LEGEND - BEARINGS ARE ASTRONOMIC AND ARE DERIVED FROM PLAN 23779
- OIP DENOTES OLD IRON POST FOUND
- IP DENOTES IRON POST SET WITH ACCOMPANYING REFERENCE POST
- OPCON DENOTES OLD CONCRETE POST FOUND

STA. - STA.	AZIMUTH	DISTANCE
① — ②	350° 50' 15"	6.465
③ — ④	326° 04' 35"	1.965
⑤ — ⑥	37° 41' 45"	4.560
⑦ — ⑧	231° 50' 25"	12.190
⑨ — ⑩	60° 42' 40"	8.840
⑪ — ⑫	145° 00' 00"	6.045

REF PLAN 8562 — "B" PLAN 13274 — EXPL PLAN 30138 — REM. "A" — 61ST AVENUE STREET — SECTION 10 TOWNSHIP 11 — REM. "C" — "A" PLAN 7249 — NORTH WEST QUARTER — B PLAN 23779 — N.W. 1/4 SEC. 9 TP. 11 — REF PLAN 10539 — REF PLAN 12662

31 (43.97 Ha.)

TOTAL = 62.09 Ha

32 14.69 Ha

(18.12 Ha.)

S.W. 1/4 OF SECTION 10 TOWNSHIP 11 — N.W. 1/4 SECTION 10 — 240TH. ROAD — 9 QUARTER PLAN 27905 — WEST 10 SOUTH

B.C. HYDRO AND POWER AUTHORITY GAS TRANSMISSION RIGHT OF WAY PLAN

"A" PLAN 11642 — ROAD

VENTURE DEVELOPMENTS LTD.

President

Secretary

KEEMEN DEVELOPMENTS LIMITED

President

Secretary

REM. "A" EXPL PLAN 12850 — NORTH EAST QUARTER SECTION 4 TOWNSHIP 11 — N.W. 1/4 SEC. 4 TP. 11

56TH. AVENUE — 238TH STREET — 239TH STREET — 16 17 18 19 — PLAN 34232 — 15 — N.W. 1/4 SEC. 3 TP. 11

THOMSON, ISAAK & OSMAN
202 - 20588 FRASER HWY
LANGLEY, B.C. V3A 4G2
phone 533-2411

B.C. LAND SURVEYORS
202 - 27731 FRASER HWY
P.O. BOX 1518
ALDERGROVE B.C. V0N 1A0
phone 856-5131

APPROVED UNDER THE LAND REGISTRY ACT
DATED THIS 16 DAY OF MARCH, 1978

APPROVING OFFICER - MUNICIPALITY OF LANGLEY

THIS PLAN LIES WITHIN THE CENTRAL FRASER VALLEY REGIONAL DISTRICT

I, P.G. ISAAK OF LANGLEY, B.C., A BRITISH COLUMBIA LAND SURVEYOR, DO SOLEMNLY, SINCERELY, AND TRULY AFFIRM AND DECLARE THAT THE TRUTH OF MY BELIEF IS ACCORDING TO MY RELIGIOUS BELIEF, UNLAWFUL; AND I DO ALSO SOLEMNLY, SINCERELY AND TRULY AFFIRM AND DECLARE THAT I WAS PRESENT AT AND DID PERSONALLY SUPERINTEND THE SURVEY REPRESENTED BY THIS PLAN AND THAT THE SURVEY AND PLAN ARE CORRECT. THE SURVEY WAS COMPLETED ON THE 12TH DAY OF FEBRUARY, 1978.

