



REGULAR COUNCIL MEETING AGENDA

Monday, July 23, 2018
7:00 P.M.
Council Chambers, Langley City Hall
20399 Douglas Crescent

Pages

1. ADOPTION OF AGENDA

- a. Adoption of the July 23, 2018 Regular Agenda

2. COMMITTEE OF THE WHOLE

- a. Bylaw 3069 - Road Closure Bylaw 1
To close the portion of road (574.3 m²) located adjacent to 19610, 19618-26, 19630-32, 19638, and 19648-50 55A Avenue dedicated by Plan EPP83409
- b. Bylaw 3076 - Financial Plan Amendment 5

3. ADOPTION OF THE MINUTES

- a. Special (Pre-Closed) Meeting Minutes from July 9, 2018 9
- b. Special (Pre-Closed) Meeting Minutes from July 16, 2018 11

4. BUSINESS ARISING FROM COMMITTEE OF THE WHOLE

- a. Bylaw 3069 - Road Closure Bylaw 13
Final reading of a bylaw to remove the dedication of highway and to close the portion of road (574.3 m²) located adjacent to 19610, 19618-26, 19630-32, 19638, and 19648-50 55A Avenue dedicated by Plan EPP83409
- b. Bylaw 3076 - Financial Plan Amendment 17
Final reading of a bylaw to amend the Financial Plan for 2018 - 2022

5. MAYOR'S REPORT

- a. Upcoming Meetings
 - Special Council Meeting – August 23, 2018
 - Regular Council Meeting – September 17, 2018
 - Regular Council Meeting – September 24, 2018
- b. Metro Vancouver Update - Councillor Storteboom
- c. Library Happenings - Councillor Martin
- d. Discover Langley City - Councillor Albrecht
- e. Langley City Video Spotlight - Mayor Schaffer
Gold Key Audi

6. BYLAWS

- a. Bylaw 3047 - Smoking Regulation Bylaw Amendment 21
First, second and third reading of a bylaw to amend the Smoking Regulation Bylaw to include new areas where smoking is prohibited and to include cannabis in the definition of smoking.
- b. Bylaw 3072 - Zoning Amendment 27
Final reading of a bylaw to rezone the properties located at 5471 and 5481 -199A Street from RS1 Single Family Residential Zone to CD61 Comprehensive Development Zone to accommodate a 3-storey, 13-unit townhouse development
 - 1. Development Permit No. 11-18 64
5471 and 5481 -199A Street
- c. Bylaw 3075 - Community Standards Bylaw 71
Final reading of a bylaw to regulate, prohibit and impose requirements in relation to the use of public places and the protection and enhancement of the well-being of the community
- d. Bylaw 3079 - Fees and Charges Bylaw Amendment 77
Final reading of a bylaw to amend the Fees and Charges Bylaw (Community Standards Bylaw)

e.	Bylaw 3080 - Municipal Ticketing Information Bylaw Amendment Final reading of a bylaw to amend the Municipal Ticketing Information System Bylaw. (Community Standards Bylaw)	80
f.	Bylaw 3083 - Land Use Contract Discharge First and second reading of a bylaw to authorize the discharge of Land Use Contract No. 05-73 from the property located at 4538 – 204 Street to facilitate application for a secondary suite	84
g.	Bylaw 3084 - Land Use Contract Discharge First and second reading of a bylaw to authorize the discharge of Land Use Contract No. 01-73 from the property located at 4945 - 205A Street to facilitate application for a secondary suite	88

7. ADMINISTRATIVE REPORTS

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d.	Tender Award – 50th Avenue Muckle Creek Culvert Replacement Director of Engineering, Parks and Environment	183
e.	Proposed Fence at East side of 20897 57 Avenue Director of Engineering, Parks and Environment	186

8. NEW AND UNFINISHED BUSINESS

a.	Motions/Notices of Motion	
b.	Correspondence	
c.	Unfinished Business	
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2. Resolution - Rapid Transit To Langley City
Public release of resolution from December 11, 2017 Closed Meeting

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9. ADJOURNMENT



EXPLANATORY MEMO

ROAD CLOSURE BYLAW No. 3069

The purpose of Bylaw 3069 is to remove the dedication of highway and to close the portions of road (574.3 m²) located adjacent to 19610, 19618-26, 19630-32, 19638, and 19648-50 55A Avenue dedicated by Plan EPP83409 as the City intends to sell the property and the road is no longer required.



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A bylaw to close and remove the dedication of portions of highway adjacent to 19610, 19618-26, 19630-32, 19638, and 19648-50 55A Avenue dedicated by Plans 38427 and 84735.

WHEREAS, pursuant to Section 40 of the *Community Charter*, Council may, by bylaw, close all of a highway to traffic and remove the dedication of the highway if, prior to adopting the bylaw, Council publishes notice of its intention in a newspaper and provides an opportunity for persons who consider they are affected by the bylaw to make representations to Council;

AND WHEREAS the Council of the City of Langley deems it expedient to close to traffic and remove the dedication of highway from the public highway comprising 574.3 m², created by the deposit of Plan EPP83409, which areas are shown outlined in bold black on Schedule A - Reference Plan Of Closed Road EPP83409;

AND WHEREAS the City of Langley has published notice of its intention to close that portion of highway to traffic and to remove its dedication as highway, has delivered notice to the operators of utilities whose transmission or distribution facilities or work Council considers will be affected, and has provided an opportunity for persons who consider they are affected by the closure and disposition to make representations to Council;

NOW THEREFORE the Council of the City of Langley in open meeting assembled enacts as follows:

1. Title

- (1) This bylaw shall be cited as the "Road Closure Bylaw No. 3069, 2018".

2. Authorization and Road Closure

- (1) Attached to this Bylaw as Schedule "A" and forming part of this Bylaw is a copy of the reference plan of highway closure EPP83409 prepared by Kyle G. Phillips, BCLS #973 completed and checked on the 2nd day of June, 2018 (the "Road Closure Plan")
- (2) The City hereby authorizes the closure to traffic and removal of highway dedication of the approximate 574.3 m² portion of highway created by the deposit of Plan EPP83409, labeled "Closed Road Dedicated Road on Plan EPP83409" on the Road Closure Plan (the "Closed Road").

- (3) On deposit of the Road Closure Plan and all other documentation for the closure of the Closed Road in the New Westminster Land Title Office, the Closed Road is closed to public traffic, it shall cease to be public highway, and its dedication as a highway is cancelled.
- (4) The Mayor and Corporate Officer are authorized to execute all deeds of land, plans, and other documentation necessary to effect this road closure.

READ A FIRST, SECOND AND THIRD TIME this 11th day of June, 2018.

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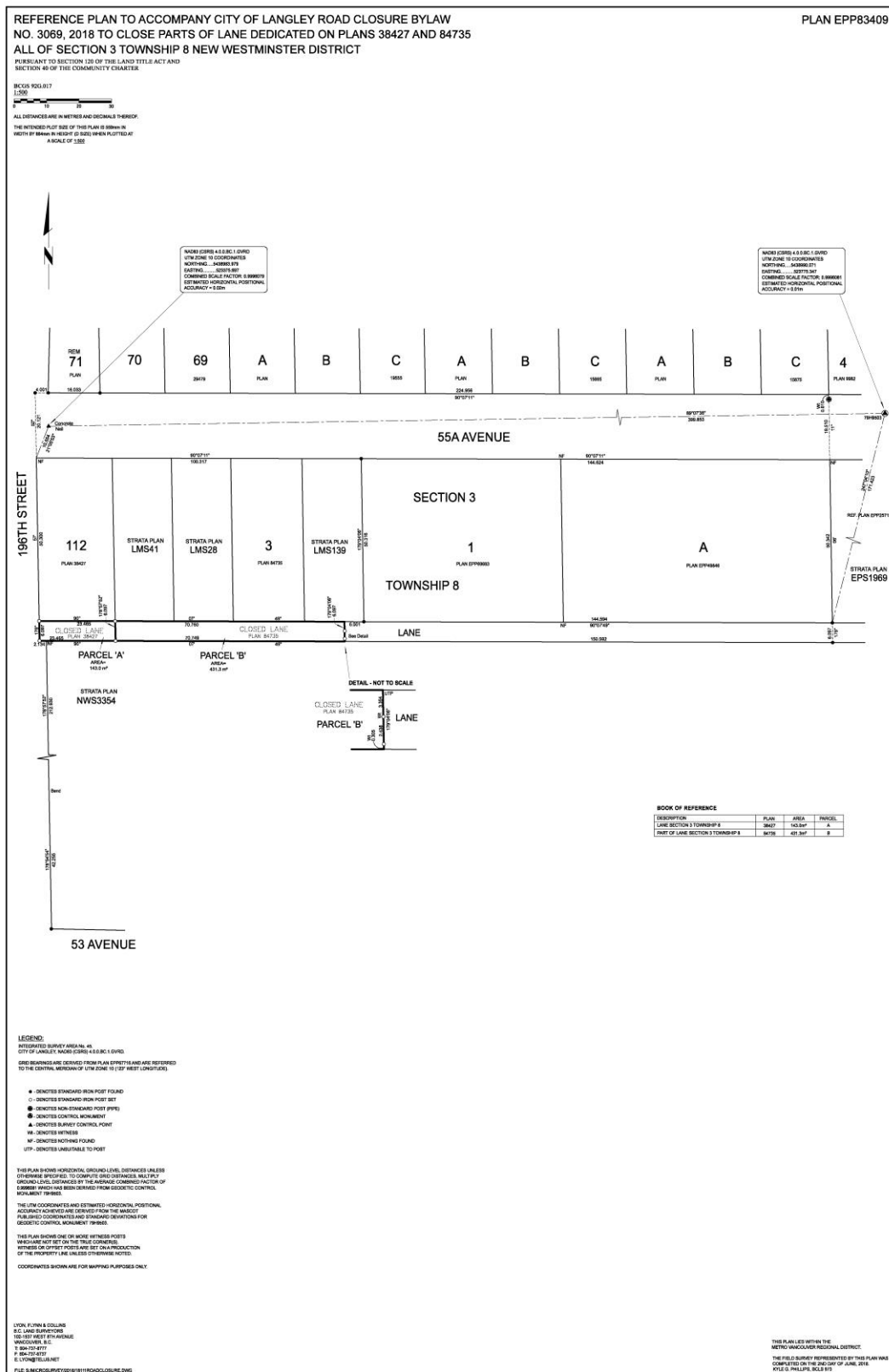
OPPORTUNITY FOR PUBLIC COMMENT this day of , 2018.

FINALLY ADOPTED this day of , 2018.

MAYOR

CORPORATE OFFICER

SCHEDULE "A"
REFERENCE PLAN OF CLOSED ROAD EPP83409





EXPLANATORY NOTE

BYLAW No. 3076

The purpose of Bylaw No. 3076 is to amend the 2018 – 2022 Capital Improvement Plan.

1. Douglas Crescent 206 St to 208 St (#60193)

The Council report #18-35 noted that the City received \$84,208 in developer contributions held in the Special Bonds Reserve which will be used towards the water and road infrastructure on the project. In addition, \$148,940 in casino proceeds are needed to augment the contingency provision for the project. The remaining balance (\$123,757.82) in the Douglas Crescent design account #60188 will be transferred into the construction account #60193 for easier administration of the total project.

2. Langley Bypass Culverts (Logan Creek) (#68033)

The City received a \$977,000 grant from Translink's MRN Structures Program funding in order to replace the culverts along Logan Creek under the Langley Bypass. These funds will add \$306,055 to the project bringing the total to \$1,954,000. The remaining \$670,945 of the grant money will replace the previous funding allocated from Casino Proceeds which will become available for other projects.

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A second bike lane project, on Glover Road was awarded \$269,000 by Translink / BICCS funding. This is again a multi-year project, with a total proposed budget of \$1,880,000. The plan is to apply for additional Translink grants in the next three years. The first phase will include design work and the

City will match the Translink funding with \$266,310 from Road DCC's and \$2,690 from the Capital Works Reserve.

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The City has been awarded a \$10,000 grant by the Province of BC to replace the Preschool cabinets and cubbies at the Douglas Recreation Centre. These funds will be added to the account bringing the total project budget to \$22,000.

7. Tempest.NET upgrade

The City is required to switch from Cold Fusion to .NET to power the online services like Easy Pay, MyCity and Tax Certificates. The cost of the upgrade is \$18,010 funded by the Capital Works Reserve.

8. City Park Electrical Repair

The City has identified a need to install a 3-phase electrical load break switch in City Park. An additional \$14,500 is requested from the Capital Works Reserve.

9. Volunteer Support Training Video

The City would like to develop a training video in order to enhance the training for volunteers who assist the City in delivery of various programs and to comply with WorkSafeBC requirements. The cost for the training materials will be \$4,000 coming from the Capital Works Reserve.

10. Contingency for Future Land Acquisition (#62030)

The City entered into sales agreements on 4 different right of way / portions of laneways which total \$2,685,700. These funds will be allocated to the Capital Works Reserve and added as a funding source for future land acquisitions.

11. Park Benches, Picnic Tables and Shelter (#73006)

The City has identified the need for additional benches and picnic tables and other amenities in various parks. An increase of \$100,000 is requested from the Community Amenity Funds.

12. Community Gardens (#63190)

The City would like to enhance the community gardens in the community using \$10,000 in Community Amenity Funds.

13. Recreation Utility Trailer / Special Event Supplies

The Recreation Department would like to acquire additional garbage containers to be used during special events and a utility trailer to more easily move special event equipment. The \$6,000 funding will come from the Community Amenity Funds.

14. Hunter Park (#63059)

The revitalization of the Hunter Park requires \$5,000 to finish the project. The funding will come from the Community Amenity Funds.



2018 – 2022 FINANCIAL PLAN, BYLAW 2018, No. 3051

BYLAW No. 3076

A Bylaw to amend the Financial Plan for 2018 - 2022.

The Council of the City of Langley, in open meeting assembled, enacts as follows:

1. Title

This bylaw shall be cited as the “Financial Plan 2018 – 2022 Bylaw, 2018, No. 3051, Amendment No. 1 Bylaw, 3076”.

2. Amendment

- (1) Financial Plan 2018 – 2022 Bylaw, 2018, No. 3051 is hereby amended by deleting Schedule “B” and substituting a new Schedule “B” attached to and forming part of this bylaw.

READ A FIRST, SECOND AND THIRD TIME this ninth day of July, 2018.

AN OPPORTUNITY FOR PUBLIC COMMENT this – day of --, 2018.

FINALLY ADOPTED this -- day of --, 2018.

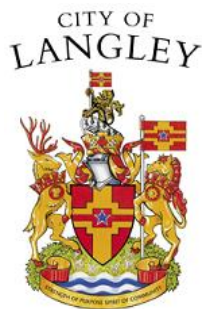
MAYOR

CORPORATE OFFICER

CITY OF LANGLEY
CAPITAL IMPROVEMENT PLAN - SUMMARY

Schedule “B”

<u>Capital Projects</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>
General Government	2,850,310	107,500	567,500	47,500	47,500	47,500	47,500	47,500	47,500	47,500
Protective Services	654,530	962,000	115,000	102,500	1,430,000	115,000	2,582,000	92,000	82,000	82,000
Engineering Operations	6,306,048	3,790,700	5,160,200	4,043,975	5,272,395	2,677,115	5,333,990	3,552,700	2,691,690	21,442,140
Development Services	189,000	50,000	40,000	-	-	30,000	-	-	-	-
Parks & Recreation	2,811,165	1,191,500	1,593,000	1,940,000	1,245,000	1,175,000	830,000	740,000	795,000	11,180,000
Sewer Utility	3,361,055	1,225,635	1,193,500	1,289,025	1,231,250	883,750	1,883,870	2,017,615	1,105,355	8,853,745
Water Utility	590,000	535,000	1,100,325	1,251,090	1,114,910	892,405	2,794,910	1,558,805	926,925	2,771,280
Total Projects	16,762,108	7,862,335	9,769,525	8,674,090	10,341,055	5,820,770	13,472,270	8,008,620	5,648,470	44,376,665
<u>Available funding</u>										
Capital Works Reserve	4,435,740	571,590	1,127,736	925,416	442,592	1,105,123	1,097,233	790,953	940,342	850,809
Casino Revenues	5,868,670	4,073,435	4,773,435	2,308,435	5,553,435	1,823,435	8,753,435	3,123,435	1,923,435	22,620,450
Community Works (Gas Tax)	127,675	133,800	133,800	133,800	133,800	133,800	133,800	133,800	133,801	133,800
DCC's	1,646,370	861,795	1,504,430	2,027,300	2,485,368	1,749,828	1,513,833	2,246,533	1,403,595	17,006,606
Fire Department Equipment	47,500	-	-	-	220,000	-	-	-	-	-
Future Police Cost Reserve	399,030	635,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000
Grants	1,941,000	-	715,000	-	-	-	-	-	-	500,000
Machinery Replacement	425,000	534,000	170,000	415,000	180,000	175,000	155,000	190,000	180,000	180,000
Municipal Road Network	-	-	-	1,690,000	-	-	-	-	-	1,600,000
Office Equipment	47,500	47,500	47,500	37,500	37,500	47,500	47,500	47,500	47,500	47,500
Off Street Parking	-	-	-	-	-	-	-	-	-	-
Parks & Recreation	203,665	-	177,500	77,500	77,500	77,500	77,500	77,500	77,500	77,500
Sewer Future Capital	945,750	470,215	460,000	384,140	535,860	33,585	703,970	623,900	267,298	685,000
Special Bond Reserve	84,208	-	-	-	-	-	-	-	-	-
Water Future Capital	590,000	535,000	625,125	640,000	640,000	640,000	955,000	640,000	640,000	640,000
Surplus Allocation	-	-	-	-	-	-	-	-	-	-
Total Funding	16,762,108	7,862,335	9,769,525	8,674,090	10,341,055	5,820,770	13,472,270	8,008,620	5,648,470	44,376,665



MINUTES OF A SPECIAL (PRE-CLOSED) COUNCIL MEETING

Monday, July 9, 2018

3:18 p.m.

**CKF Boardroom, Langley City Hall
20399 Douglas Crescent**

Present: Mayor Schaffer
Councillor Arnold
Councillor Albrecht
Councillor Martin
Councillor Pachal
Councillor Storteboom
Councillor van den Broek

Staff Present: F. Cheung, Chief Administrative Officer
D. Leite, Director of Corporate Services
R. Bomhof, Director of Engineering, Parks and Environment
K. Hilton, Director of Recreation, Culture and Community Services
P. Kusack, Deputy Corporate Officer
R. Beddow, Deputy Director of Development Services and
Economic Development

1. MOTION TO HOLD A CLOSED MEETING

MOVED BY Councillor Storteboom

SECONDED BY Councillor Pachal

THAT the Council Meeting immediately following this meeting be closed to the public as the subject matter being considered relates to items which comply with the following closed meeting criteria specified in Section 90 of the *Community Charter*.

(e) the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality;

(k) negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public

CARRIED

2. ADJOURNMENT

MOVED BY Councillor Martin
SECONDED BY Councillor Albrecht

THAT the Special (pre-closed) Council meeting adjourn at 3:18pm.

CARRIED

MAYOR

CORPORATE OFFICER



**MINUTES OF A SPECIAL (PRE-CLOSED)
COUNCIL MEETING**

**Monday, July 16, 2018
5:00 p.m.
CKF Boardroom, Langley City Hall
20399 Douglas Crescent**

- Present:** Mayor Schaffer
Councillor Arnold
Councillor Albrecht
Councillor Martin
Councillor Pachal
Councillor Storteboom
Councillor van den Broek
- Staff Present:** F. Cheung, Chief Administrative Officer
R. Bomhof, Director of Engineering, Parks and Environment
K. Hilton, Director of Recreation, Culture and Community Services
D. Leite, Director of Corporate Services
K. Kenney, Corporate Officer
- Guests:** G. Farstad, Arlington Group
D. Hyde, Hyde Project Management
P. Ryan, Lucent Quay

1. MOTION TO HOLD A CLOSED MEETING

MOVED BY Councillor Albrecht
SECONDED BY Councillor Pachal

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CARRIED

2. ADJOURNMENT

MOVED BY Councillor Storteboom
SECONDED BY Councillor Pachal

THAT the Special (pre-closed) Council meeting adjourn at 5:01pm.

CARRIED

MAYOR

CORPORATE OFFICER



EXPLANATORY MEMO

ROAD CLOSURE BYLAW No. 3069

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AND WHEREAS the Council of the City of Langley deems it expedient to close to traffic and remove the dedication of highway from the public highway comprising 574.3 m², created by the deposit of Plan EPP83409, which areas are shown outlined in bold black on Schedule A - Reference Plan Of Closed Road EPP83409;

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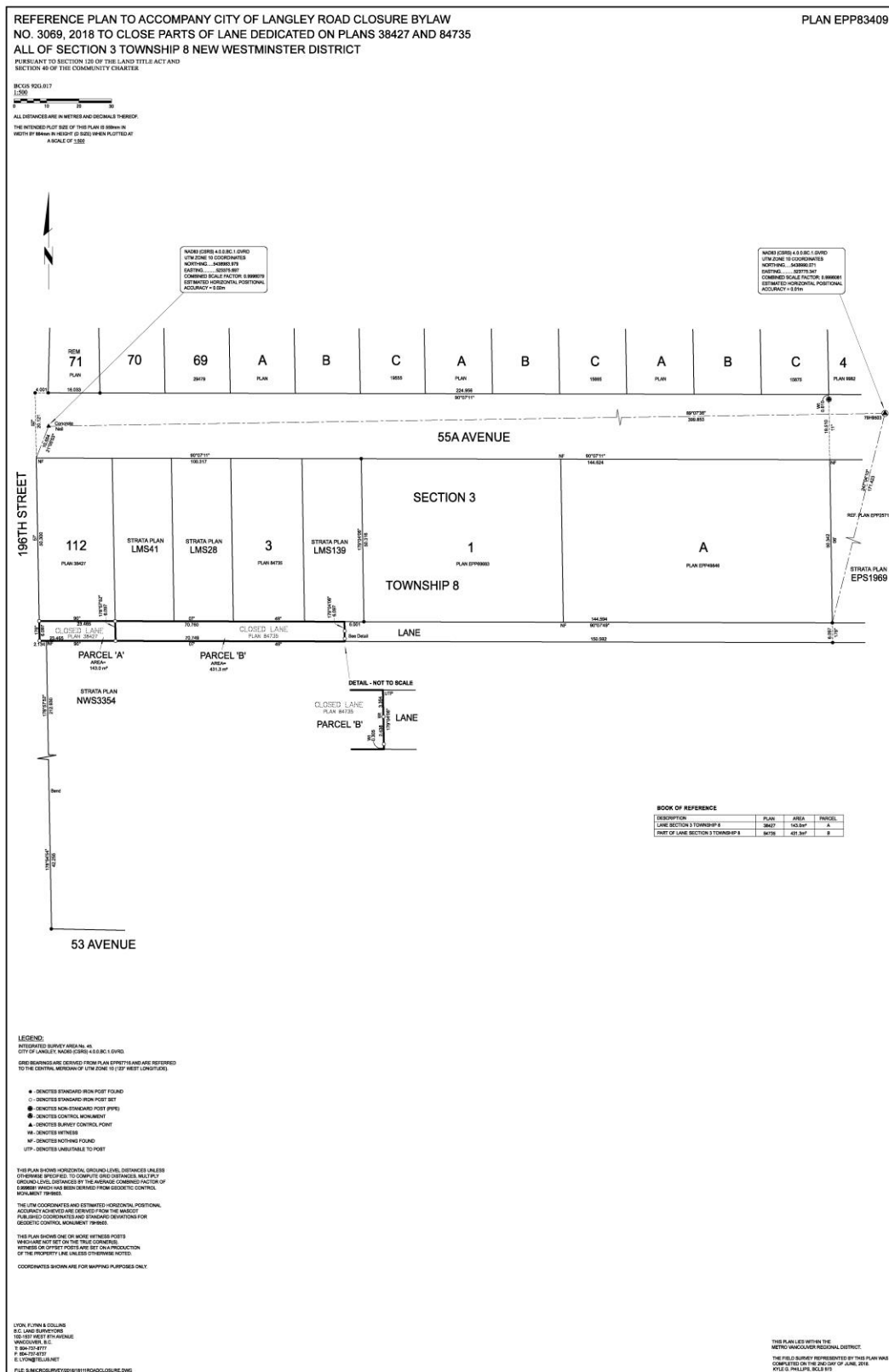
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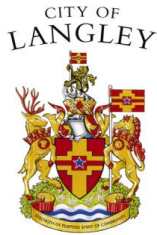
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MAYOR

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SCHEDULE "A"
REFERENCE PLAN OF CLOSED ROAD EPP83409





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2018 – 2022 FINANCIAL PLAN, BYLAW 2018, No. 3051

BYLAW No. 3076

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The Council of the City of Langley, in open meeting assembled, enacts as follows:

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This bylaw shall be cited as the “Financial Plan 2018 – 2022 Bylaw, 2018, No. 3051, Amendment No. 1 Bylaw, 3076”.

2. Amendment

- (1) Financial Plan 2018 – 2022 Bylaw, 2018, No. 3051 is hereby amended by deleting Schedule “B” and substituting a new Schedule “B” attached to and forming part of this bylaw.

READ A FIRST, SECOND AND THIRD TIME this ninth day of July, 2018.

AN OPPORTUNITY FOR PUBLIC COMMENT this – day of --, 2018.

FINALLY ADOPTED this -- day of --, 2018.