P.G. Isaak - B.C. LAND SURVEYOR

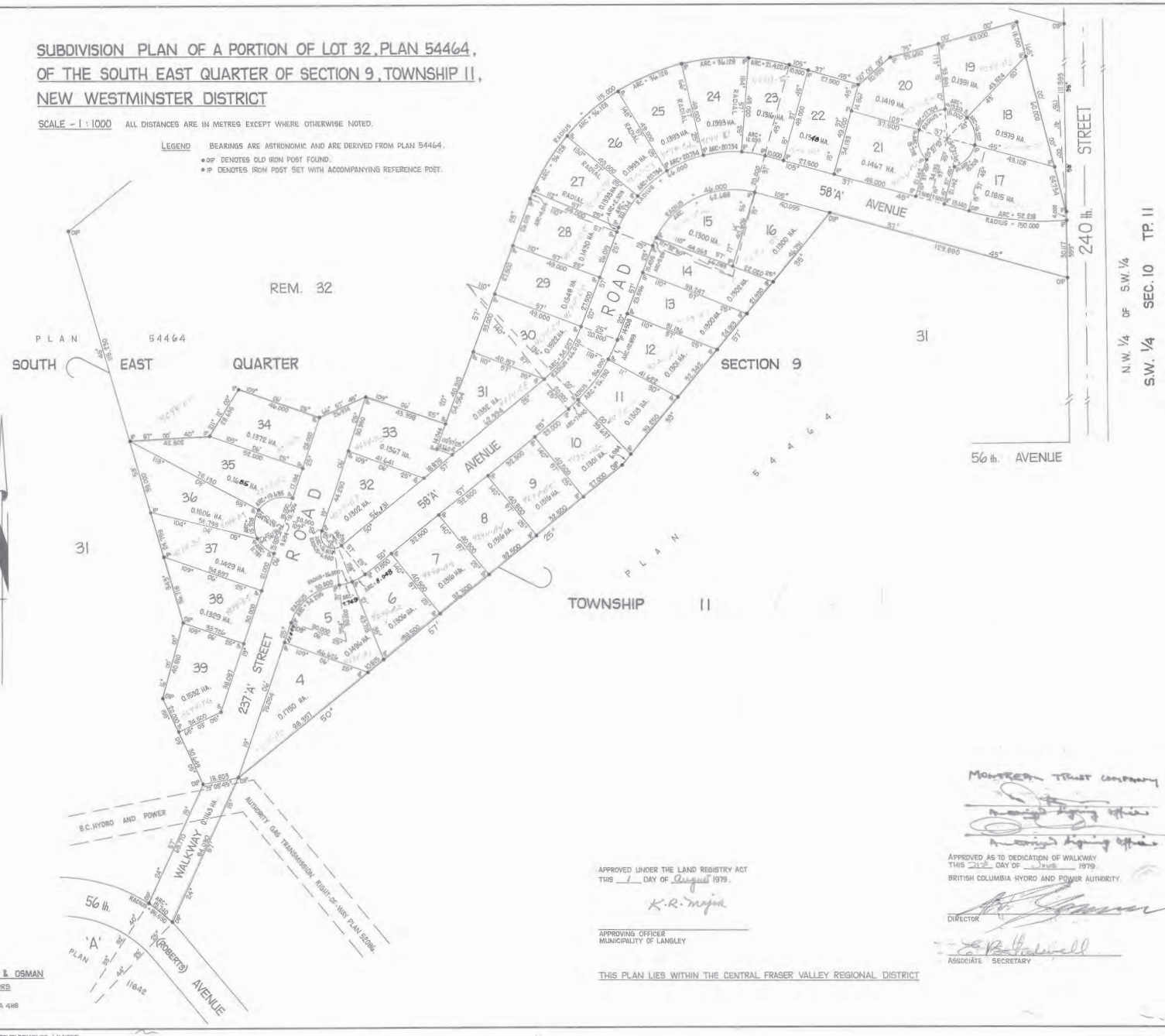
AFFIRMED AND DECLARED BEFORE ME THIS 9TH DAY OF MARCH 1978

A COMMISSIONER FOR TAKING AFFIDAVITS WITHIN BRITISH COLUMBIA

SUBDIVISION PLAN OF A PORTION OF LOT 32, PLAN 54464, OF THE SOUTH EAST QUARTER OF SECTION 9, TOWNSHIP 11, NEW WESTMINSTER DISTRICT

SCALE - 1 : 1000 ALL DISTANCES ARE IN METRES EXCEPT WHERE OTHERWISE NOTED.

LEGEND BEARINGS ARE ASTRONOMIC AND ARE DERIVED FROM PLAN 54464.
- ● OP DENOTES OLD IRON POST FOUND.
- ● IP DENOTES IRON POST SET WITH ACCOMPANYING REFERENCE POST.



PLAN 57565

REF. R789205

DEPOSITED IN THE LAND REGISTRY OFFICE AT NEW WESTMINSTER, B.C. THIS 16TH DAY OF August 1979.

Assistant Deputy REGISTRAR

G.F.T. INVESTMENTS LTD.

KEEMEN DEVELOPMENTS LIMITED

(PRES)

The Bank of Nova Scotia By its duly appointed attorney

Witness: D. Walker
Address: 650 W. Georgia St. Vancouver, B.C.

MONTREAL TRUST COMPANY

APPROVED AS TO DEDICATION OF WALKWAY THIS 21st DAY OF June 1979.
BRITISH COLUMBIA HYDRO AND POWER AUTHORITY.

DIRECTOR

ASSOCIATE SECRETARY

APPROVED UNDER THE LAND REGISTRY ACT THIS 1 DAY OF August 1979.

K.R. Major

APPROVING OFFICER
MUNICIPALITY OF LANGLEY

THIS PLAN LIES WITHIN THE CENTRAL FRASER VALLEY REGIONAL DISTRICT

I, P.G. ISAAK OF LANGLEY, B.C., A BRITISH COLUMBIA LAND SURVEYOR, DO SOLEMNLY, SINCERELY, AND TRULY AFFIRM AND DECLARE THAT THE TAKING OF AN OATH IS ACCORDING TO MY RELIGIOUS BELIEF, UNDER THE ACT; AND I DO ALSO SOLEMNLY SINCERELY AND TRULY AFFIRM AND DECLARE THAT I WAS PRESENT AT AND DID PERSONALLY SUPERINTEND THE SURVEY REPRESENTED BY THIS PLAN AND THAT THE SURVEY AND PLAN ARE CORRECT. THE SURVEY WAS COMPLETED ON THE 23rd DAY OF MAY, 1979.

P.G. Isaak B.C. LAND SURVEYOR

AFFIRMED AND DECLARED BEFORE ME THIS 23rd DAY OF MAY, 1979.

A COMMISSIONER FOR TAKING AFFIDAVITS WITHIN BRITISH COLUMBIA

THOMSON, ISAAK & OSMAN
B.C. LAND SURVEYORS
202 GLOVER ROAD
LANGLEY, B.C. V3A 4H8
PHONE 533-2411

81-3 KEEMEN DEVELOPMENTS LIMITED

ATTACHMENT D O.2

O.2

ATTACHMENT E

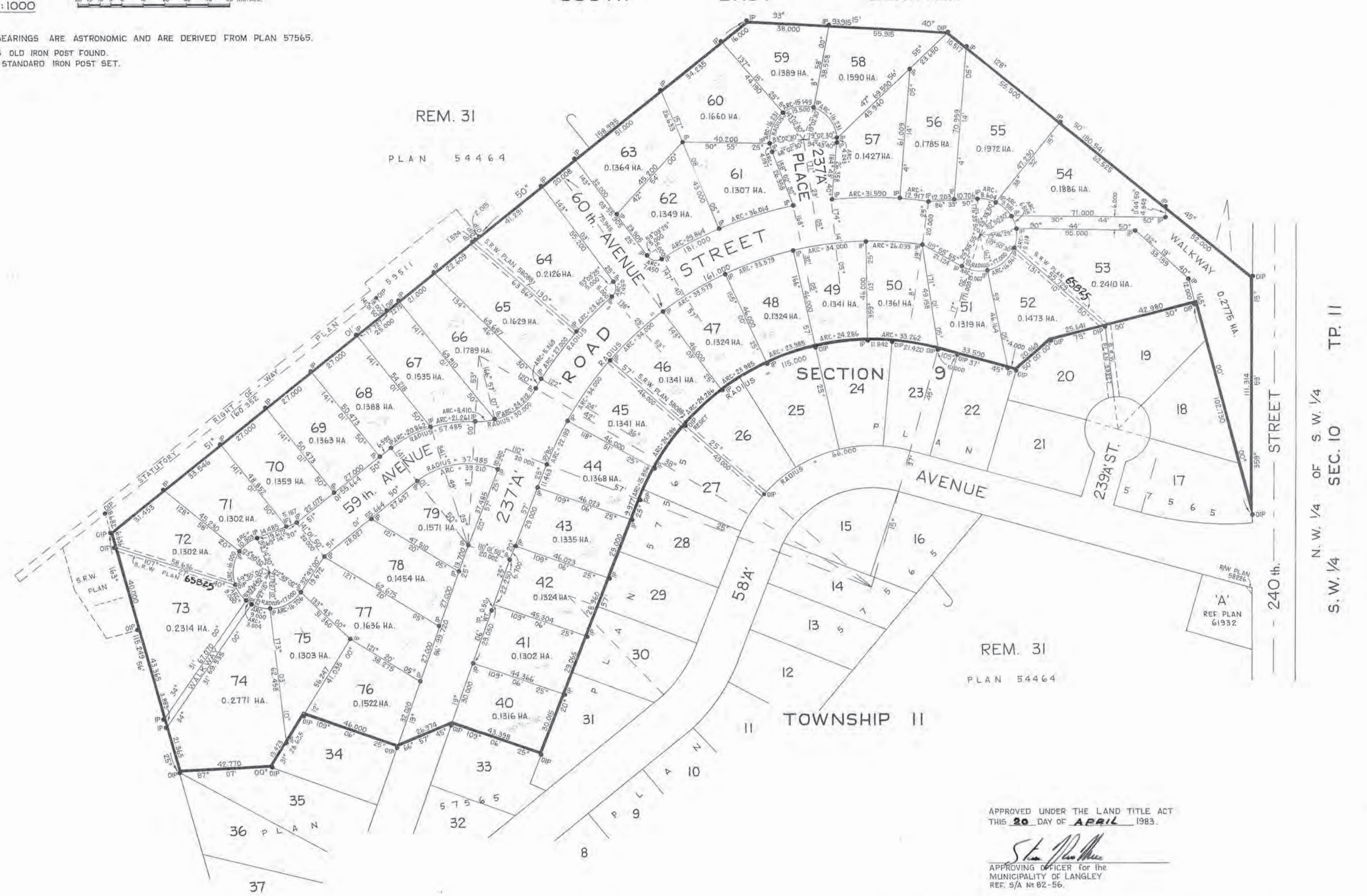
SUBDIVISION PLAN OF LOT 32, PLAN 54464,
OF THE SOUTH EAST QUARTER OF SECTION 9, TOWNSHIP 11,
EXCEPT PART SUBDIVIDED BY PLAN 57565,
NEW WESTMINSTER DISTRICT

PLAN 65826
Ref W58027
DEPOSITED IN THE LAND TITLE OFFICE AT NEW WESTMINSTER, B.C. THIS 21 DAY OF April 1983.

ASSISTANT DEPUTY REGISTRAR

SCALE - 1:1000 (20 15 10 5 0 10 20 30 40 50 METRES)

LEGEND BEARINGS ARE ASTRONOMIC AND ARE DERIVED FROM PLAN 57565.
- OIP DENOTES OLD IRON POST FOUND.
- IP DENOTES STANDARD IRON POST SET.



OWNERS:
SENIOR INVESTMENTS LTD.
AUTHORIZED SIGNATORY

MORTGAGEES:
KEEMEN DEVELOPMENTS LTD.
AUTHORIZED SIGNATORY
AUTHORIZED SIGNATORY

G.F.T. INVESTMENTS LTD.
AUTHORIZED SIGNATORY
AUTHORIZED SIGNATORY

THE BANK OF BRITISH COLUMBIA
AUTHORIZED SIGNATORY
AUTHORIZED SIGNATORY

RE: LOTS 54, 55, 56 AND 58.
THE REGISTERED OWNER DESIGNATED HEREON DECLARES THAT HE HAS ENTERED INTO A COVENANT IN FAVOUR OF THE CORPORATION OF THE TOWNSHIP OF LANGLEY AND THE PROVINCE OF BRITISH COLUMBIA AS REPRESENTED BY THE MINISTER OF ENVIRONMENT UNDER SECTION [illegible] OF THE LAND TITLE ACT.
SENIOR INVESTMENTS LTD.
AUTHORIZED SIGNATORY
DATED AT Surrey, B.C. ON March 1983.

APPROVED UNDER THE LAND TITLE ACT THIS 20 DAY OF APRIL 1983.
APPROVING OFFICER for the MUNICIPALITY OF LANGLEY
REF. S/A No. 82-56.