MAYOR

CORPORATE OFFICER

CITY OF LANGLEY
CAPITAL IMPROVEMENT PLAN - SUMMARY

Schedule “B”

<u>Capital Projects</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>
General Government	2,850,310	107,500	567,500	47,500	47,500	47,500	47,500	47,500	47,500	47,500
Protective Services	654,530	962,000	115,000	102,500	1,430,000	115,000	2,582,000	92,000	82,000	82,000
Engineering Operations	6,306,048	3,790,700	5,160,200	4,043,975	5,272,395	2,677,115	5,333,990	3,552,700	2,691,690	21,442,140
Development Services	189,000	50,000	40,000	-	-	30,000	-	-	-	-
Parks & Recreation	2,811,165	1,191,500	1,593,000	1,940,000	1,245,000	1,175,000	830,000	740,000	795,000	11,180,000
Sewer Utility	3,361,055	1,225,635	1,193,500	1,289,025	1,231,250	883,750	1,883,870	2,017,615	1,105,355	8,853,745
Water Utility	590,000	535,000	1,100,325	1,251,090	1,114,910	892,405	2,794,910	1,558,805	926,925	2,771,280
Total Projects	16,762,108	7,862,335	9,769,525	8,674,090	10,341,055	5,820,770	13,472,270	8,008,620	5,648,470	44,376,665
<u>Available funding</u>										
Capital Works Reserve	4,435,740	571,590	1,127,736	925,416	442,592	1,105,123	1,097,233	790,953	940,342	850,809
Casino Revenues	5,868,670	4,073,435	4,773,435	2,308,435	5,553,435	1,823,435	8,753,435	3,123,435	1,923,435	22,620,450
Community Works (Gas Tax)	127,675	133,800	133,800	133,800	133,800	133,800	133,800	133,800	133,801	133,800
DCC's	1,646,370	861,795	1,504,430	2,027,300	2,485,368	1,749,828	1,513,833	2,246,533	1,403,595	17,006,606
Fire Department Equipment	47,500	-	-	-	220,000	-	-	-	-	-
Future Police Cost Reserve	399,030	635,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000
Grants	1,941,000	-	715,000	-	-	-	-	-	-	500,000
Machinery Replacement	425,000	534,000	170,000	415,000	180,000	175,000	155,000	190,000	180,000	180,000
Municipal Road Network	-	-	-	1,690,000	-	-	-	-	-	1,600,000
Office Equipment	47,500	47,500	47,500	37,500	37,500	47,500	47,500	47,500	47,500	47,500
Off Street Parking	-	-	-	-	-	-	-	-	-	-
Parks & Recreation	203,665	-	177,500	77,500	77,500	77,500	77,500	77,500	77,500	77,500
Sewer Future Capital	945,750	470,215	460,000	384,140	535,860	33,585	703,970	623,900	267,298	685,000
Special Bond Reserve	84,208	-	-	-	-	-	-	-	-	-
Water Future Capital	590,000	535,000	625,125	640,000	640,000	640,000	955,000	640,000	640,000	640,000
Surplus Allocation	-	-	-	-	-	-	-	-	-	-
Total Funding	16,762,108	7,862,335	9,769,525	8,674,090	10,341,055	5,820,770	13,472,270	8,008,620	5,648,470	44,376,665



EXPLANATORY MEMO

SMOKING REGULATION BYLAW NO. 2792

AMENDMENT NO. 2, 2018

No. 3047

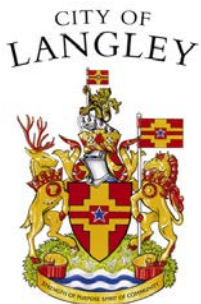
PURPOSE:

- To comply with provincial Tobacco and Vapour Products Control Act and Tobacco and Vapour Products Control Regulation which increases the no-smoking buffer zone around all doorways, air intake and open windows to any substantially enclosed public and work places in BC to six metres (was three metres).
- To comply with provincial Motor Vehicle Act that prohibits smoking in a vehicle with children under the age of 16.
- To include cannabis within the definition of “Smoke” or “Smoking” in preparation for the federal government's legalization of non-medical cannabis in late summer 2018 and to comply with provincial regulations prohibiting use of cannabis in areas frequented by children.
- To limit the areas where smoking of tobacco and use of vaping devices is permitted in areas that may be frequented by children, including but not limited to, parks and public facilities.

BACKGROUND:

- The Province enacted new laws around the sale, display, promotion and use of tobacco and vapour products effective Sept. 1, 2016, necessitating amendment to the City's Smoking Regulation Bylaw. The Tobacco and Vapour Products Control Regulation sets a six-metre zone around all doorways, air intakes and open windows to any substantially enclosed public and work places in B.C. (previously, the buffer zone was three metres).
- The Province enacted a new law in 2009 to prohibit smoking in a vehicle with children under the age of 16.
- Bill C-45, which legalizes the use of non-medical cannabis, received Royal Assent on June 21, 2018. It is scheduled to come into force on October 17, 2018. Under its authority within the regulation framework, the Province has enacted regulations restricting cannabis smoking in areas frequented by children, including community beaches, parks and playgrounds. As municipalities have the authority to restrict where tobacco may be smoked and where electronic “vaping” devices may be used, amendments are proposed that would also restrict the smoking of tobacco and use of vaping devices in areas that may be frequented by children, including but not limited to parks and public facilities.

Note: After third reading of the bylaw, it will require approval by the Minister of Health before adoption can occur.



SMOKING REGULATION BYLAW NO. 2792 AMENDMENT NO. 2, 2018 No. 3047

A Bylaw to amend the City's Smoking Regulation bylaw.

The Council of the City of Langley, in open meeting assembled, enacts as follows:

1. Title

This bylaw shall be cited as the "Smoking Regulation Bylaw, 2010, No. 2792, Amendment No. 2, 2018, No. 3047".

2. Amendments

(1) Smoking Regulation Bylaw No. 2792 is hereby amended as follows:

(a) In Section 2 by adding the following definitions in alphabetical order:

"Cannabis" has the same meaning as in the *Cannabis Control and Licensing Act*.

"Common Areas" include lobbies, foyers, stairwells, elevators, corridors, cloakrooms, washrooms, food fair seating areas and other public areas of a **Building**.

"Enclosed Premises" means **Premises** that are enclosed on all sides, except for windows, doors and other similar openings, but does not include a dwelling unit or sleeping unit as defined in the City's Zoning Bylaw 1996, No. 2100, or a hotel or motel room or suite designated for **Smoking** by a **Responsible Person**.

"Park" means a Park as defined in the City's Parks and Public Facilities Regulation Bylaw, 2018, No. 3048.

"Premises" means a portion of a **Building** in respect of which a person has exclusive possession.

"Public Facility" means a Public Facility as defined in the City's Parks and Public Facilities Regulation Bylaw, 2018, No. 3048.

"Representative of the City" means the administrative manager responsible for Parks administration or Public Facilities within the

City or his designate; and for the purpose of enforcing the provisions of this bylaw, also includes:

- (a) a peace officer; and
- (b) a bylaw enforcement officer appointed by the City.

“Smoking Area” means those areas designated and signed for Smoking tobacco.

“Vehicle” means the interpretation under the Motor Vehicle Act R.S.B.C. 1996, c 318.

“Vehicle for Hire” means a Vehicle used for the carrying, transportation or conveyance of persons or property for hire and includes a taxi cab, limousine, bus or tow car.

- (b) In Section 2, under the definition of “Responsible Person”, by replacing the following:

“‘Responsible Person’ means a person who owns, controls, manages, supervises or operates:

- (a) a **Business** or other use which occupies all or substantially all of a **Building**,
- (b) a **Business** or other use which occupies **Premises**,
- (c) **Common Areas**, or
- (d) a **Customer Services Area**;

and, in respect of **Common Areas**, includes a strata corporation or cooperative association.”

with

“‘Responsible Person’ means a person who owns, controls, manages, supervises or operates:

- (a) a **Business** or other use which occupies all or substantially all of a **Building**,
- (b) a **Business** or other use which occupies **Premises**,
- (c) **Common Areas**,
- (d) a **Customer Services Area**, or

(e) a **Vehicle for Hire**;

and, in respect of **Common Areas**, includes a strata corporation or cooperative association.”

(c) In Section 2, under the definition of “Smoke” or “Smoking”, by replacing the following:

““Smoke” or “Smoking” means burn or carry a lighted cigarette, cigar, pipe, electronic smoking device, hookah pipe or other lighted smoking equipment that burns tobacco.”

with

““Smoke” or “Smoking” means to

- (a) burn, light operate, or activate a cigarette, cigar, pipe, electronic smoking device, hookah pipe or other smoking equipment that burns tobacco, Cannabis or other substance; or
- (b) carry or hold a lit cigarette, cigar or pipe.

(d) In Section 4.(1) by replacing the following wording:

“(1) A person must not **Smoke**:

(a) in a **Building**, except in:

- (i) a dwelling unit or sleeping unit defined under the Zoning Bylaw, including a dwelling unit in which an owner or occupier also carries on **Business**;
- (ii) a hotel or motel room or suite designated for **Smoking** by a **Responsible Person**; or

(b) in an enclosed or partially enclosed shelter where people wait to board public transit;

(c) within three metres measured on the ground from a point directly below any point of any opening into any **Building**, including any door or window that opens or any air intake;

(d) in a **Customer Service Area**; or

(e) within three metres of the perimeter of a **Customer Service Area.**"

with

"(1) A person must not **Smoke**:

(a) in a **Building**, except in:

(i) a dwelling unit or sleeping unit defined under the Zoning Bylaw, including a dwelling unit in which an owner or occupier also carries on **Business**;

(ii) a hotel or motel room or suite designated for **Smoking** by a Responsible Person; or

(iii) **Enclosed Premises**:
a. that are not open to the public; and
b. where the only occupants of the **Building** are the owner or owners of the **Business** carried on in the **Building**;

(b) in an enclosed or Partially Enclosed Shelter where people wait to board public transit;

(c) within six metres measured on the ground from a point directly below any point of any opening into any **Building**, including any door or window that opens or any air intake;

(d) in a **Customer Service Area**;

(e) within six metres of the perimeter of a **Customer Service Area**;

(f) Cannabis in a **Vehicle**;

(g) tobacco or any other substance, except for Cannabis which is governed by s. 4(1)(f) of this bylaw, in a **Vehicle**, if any occupant of the **Vehicle** is under the age of sixteen (16) years;

(h) in a **Vehicle for Hire**;

(i) Cannabis in any area that may be frequented by children, including but not limited to **Parks** and **Public Facilities**; or

(j) tobacco in **Parks and Public Facilities**, except within designated **Smoking Areas**.”

(e) In Section 5(1)(c) by replacing the following wording:

“an area described in 4(1)(c) or (e).”

with

“an area described in 4(1)(c), (e) or (h).”

(f) In Section 7(1) by replacing the following wording:

“An inspector or official of the City, or a bylaw enforcement officer”;

with

“A **Representative of the City**”;

(g) In Section 8(1) by replacing the following wording:

“An inspector or official of the City, or a bylaw enforcement officer”;

with

“A **Representative of the City**”.

READ A FIRST, SECOND and THIRD TIME this day of , 2018.

APPROVED BY THE MINISTER OF HEALTH on the day of , 2018.

FINALLY ADOPTED this day of , 2018.

MAYOR

CORPORATE OFFICER



ZONING BYLAW, 1996, No. 2100
AMENDMENT No. 152, 2018, BYLAW No. 3072
DEVELOPMENT PERMIT APPLICATION DP 11-18

To consider a Rezoning Application and Development Permit Application by Wensley Architecture Ltd. to accommodate a 3-storey, 13-unit townhouse development.

The subject properties are currently zoned RS1 Single Family Residential Zone in Zoning Bylaw No. 2100 and designated “High Density Residential” in the Official Community Plan. All lands designated “High Density Residential” are subject to a Development Permit to address building form and character.

Background Information:

Applicant:	Wensley Architecture Ltd.
Owners:	Geniale Russo, Gagandeep Chouhan, Dharambir Chouhan, Gurcharan Chouhan
Civic Addresses:	5471 and 5481 -199A Street
Legal Description:	Lots 73, 74, Section 3, Township 8, New Westminster District, Plan 33088
Site Area:	16,399 ft ² (1,523 m ²)
Lot Coverage:	46.8%
Total Parking Required:	26 spaces (plus 3 designated visitor spaces)
Total Parking Provided:	26 spaces (plus 3 designated visitor spaces)
Existing Zoning:	RS1 Single Family Residential Zone
Proposed Zoning:	CD61 Comprehensive Development Zone
OCP Designation:	High Density Residential
Variances Requested:	None
Development Cost Charges:	\$209,053 (includes \$49.149 SF DCC Credit)
Community Amenity Charge:	\$26,000



**ZONING BYLAW, 1996, No. 2100
AMENDMENT No. 152**

BYLAW No. 3072

A Bylaw to amend City of Langley Zoning Bylaw, 1996, No. 2100 to add a new Comprehensive Development Zone (CD61) and to rezone the property located at 5471 and 5481 -199A Street to the new zone.