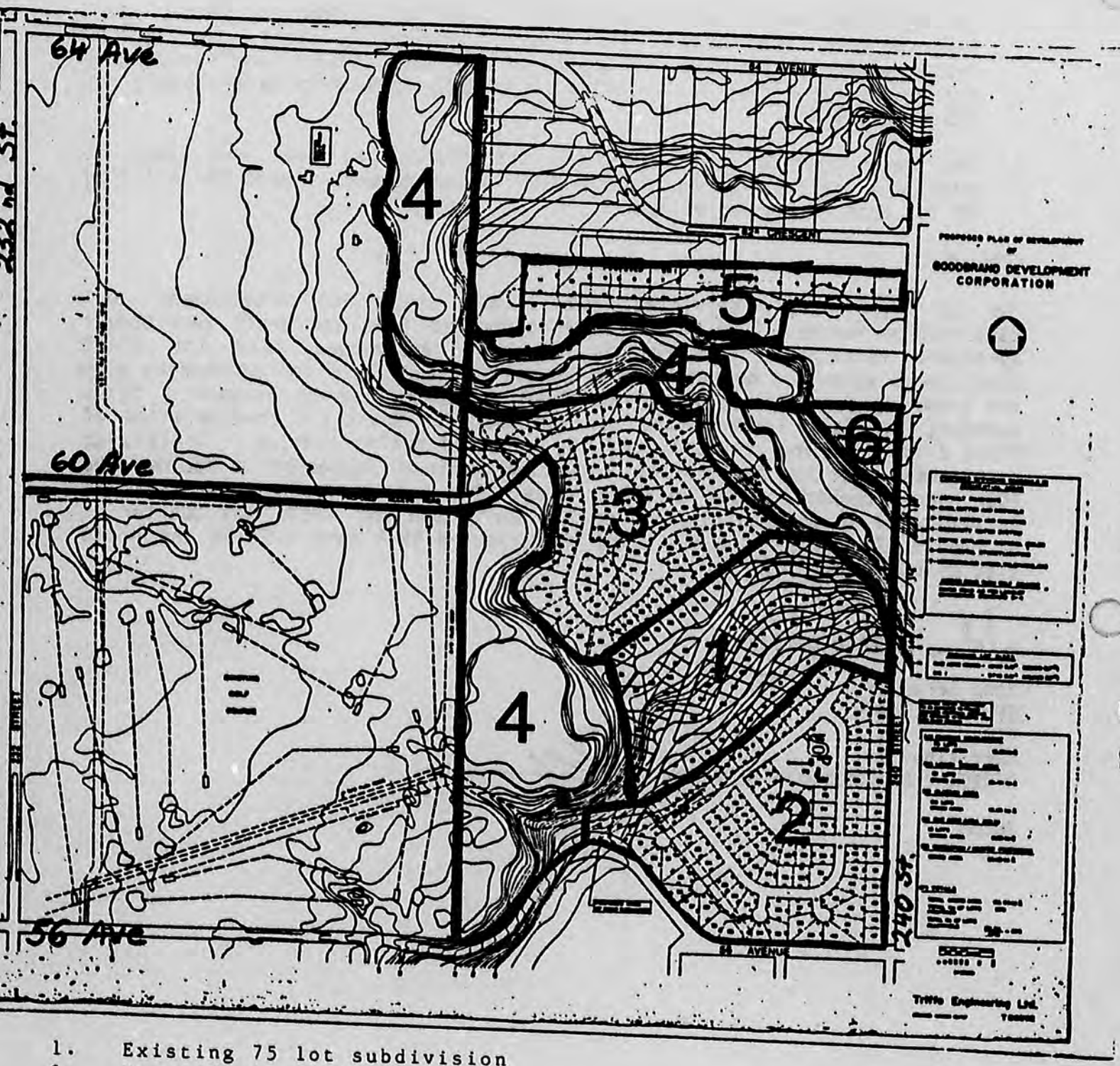
THIS PLAN LIES WITHIN THE CENTRAL FRASER VALLEY REGIONAL DISTRICT

I, P.G. ISAAK, A BRITISH COLUMBIA LAND SURVEYOR OF LANGLEY, IN BRITISH COLUMBIA, CERTIFY THAT I WAS PRESENT AT AND PERSONALLY SUPERINTENDED THE SURVEY REPRESENTED BY THIS PLAN AND THAT THE SURVEY AND PLAN ARE CORRECT. THE SURVEY WAS COMPLETED ON THE 21st. DAY OF JANUARY, 1983.

P.G. Isaak B.C.L.S.

THOMSON, ISAAK & OSMAN
B.C. LAND SURVEYORS
5722 GLOVER ROAD
LANGLEY, B.C. V3A 4H8
PHONE 533-2411
8165-9 KEEMEN DEVELOPMENTS LTD.

ATTACHMENT F

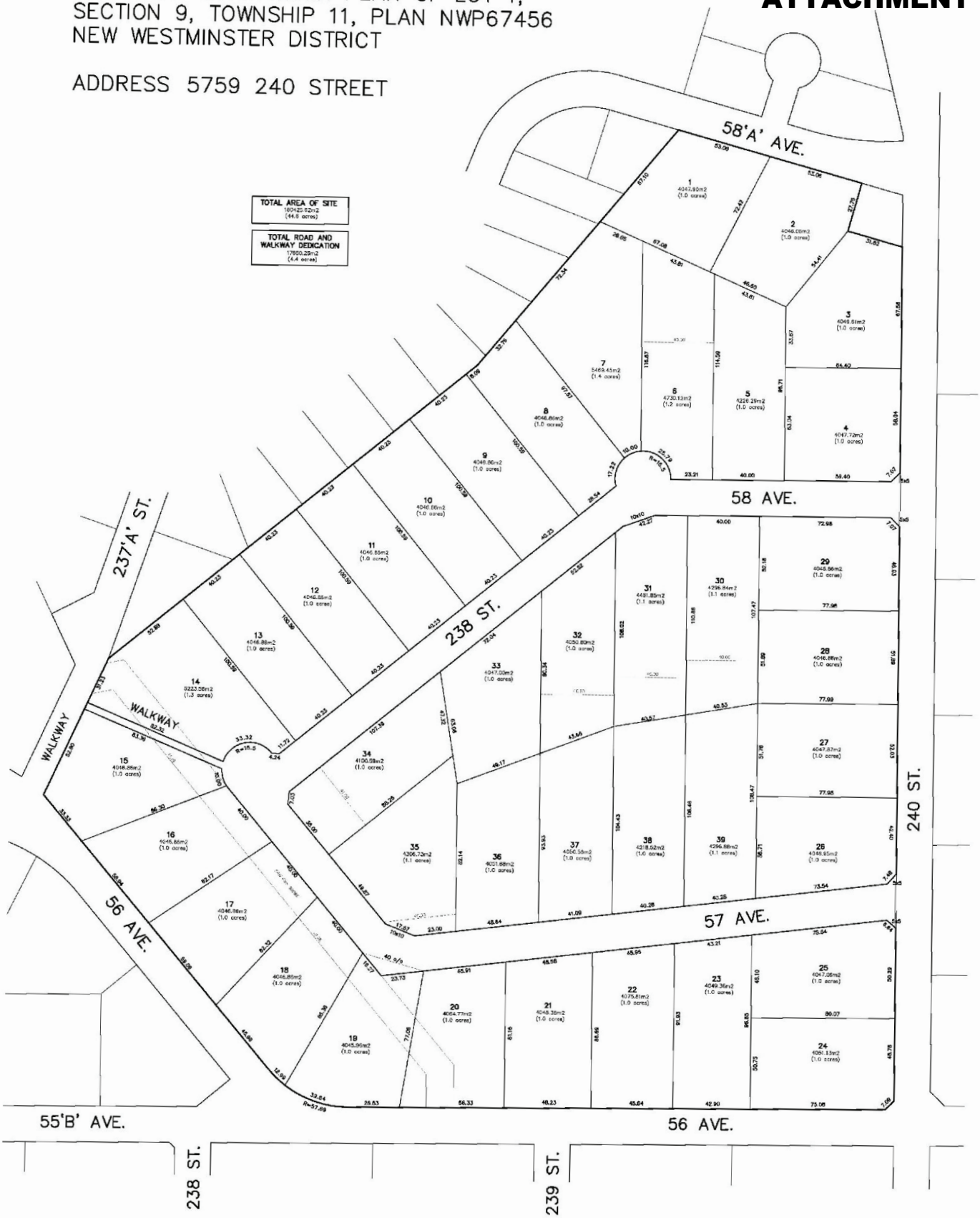


1. Existing 75 lot subdivision
2. Upper Plateau (99 lots)
3. Lower Bench (81 lots)
4. Park/Open Space/Conservation
5. 15 SR-1 lots (requiring A.L.C. approval)
6. 3 SR-1 lots