WHEREAS the *Local Government Act* authorizes a local government to zone areas of a municipality and to make regulations pursuant to zoning;

NOW THEREFORE the Council of the City of Langley, in open meeting assembled, enacts as follows:

1. Title

This bylaw shall be cited as the “Zoning Bylaw 1996, No. 2100 Amendment No. 152, 2018, No. 3072”.

2. Amendment

- (1) Bylaw No. 2100, cited as the “Zoning Bylaw, 1996, No. 2100” is hereby amended by adding in Part VII Comprehensive Development Zones the following as the new Zone classification of Comprehensive Development – 61 (CD61) Zone: immediately after Comprehensive Development -60 (CD60) Zone:

“FFF. CD61 COMPREHENSIVE DEVELOPMENT ZONE

1. Intent

This Zone is intended to accommodate and regulate a 3-storey, 13-unit townhouse development.

2. Permitted Uses

The Land, buildings and structures shall only be used for the following uses only:

- (a) Multiple-Unit Residential; and

1. Accessory uses limited to the following:

- (i) *Home Occupations* excluding bed and breakfast and *child care centre*.

3. Site Dimensions

The following lot shall form the site and shall be zoned CD61 Comprehensive Development Zone on the Zoning Map, City of Langley Zoning Bylaw, 1996, No. 2100, Schedule “A”:

- (a) PID: 001-766-511
Lot 73, Section 3, Township 8, New Westminster District, Plan 33088
- (b) PID: 004-067-819
Lot 74, Section 3, Township 8, New Westminster District, Plan 33088

4. Siting and Size of Buildings and Structures and Site Coverage

The location, size and site coverage of the buildings and structures of the Development shall generally conform to the plans and specifications comprising 13 pages and dated May, 2018 prepared by Wensley Architecture Ltd. and Van Der Zalm & Associates Inc. Landscape Architecture one copy of which is attached to Development Permit No. 11-18.

5. Special Regulations

Special regulations shall comply with subsection 9 Special Regulations prescribed in the respective zones under different Parts of this bylaw.

6. Other Regulations

In addition, land use regulations including the following are applicable:

- a. General provisions on use are set out in Section I.D. of this bylaw;
- b. Building Permits shall be subject to the City of Langley Building and Plumbing Regulation Bylaw and the Development Cost Charge Bylaw; and
- c. Subdivisions shall be subject to the City of Langley Subdivision and Development Servicing Bylaw, and the *Land Title Act*.”

READ A FIRST AND SECOND TIME this twenty fifth day of June, 2018.

A PUBLIC HEARING, pursuant to Section 464 of the “Local Government Act” was held this 9th day of July, 2018.

READ A THIRD TIME this 9th day of July, 2018.

FINALLY ADOPTED this -- day of --, 2018.

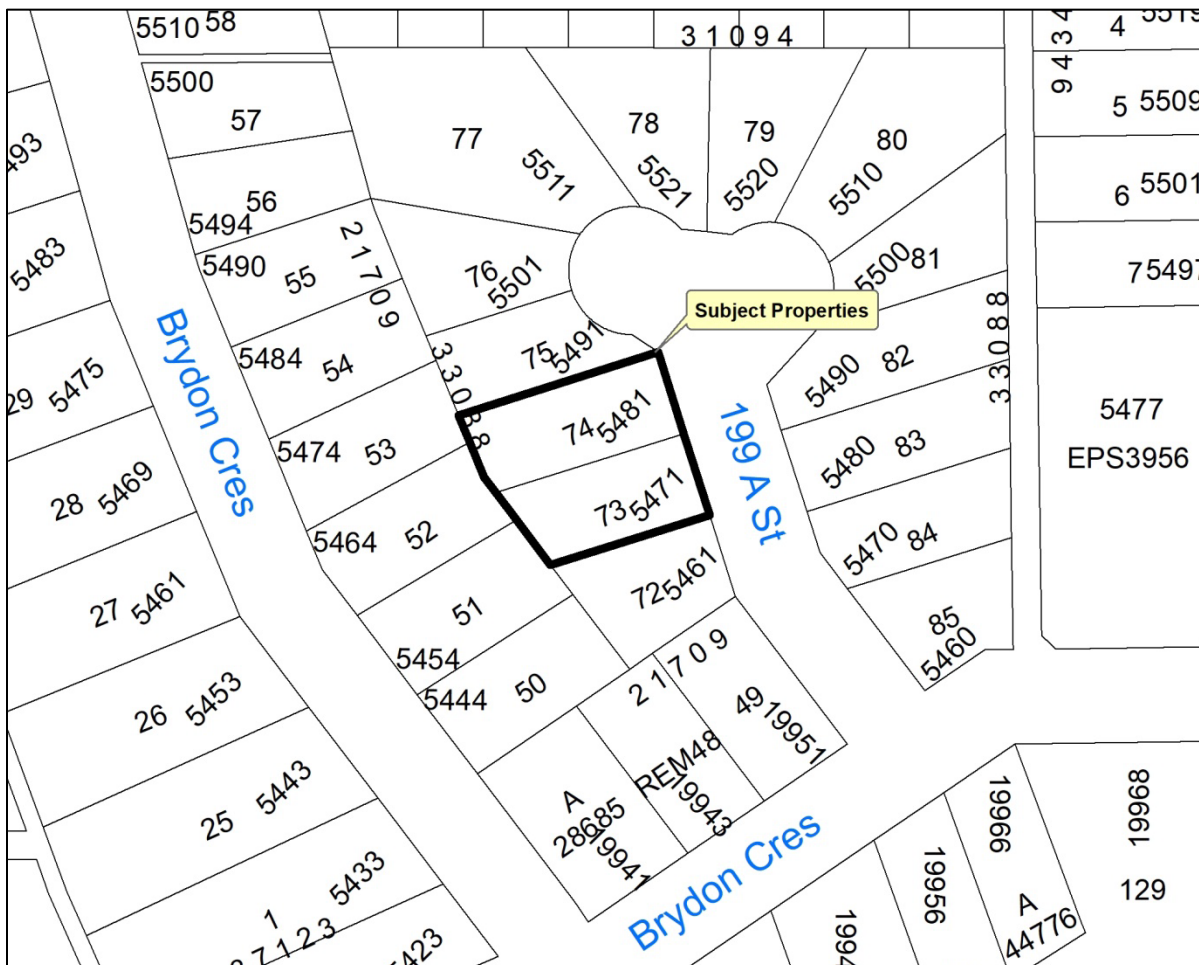
MAYOR

CORPORATE OFFICER



REZONING APPLICATION RZ 09-18 DEVELOPMENT PERMIT APPLICATION DP 11-18

Civic Address: 5471 & 5481 – 199A Street
Legal Description: Lots 73 & 74, Section 3, Township 8, New Westminster District, Plan 33088
Applicant: Wensley Architecture Ltd.
Owner: G. Russo, G. Chouhan, D. Chouhan, G. Chouhan





ADVISORY PLANNING COMMISSION REPORT

To: **Advisory Planning Commission**

Subject **Rezoning Application RZ 09-18/
Development Permit Application DP 11-18**

File #: 6620.00

From: Development Services & Economic
Development Department

Doc #:

Date: June 1, 2018

COMMITTEE RECOMMENDATION:

THAT Rezoning Application RZ 09-18 and Development Permit Application DP 11-18 to accommodate a 13-unit, 3-Storey townhouse development located at 5471 and 5481 -199A Street be approved subject to execution of a Development Servicing Agreement in compliance with the conditions outlined in the Director of Development Services & Economic Development report.

PURPOSE OF REPORT:

To consider a Rezoning Application and Development Permit Application by Wensley Architecture Ltd. to accommodate a 13-unit, 3-Storey townhouse development.

POLICY:

The subject property is located within the High Density Residential area in the Official Community Plan. All lands designated as High Density Residential are subject to a Development Permit to address building form and character.

COMMENTS/ANALYSIS:

Background Information:

Applicant:	Wensley Architecture Ltd. /Concosts Management Inc.
Owners:	Geniale Russo and Gagandeep Chouhan, Dharambir Chouhan, Gurcharan Chouhan
Civic Addresses:	5471 and 5481- 199A Street
Legal Description:	Lot 73, and Lot 74, Section 3, Township 8, New Westminster District Plan 33088
Site Area:	16,399 ft ²
Lot Coverage:	46.8%
Total Parking Required:	26 stalls, plus 3 visitor stalls
Total Parking Provided:	26 stalls, plus 3 visitor stalls
Existing Zoning:	RS1 Single Family Residential Zone
Proposed Zoning:	CD 61 Comprehensive Development Zone
OCP Designation:	High Density Residential
Variances Requested:	None
Development Cost Charges:	\$209,053.75 (includes \$49,149 SF DCC
Community Amenity Charge:	\$26,000.00

Engineering Requirements:

A) The developer is responsible for the following work which shall be designed by a Professional Engineer:

1. Implement erosion and sediment control measures designed and approved by a qualified professional in accordance with the City of Langley Watercourse Protection Bylaw #2518.
2. Conduct a water flow test and provide fire flow calculations by a Professional Engineer to determine if the existing water network is adequate for fire flows. Replacement of the existing watermain may be necessary to achieve the necessary pressure and flows to conform to Fire Underwriters Survey (FUS) "Water Supply for a Public Fire Protection, a Guide to Recommended Practice, 1995".

3. Additional C71P fire hydrants may be required to meet bylaw and firefighting requirements. Hydrant locations must approved by the City of Langley Fire Department.
4. New water, sanitary and storm sewer service connections are required. The developer's engineer will determine the appropriate main tie in locations and size the connections for the necessary capacity. The capacity of the existing water and sewer mains must be assessed and any upgrades required to service the site shall be designed and installed at the Developer's expense. All existing services shall be capped at the main, at the Developer's expense, upon application for Demolition permit.
5. A new driveway, sidewalk, curb, gutter and street trees will be required along the development frontage.
6. The street lighting fronting the site shall be analyzed and, if necessary, upgraded to City of Langley Standards.
7. A stormwater management plan for the site is required. Rainwater management measures used on site shall limit the release rate to mitigate flooding and environmental impacts as detailed in the Subdivision and Development Bylaw.
8. The condition of the existing pavement surrounding the site shall be assessed by a geotechnical engineer. Pavements shall be adequate for an expected road life of 20 years under the expected traffic conditions for the class of road. Road construction and asphalt overlay designs shall be based on the analysis of the results of Benkelman Beam tests and test holes carried out on the existing road which is to be upgraded. If the pavement is inadequate it shall be remediated, at developer's cost.
9. The existing pavement on 199A frontage requires final overlay. This requirement will be fulfilled by a cash-in-lieu payment.
10. The selection, location and spacing of street trees and landscaping shall be in accordance with the City of Langley's Official Community Plan Bylaw, 2005, No. 2600 and Street Tree Program, November, 1999 manual.

B) The developer is required to deposit the following bonding and connection fees:

1. The City requires a Security Deposit based on the estimated construction costs of installing civil works, as approved by the Director of Engineering, Parks and Environment.

2. The City would require inspection and administration fees in accordance to the Subdivision Bylaw based on a percentage of the estimated construction costs. (See Schedule A – General Requirement - GR5.1 for details).
3. A deposit for a storm, sanitary and water connection is required, which will be determined after detailed civil engineering drawings are submitted, sealed by a Professional Engineer.
4. The City would require a \$20,000 bond for the installation of a water meter to current standards.

C) The developer is required to adhere to the following conditions:

1. Undergrounding of hydro, telephone and cable services to the development site are required.
2. All survey costs and registration of documents with the Land Titles Office are the responsibility of the developer/owner.
3. A water meter is required to be installed outside in a vault away from any structures in accordance to the City's water meter specifications at the developer's cost. A double detector check valve assembly is required to be installed outside away from any structure in a vault as per the City's specifications.
4. A "Stormceptor" or equivalent oil separator is required to treat parkade drainage.
5. A complete set of "as-built" drawings sealed by a Professional Engineer shall be submitted to the City after completion of the works. Digital drawing files in .pdf and .dwg format shall also be submitted.
6. The selection, location and spacing of street trees and landscaping shall be in accordance with the City of Langley's Official Community Plan Bylaw, 2005, No. 2600 and Street Tree Program, November, 1999 manual.
7. Stormwater run-off generated on the site shall not impact adjacent properties, or roadways.
8. Garbage and recycling enclosures shall accommodated on the site and be designed to meet Metro Vancouver's "Technical Specifications for Recycling and Garbage Amenities in Multi-family and Commercial Developments - June 2015 Update"

Discussion:

The proposed development is located off 199A Street and consists of two single family lots. The subject site proposes a three-storey, 13-unit townhouse development, with unit sizes ranging from 1,371 ft² to 1,426 ft².