ATTACHMENT G

PROPOSED SUBDIVISION PLAN OF LOT 1,
SECTION 9, TOWNSHIP 11, PLAN NWP67456
NEW WESTMINSTER DISTRICT

ADDRESS 5759 240 STREET

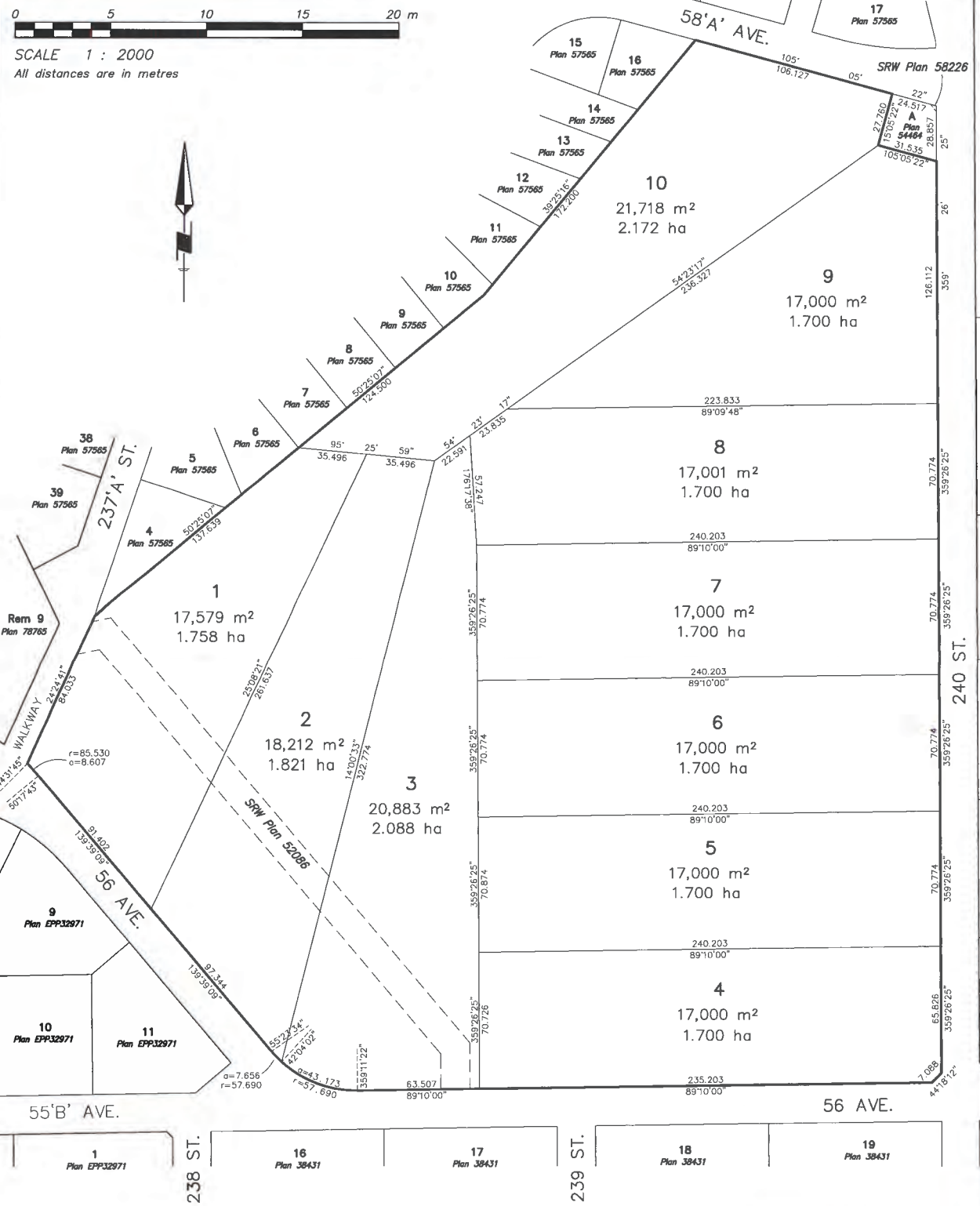


Coastland engineering & surveying ltd.
#101, 19292 – 60 Avenue
Surrey, B.C. V3S 3M2
Phone: (604) 532-9700
Fax: (604) 532-9701

PROJECT No: #2697
LAYOUT-R1
SCALE: 1:1000
DATE: 15 NOVEMBER, 2019

PROPOSED SUBDIVISION PLAN OF LOT 1, SECTION 9, TOWNSHIP 11, PLAN NWP67456 NEW WESTMINSTER DISTRICT

ADDRESS: 5759 240 STREET
LANGLEY, B.C.



RECEIVED
AUG 23 2021
PLANNING & DEVELOPMENT
TOWNSHIP OF LANGLEY

RECEIVED
AUG 16 2021
GREEN INFRASTRUCTURE SERVICES
TOWNSHIP OF LANGLEY

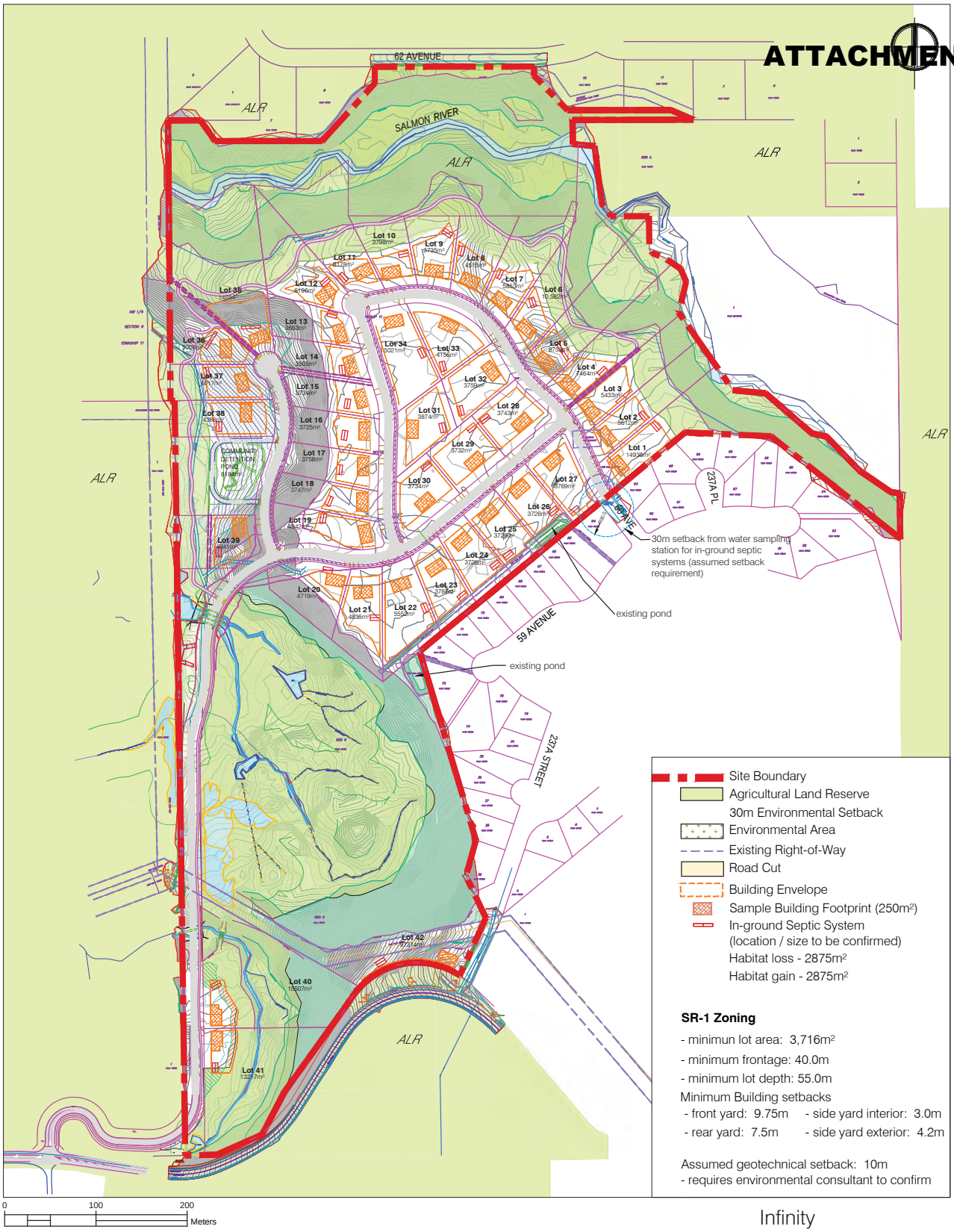
Cameron Land Surveying Ltd.
B.C. Land Surveyors
Unit 234, 18525–53rd Avenue
Surrey, B.C. V3S 7A4
Phone: 604–597–3777
File: 6879–SUB5

This plan lies within the
Metro Vancouver Regional District

Certified correct this 6th day of August, 2021.

Kenneth Schuurman B.C.L.S.(800)

ATTACHMENT I



NOTES:

- Concept requires geotechnical review and hydrogeotechnical review
- Proposed subdivision within the Agricultural Land Reserve will require review and approval by the Agricultural Land Commission

Infinity
Single Family Subdivision
Tall Timbers Project
232 Street & 56 Avenue, Langley

SUBDIVISION CONCEPT

LEGAL DESCRIPTION
LOT 9, EXCEPT PART
SUBDIVIDED BY PLAN LMP48318,
SECTION 9 TOWNSHIP 11
NEW WESTMINSTER DISTRICT
PLAN 78765

PID 011-964-847

GROSS SITE AREA
43.4 hectares / 107.7 acres

EXISTING DESIGNATIONS
OCP: Rural
CP: Salmon River Uplands
Zoning: RU-1

PROPOSED DESIGNATIONS
OCP: Rural
CP: Salmon River Uplands
Zoning: SR-1

LOT YIELD
Existing: 1 lot
Proposed: 44 lots

DENSITY
Gross: 1.01 uph / 0.41 upa

APLIN MARTIN

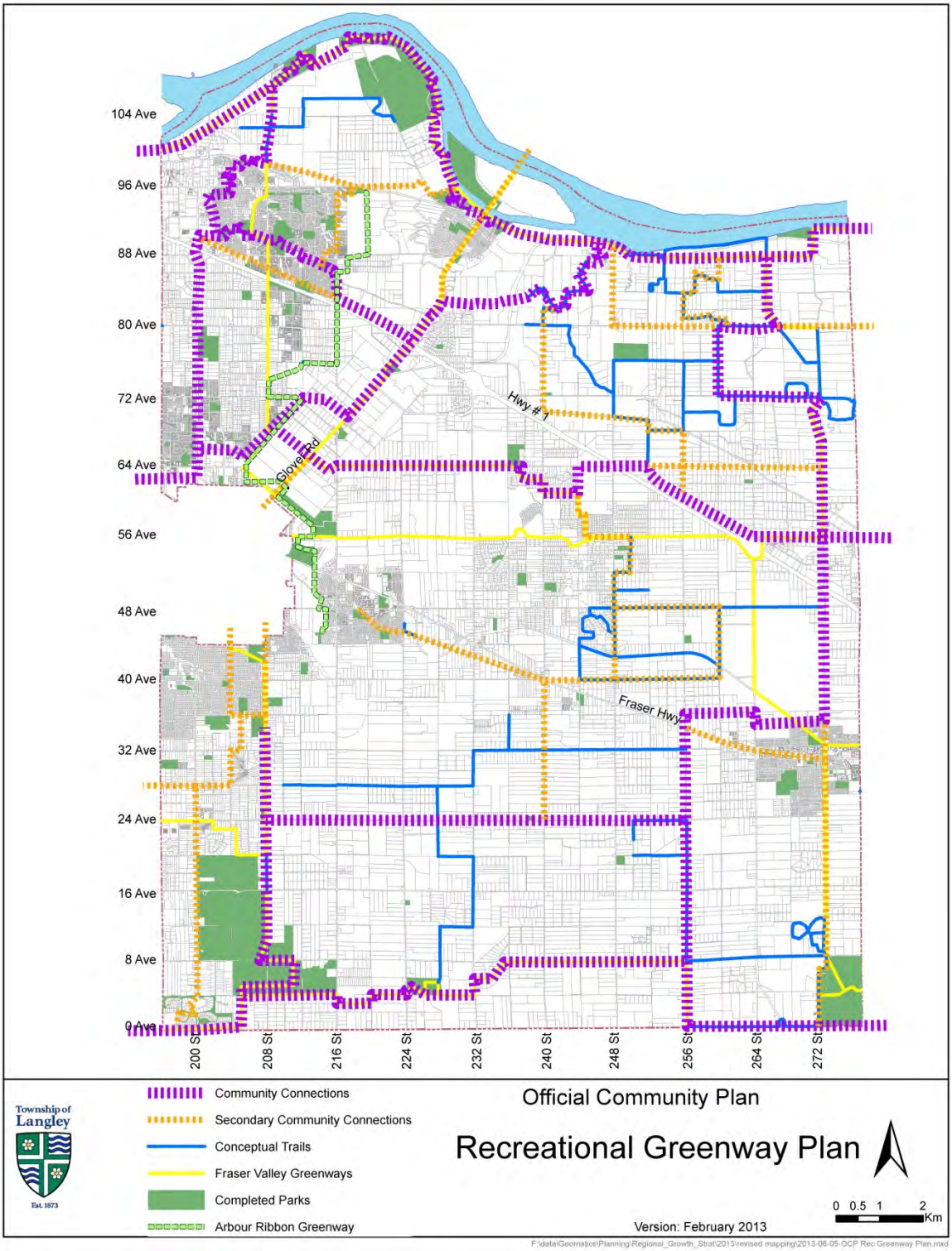
Project 15-523
30 / 01 / 2020
Drawn by: SX; revised by SD