Each townhouse unit will be three bedrooms and include a private roof top patio. Access will be provided from an internal 8m wide lane. Parking is accommodated through tandem parking for each unit, with 3 visitor spaces located at the back of the building.

The proposed architectural style for this townhouse development will be contemporary modern style with roof overhangs and flat roofs, complementary with their adjacent townhouse development recently approved.

The proposed development benefitted from a comprehensive CPTED report by a qualified consultant whose recommendations were incorporated into the project plans.

Fire Department Comments:

Langley City Fire-Rescue Service has reviewed the attached plans and provided preliminary comments to the applicant. The department will review, and make further comment, as the project continues to the building permit design stage.

Advisory Planning Commission:

In accordance with Development Application Procedures Bylaw No. 2488, the subject applications will be reviewed by the Advisory Planning Commission at the June 13, 2018 meeting. A copy of the APC minutes will be presented to Langley City Council at the June 25, 2018 Regular Council meeting.

BUDGET IMPLICATIONS:

In accordance with Bylaw No. 2482, the proposed development would contribute \$209,053.75 to Development Cost Charge accounts and \$26,000.00 in Community Amenity Charges.

ALTERNATIVES:

1. Require changes to the applicant's proposal.
2. Deny application.

Prepared by:



Gerald Minchuk, MCIP
Director of Development Services & Economic Development

Concurrence:



Rick Bomhof, P.Eng.
Director of Engineering, Parks &
Environment

Concurrence:



Rory Thompson, Fire Chief

Attachment(s):