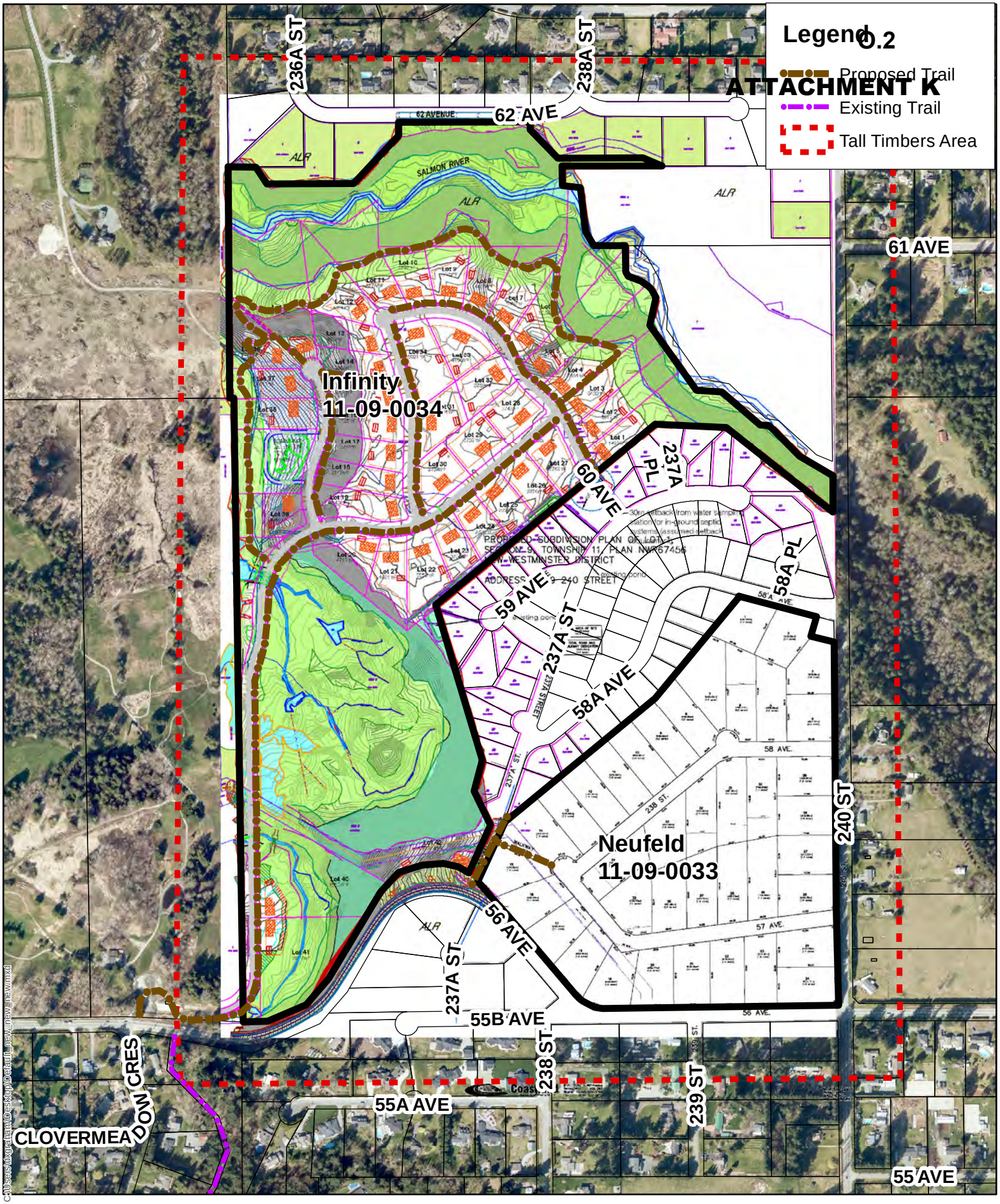
Drawing **R2**

NOTE: Conceptual layout only, subject to change without notice. Property of Aplin & Martin Consultants Ltd. and not to be reproduced or used without written permission by the Company.

M:\HEAD\2015\15-523\DWG\PLANNING\PROVE-OUT CONCEPTS\15-523 Tall Timbers R2 PROVEOUT - 2021-09-21.dwg

MAP 12 – RECREATIONAL GREENWAY PLAN





Author:	DRG
Date:	Sep 24, 2021
Scale:	1:6,393

N

The Corporation of the Township of Langley

CURRENT PROPOSED TRAIL NETWORK

The data provided is compiled from various sources and is not warranted as to its accuracy or sufficiency. Legal descriptions and lot annotation should be confirmed at the Land Titles Office in New Westminster. The location of infrastructure should be confirmed by field survey. The data and information provided by the Township will not be sold, given or loaned to any other person, company, organization or entity without the express written consent of the Township.