Advisory Planning Commission

June 13, 2018

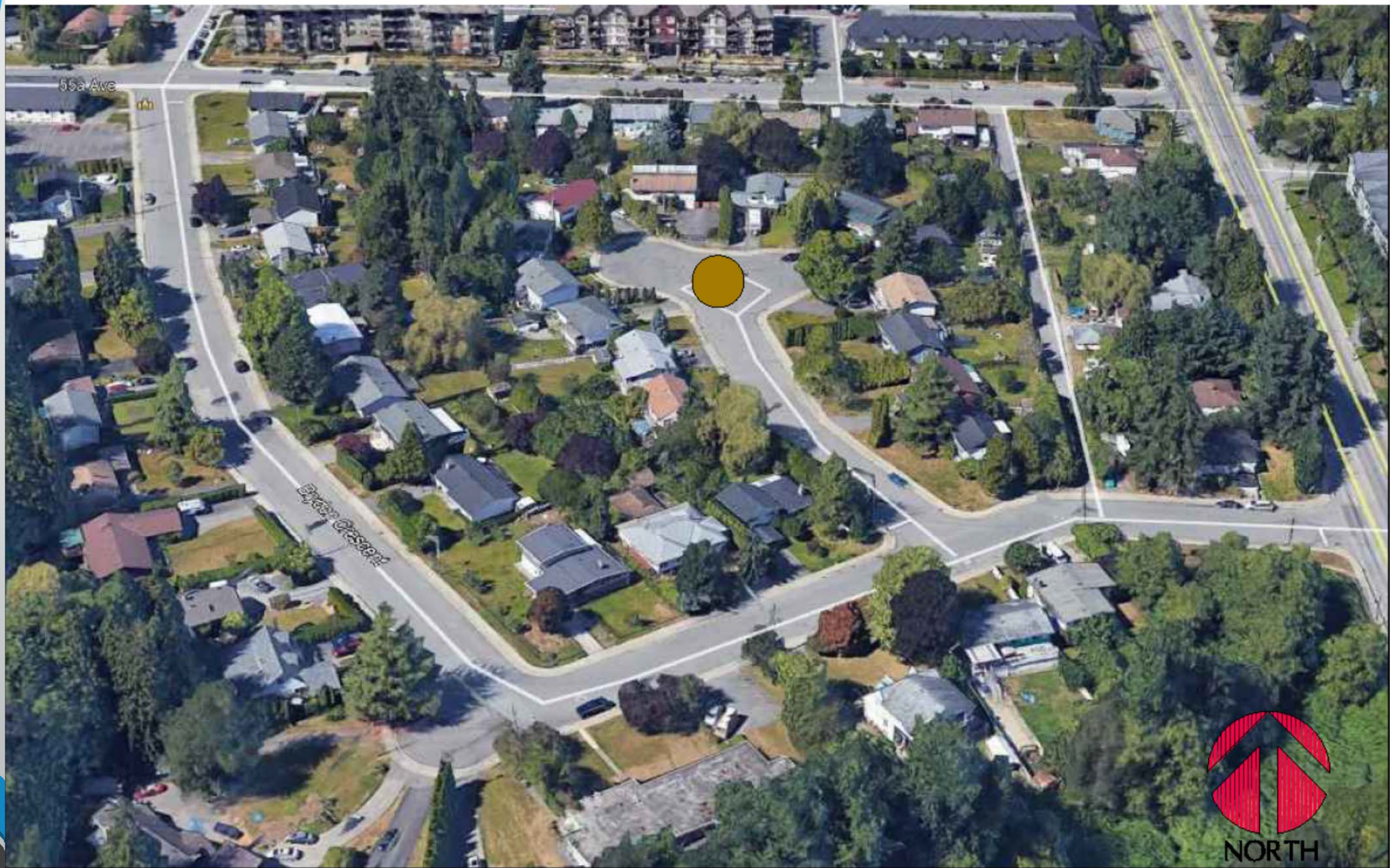
TWINS TOWNHOUSES 199 A STREET

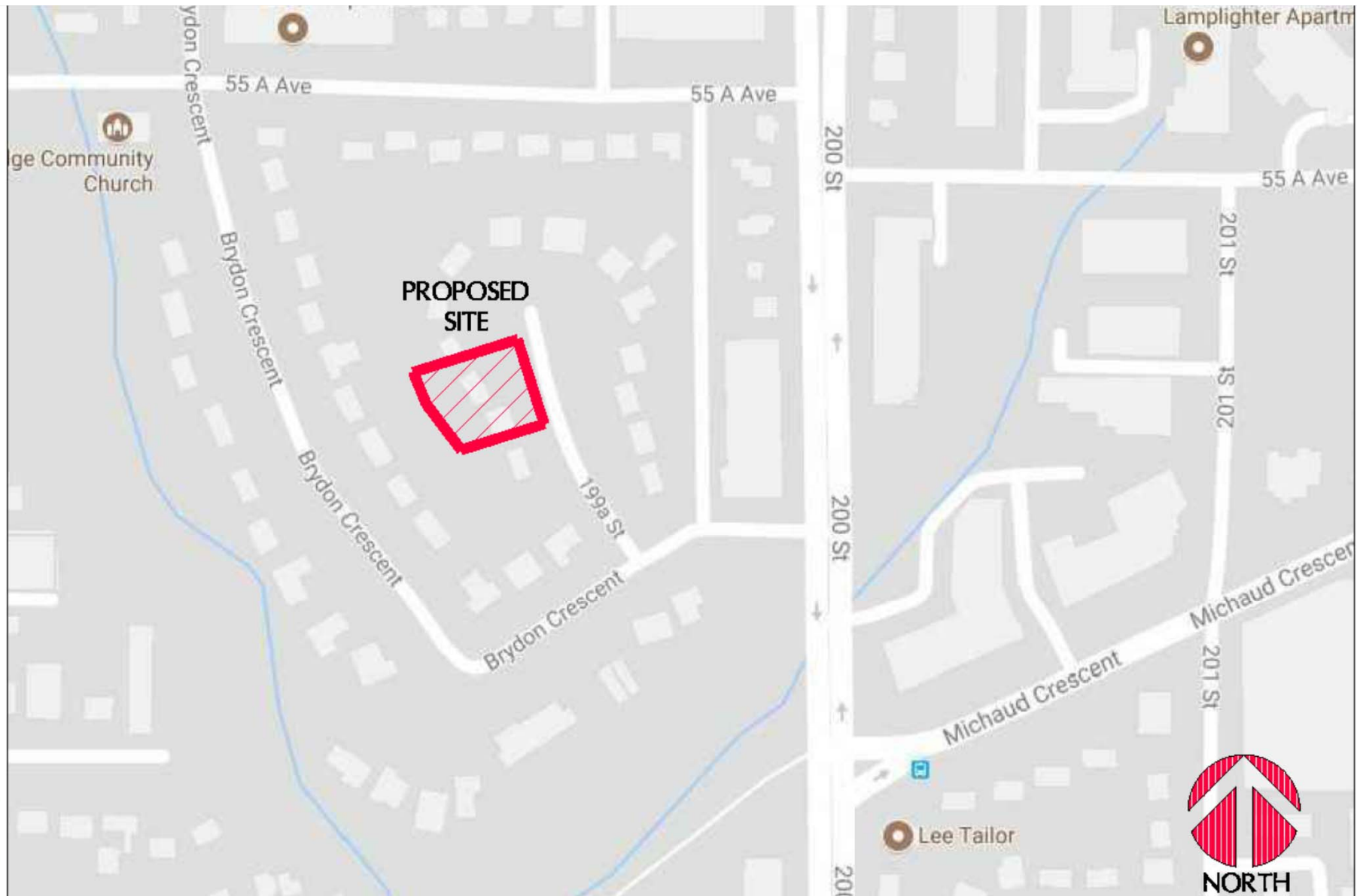
Advisory Planning Commission

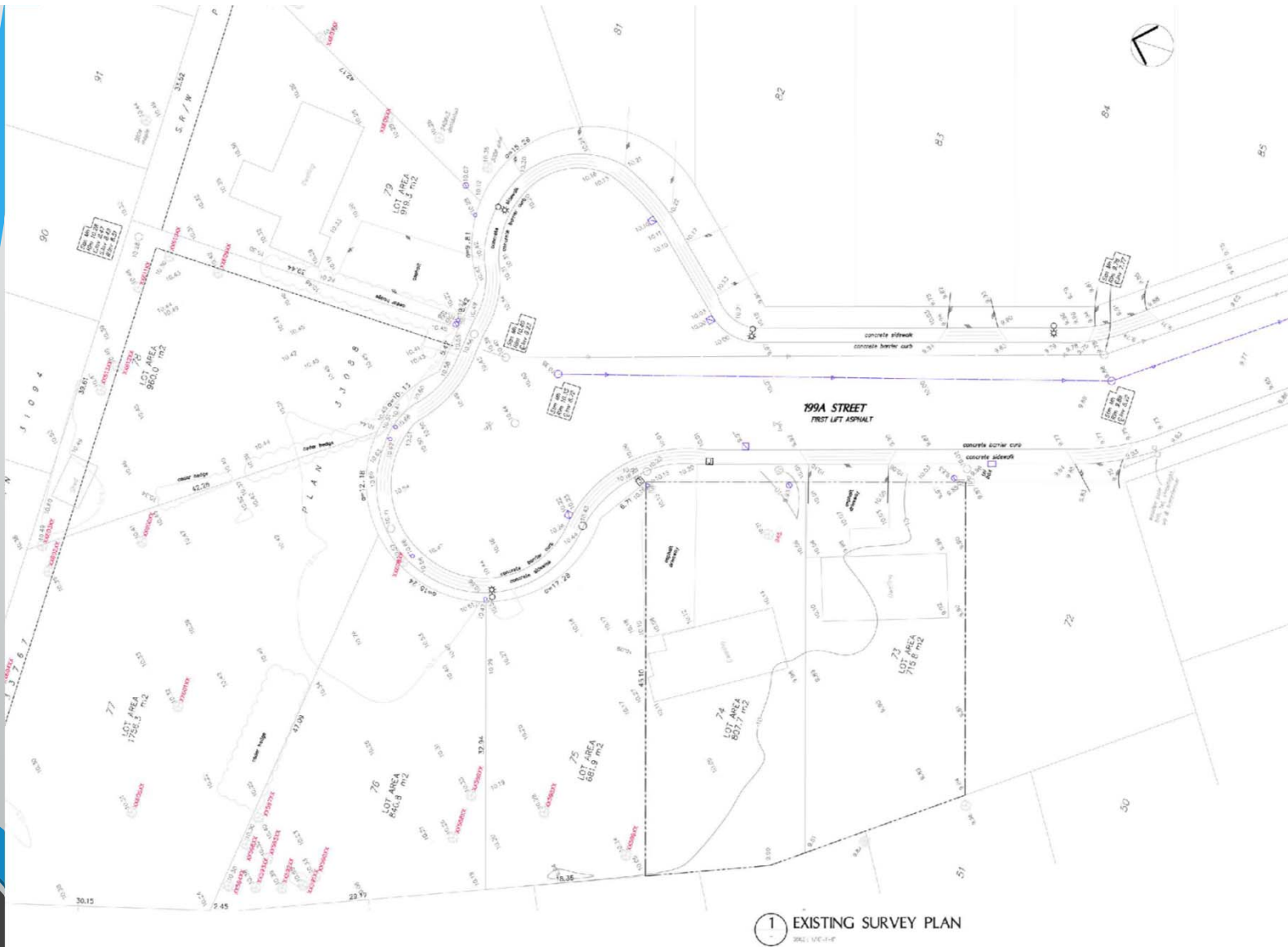
June 13, 2018

TWINS TOWNHOUSES 199 A STREET

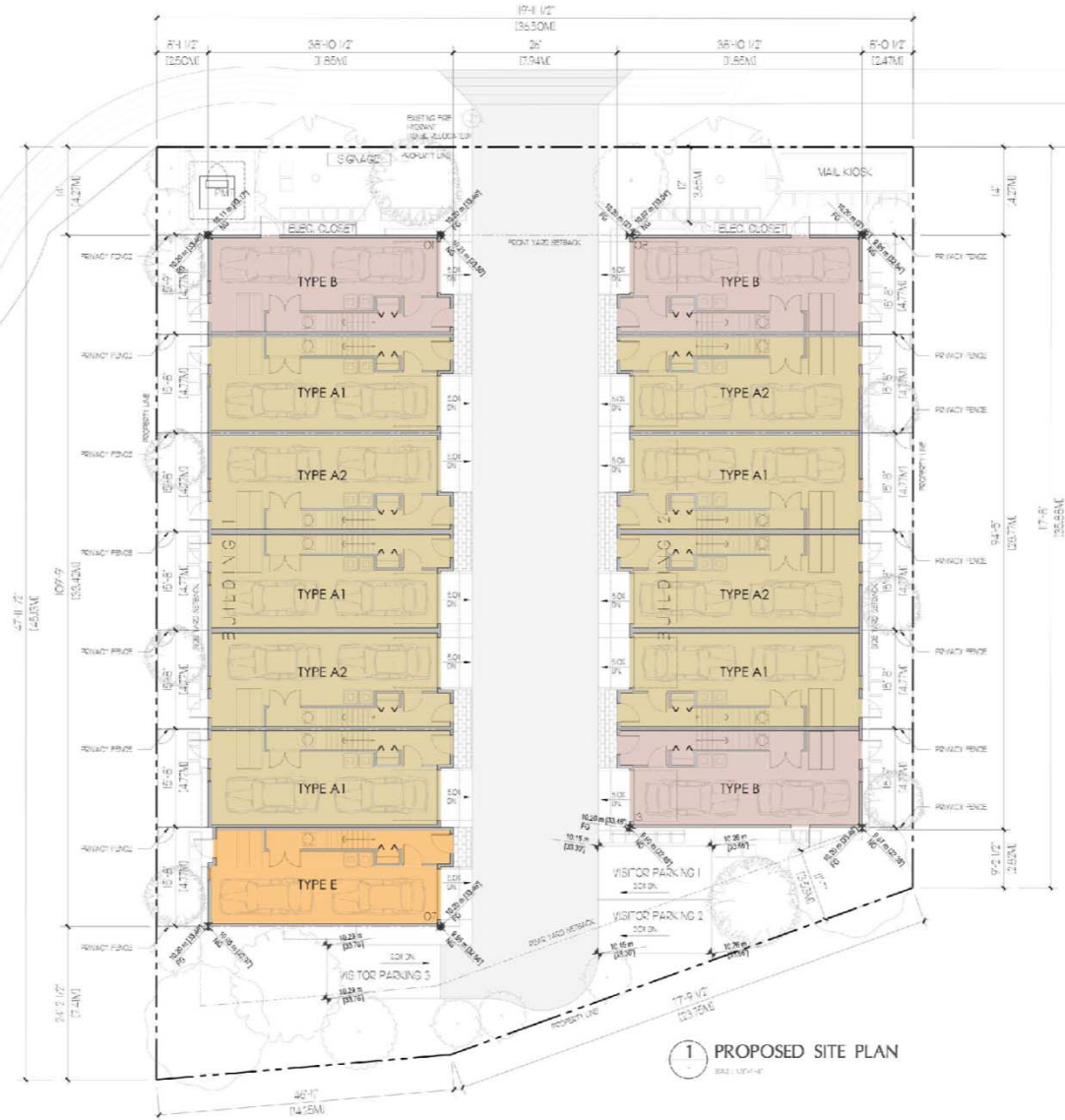








199A STREET





WENSLEY ARCHITECTURE LTD

PROJECT STATISTICS

Twins Townhouses, Langley, BC

Project No.18036

REVISION NO.01	DATE:	6-Jun-18
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SITE INFORMATION				
LEGAL DESCRIPTION	Plan NWP33088 Lot 73 & 74			
CMC ADDRESS	5471, 5481 199A St., Langley, BC V3A 1J7			
ZONING	RM3		PROPOSED	CD
SITE AREA(㎡)	16,399	TBC BY SURVEYOR	1.11 FSR	
SITE DATA			ALLOWED	PROPOSED
DENSITY			80 units/acre	35 units/acre
SITE COVERAGE				46.81
BUILDING HEIGHT			4 storeys	4 Storeys
SETBACKS	Front		24.61' (7.5m)	14.00' [4.27m]
	Side (West)		24.61' (7.5m)	8.12' [2.50m]
	Side (East)		24.61' (7.5m)	8.04' [2.47m]
	Rear		24.61' (7.5m)	11.58' [3.53m]

BUILDING DATA				
UNIT GROSS AREA	DESCRIPTION	AREA (ft²)	# OF UNITS	COMBINED (ft²)
3 BR				
A	3BR + 3BATH	1,389.00	9	12,501.00
B	3BR + 3BATH	1,457.00	3	4,371.00
2 BR				
E	2BR + 3BATH	1,459.00	1	1,459.00
TOTAL GROSS AREA	(Saleable Area)		13	18331
TOTAL BUILDING AREA (Horizontal Projection)				7677

PARKING DATA				
	DESCRIPTION	QUANTITY	# OF UNITS	PROVIDED
REQUIRED PARKING	Spaces per Studio/1 Bed	1.2		0
	Spaces per 2 Bed	1.3	1	1.3
	Spaces per 3 Bed	2	12	24
	Visitor Parking	0.2/unit	13	2.6
Accessible Parking - min 5%	Small car parking - max 40%			0
TOTAL REQUIRED PARKING				27.9
PROPOSED PARKING	Spaces per Unit	2	13	26
	Visitor Parking	3		3
TOTAL PROPOSED PARKING				29

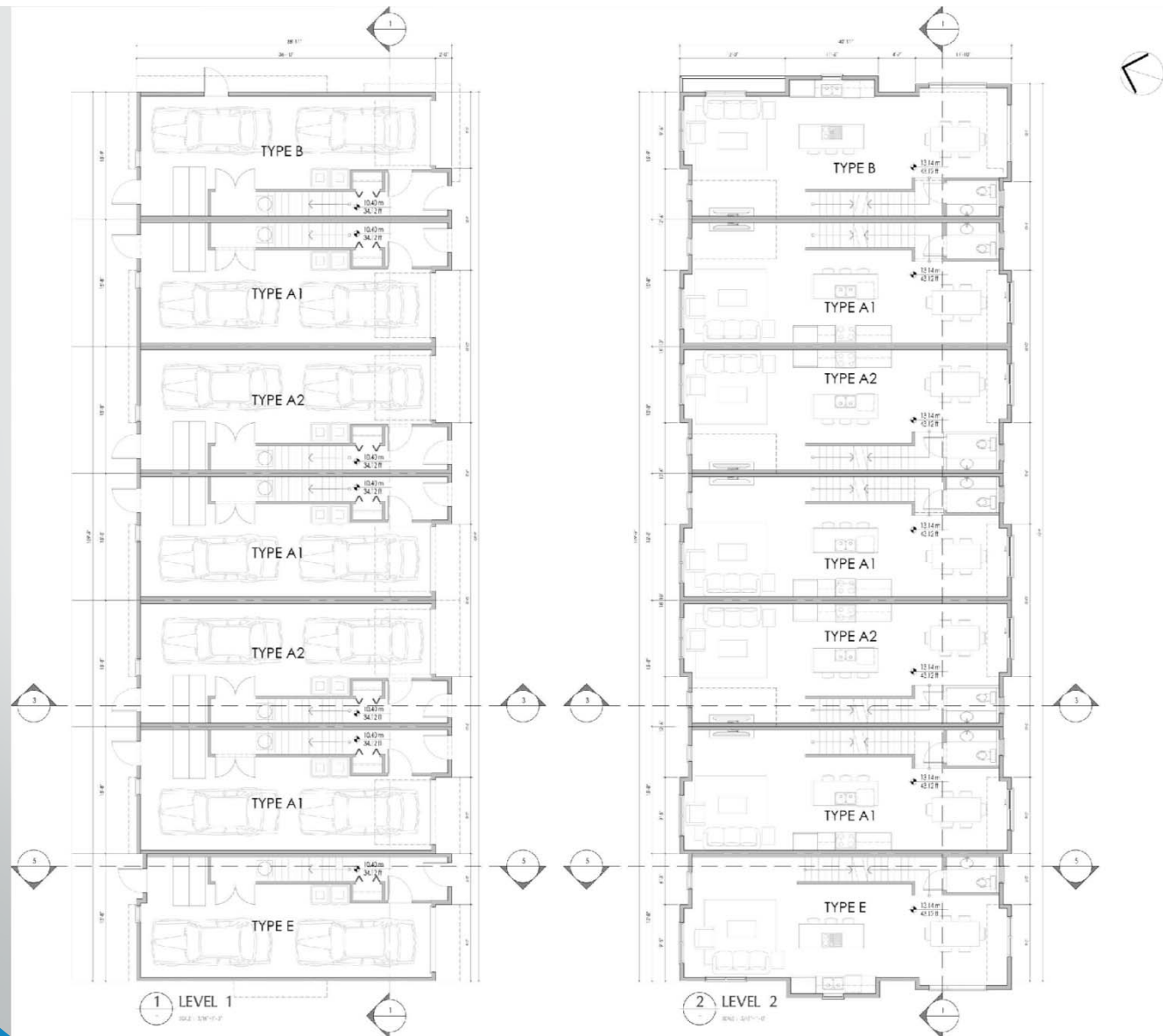
*Building height calculated from proposed grade (at driveway), to top of gable roof peak.

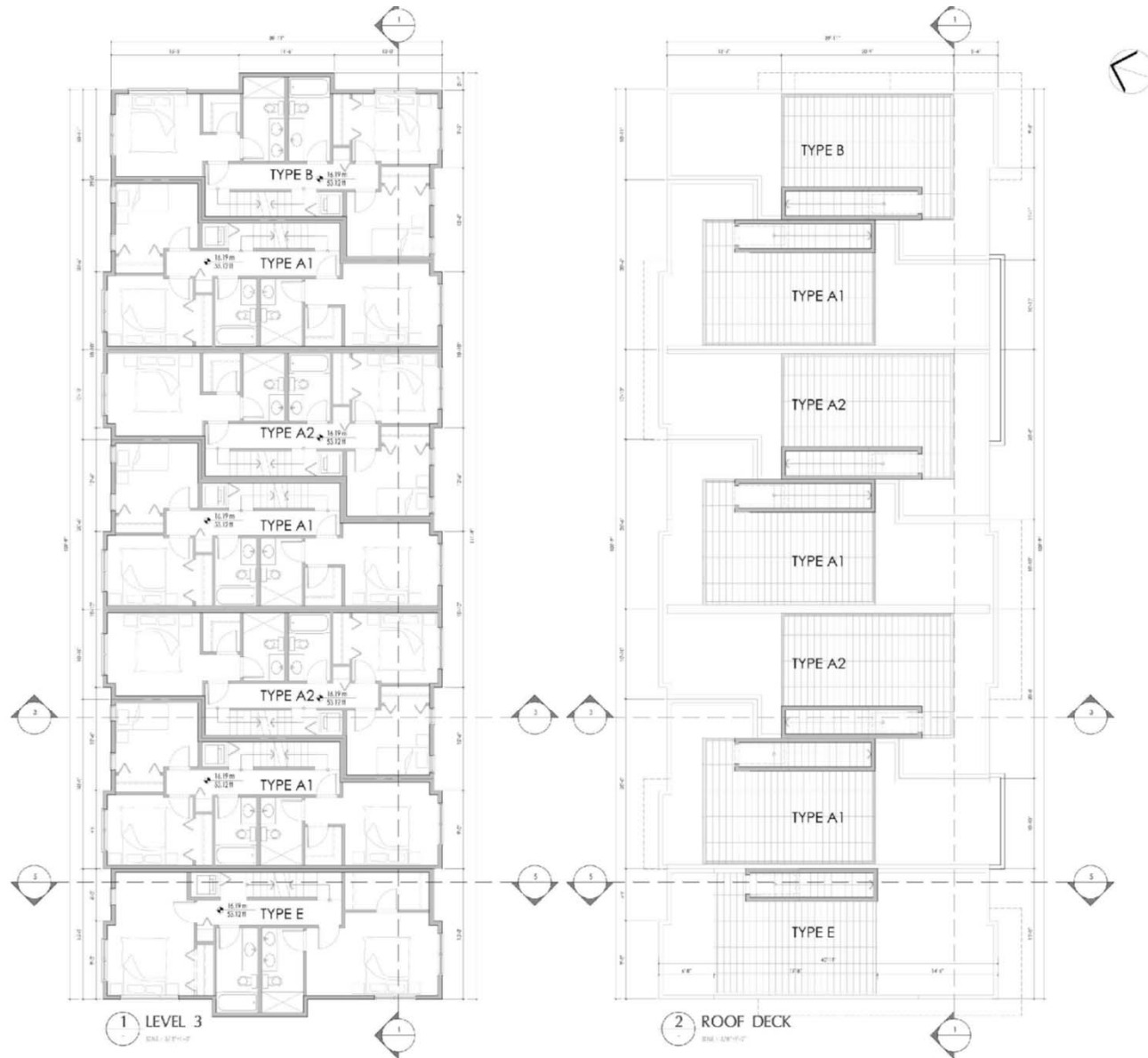
**Suite areas have been calculated using center line of party walls and outside face of exterior wall sheathing. Resulting areas have been rounded up to the nearest whole number. Legal surveys of suite areas may differ from

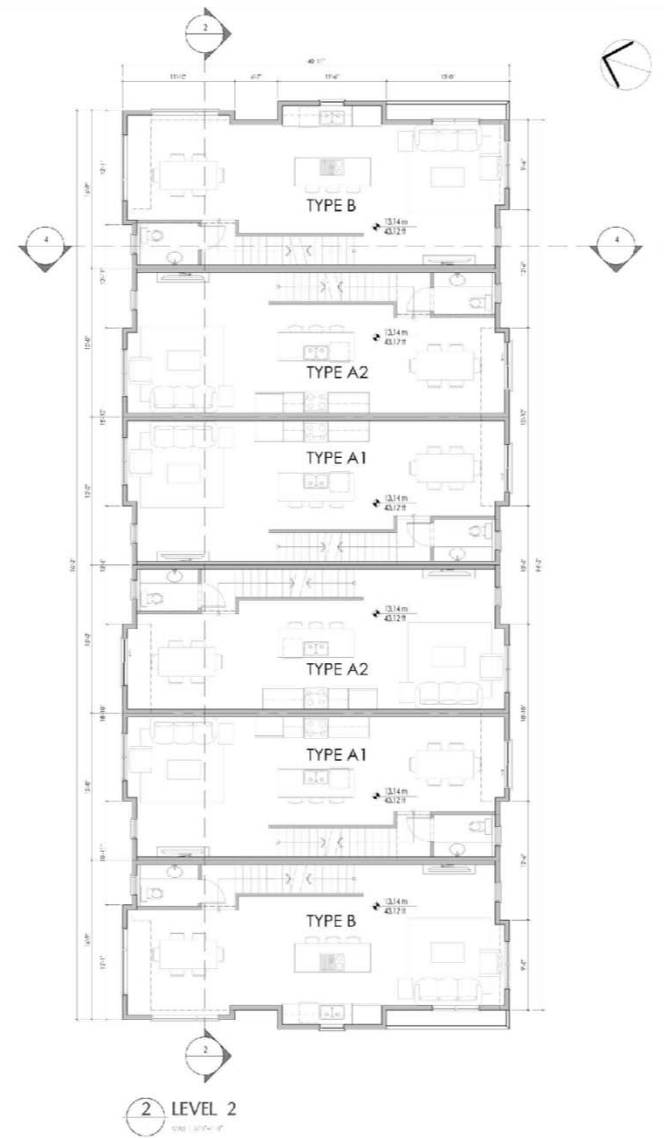
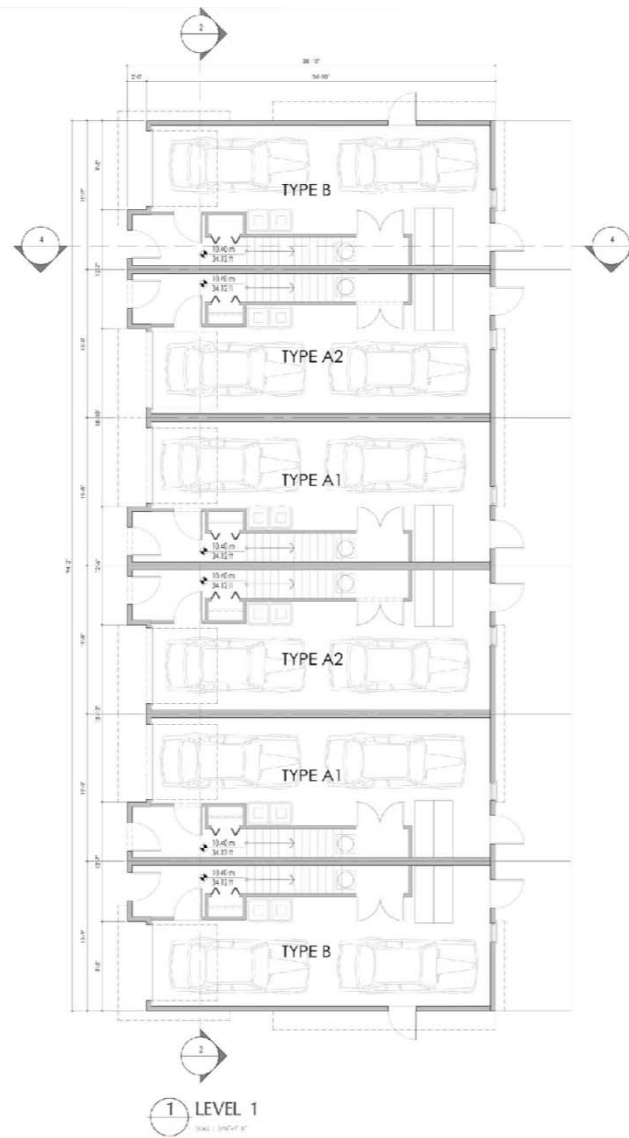
301-1444 Alberni Street | Vancouver, BC V6G 2Z4

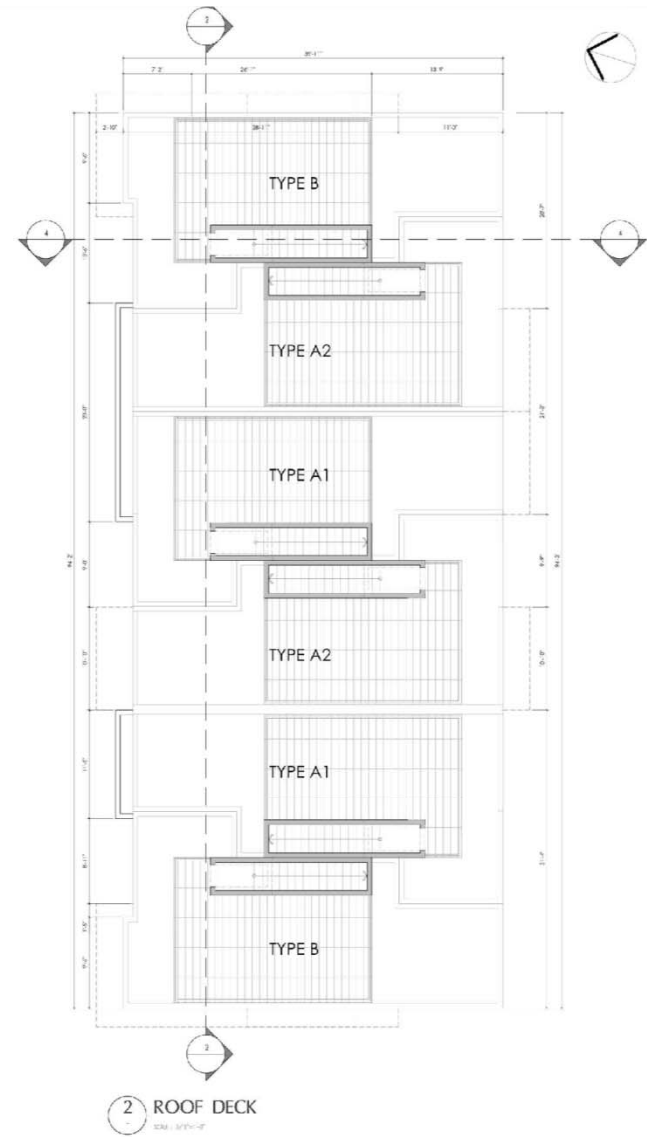
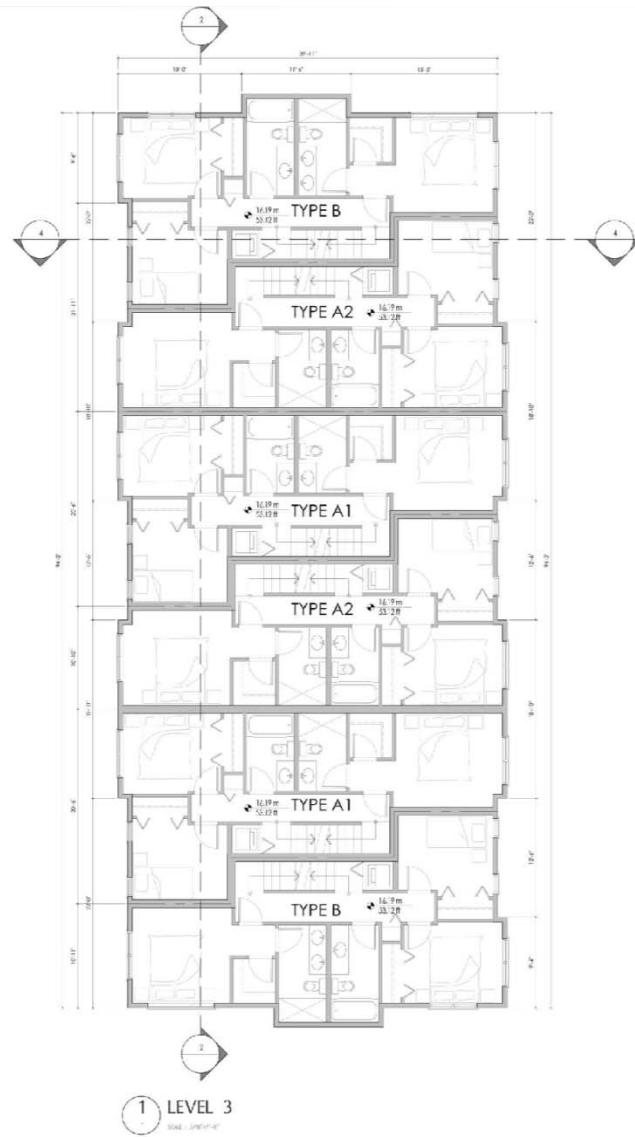
T. 604.685.3529 | E. office@wensleyarch.com

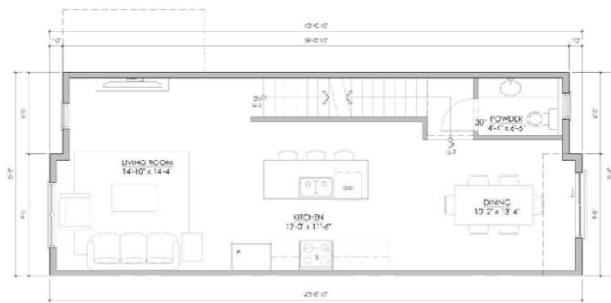
WENSLEYARCH.COM
Vancouver + Victoria



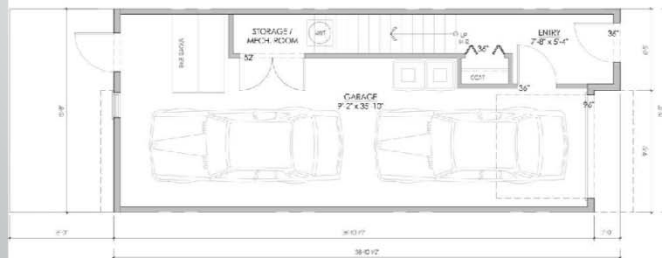




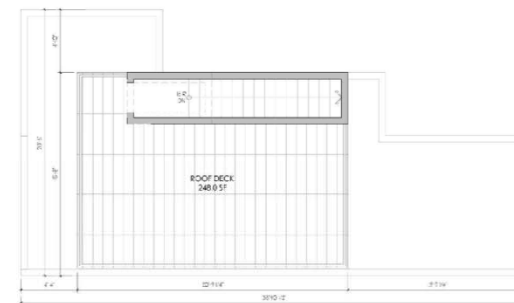




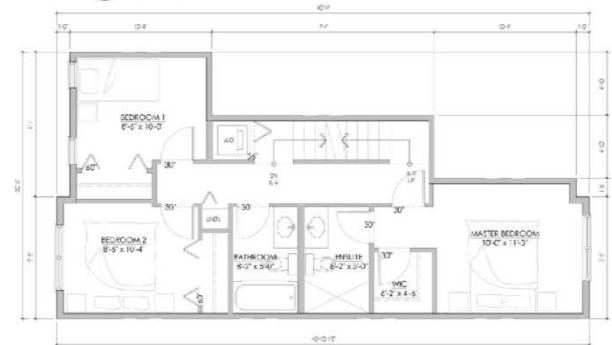
1 UNIT A1 - LEVEL 2
SCALE: 1/8" = 1'-0"



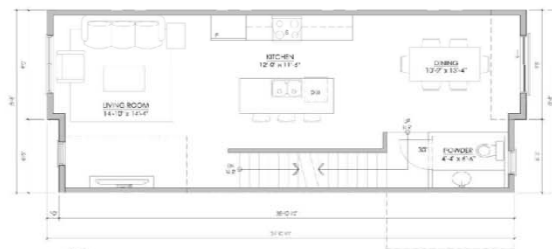
2 UNIT A1 - LEVEL 1
SCALE: 1/8" = 1'-0"



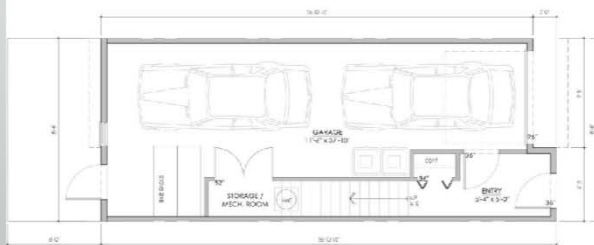
3 UNIT A1 - ROOF DECK
SCALE: 1/8" = 1'-0"



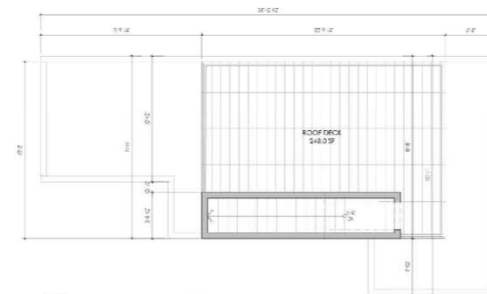
4 UNIT A1 - LEVEL 3
SCALE: 1/8" = 1'-0"



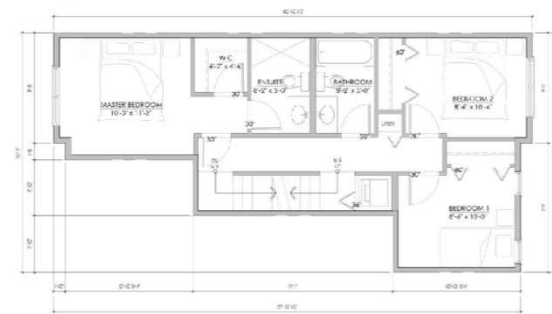
1 UNIT A2 - LEVEL 2
SCALE: 1/8"=1'-0"



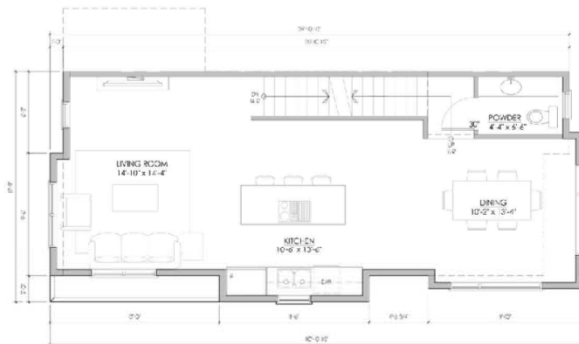
2 UNIT A2 - LEVEL 1
SCALE: 1/8"=1'-0"



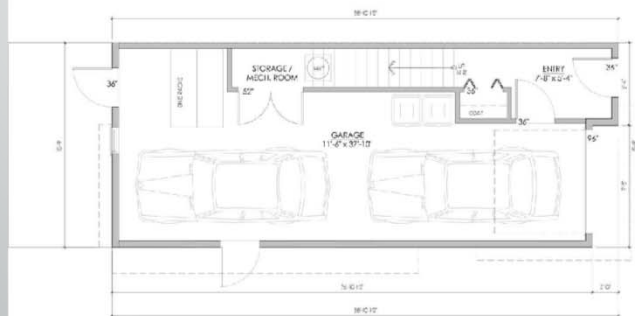
3 UNIT A2 - ROOF DECK
SCALE: 1/8"=1'-0"



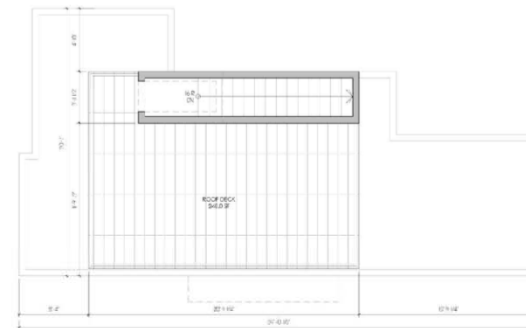
4 UNIT A2 - LEVEL 3
SCALE: 1/8"=1'-0"



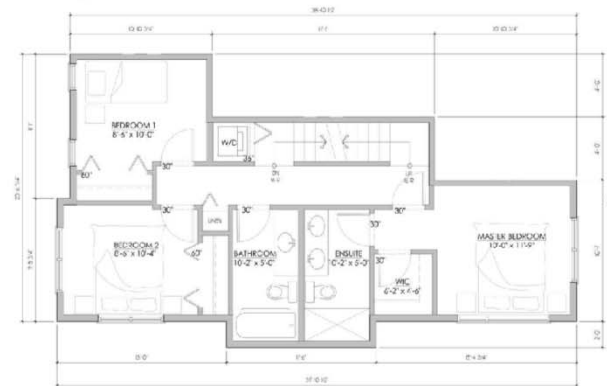
1 UNIT B - LEVEL 2
Scale: 1/8" = 1'-0"



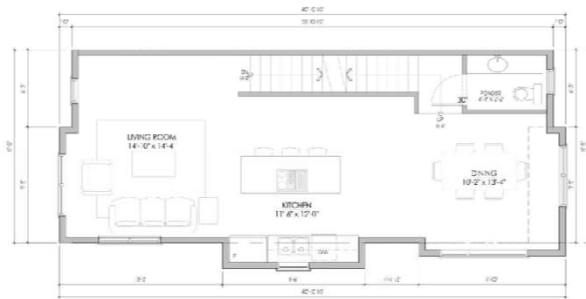
2 UNIT B - LEVEL 1
Scale: 1/8" = 1'-0"



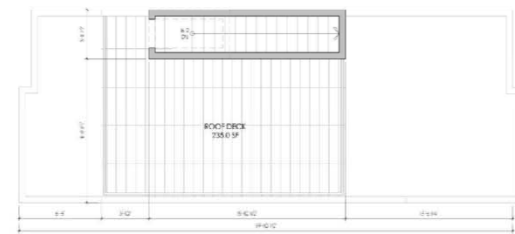
3 UNIT B - ROOF DECK
Scale: 1/8" = 1'-0"



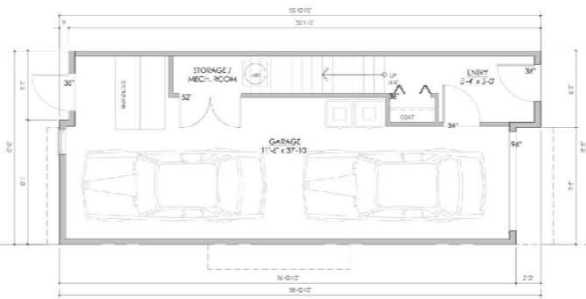
4 UNIT B - LEVEL 3
Scale: 1/8" = 1'-0"



1 UNIT E - LEVEL 2
TOTAL: 1,045.07



3 UNIT E - ROOF DECK
TOTAL: 735.03



2 UNIT E - LEVEL 1
TOTAL: 1,177.47



4 UNIT E - LEVEL 3
TOTAL: 1,117.12





1 WEST ELEVATION
SCALE: 1/8"=1'-0"



2 NORTH ELEVATION
SCALE: 1/8"=1'-0"



3 EAST ELEVATION
SCALE: 1/8"=1'-0"



4 SOUTH ELEVATION
SCALE: 1/8"=1'-0"



1 VINYL SHINGLE SIDING



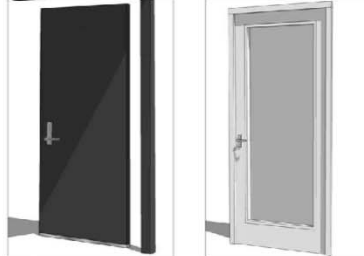
8 STANDING SEAM ROOFING



2 FIBRE CEMENT SMOOTH PANELS



4 RESIDENTIAL VINYL FRAME WINDOW UNIT
- DOUBLE GLAZED

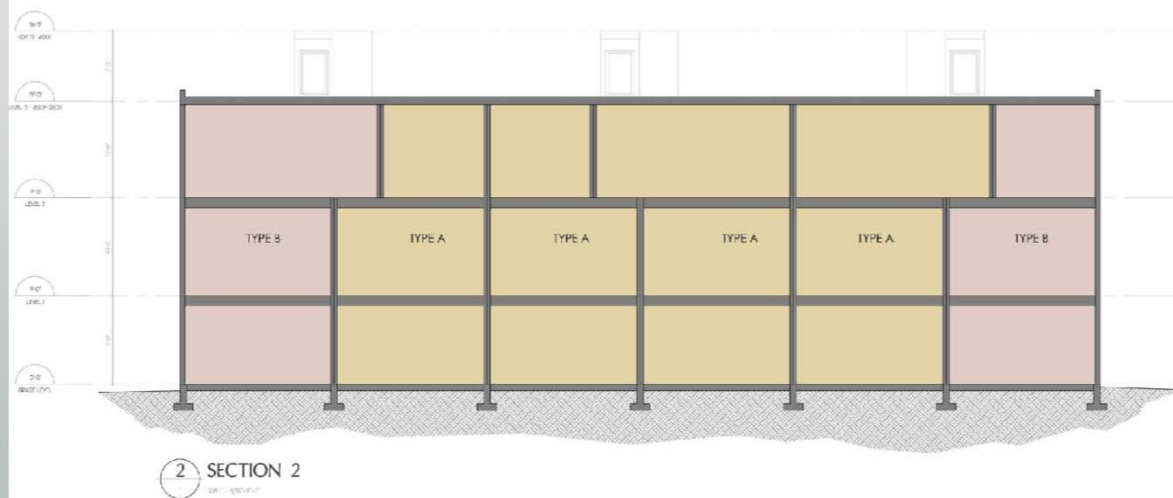
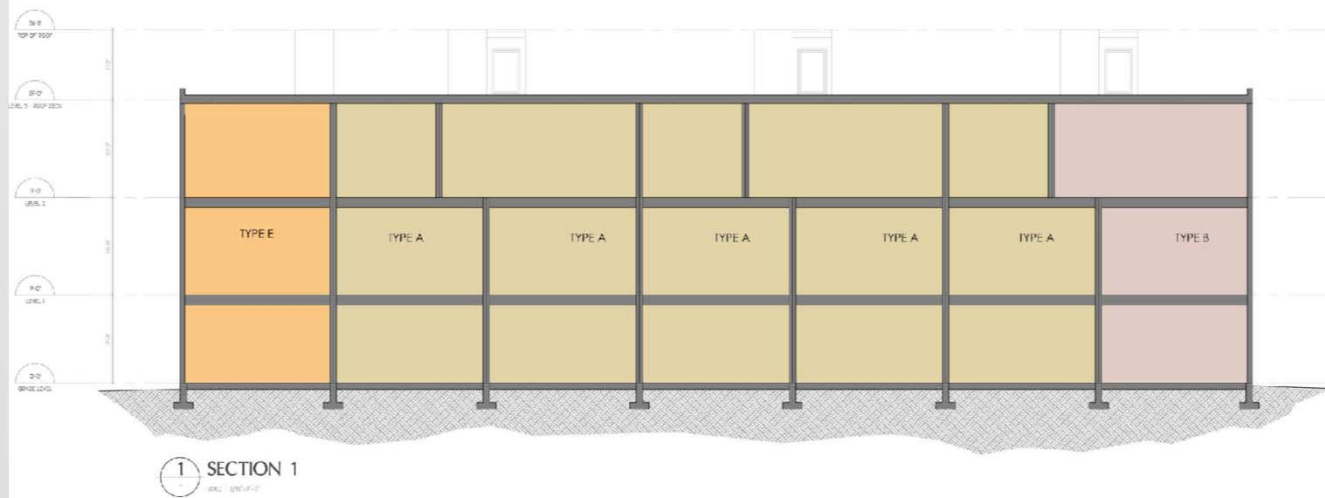


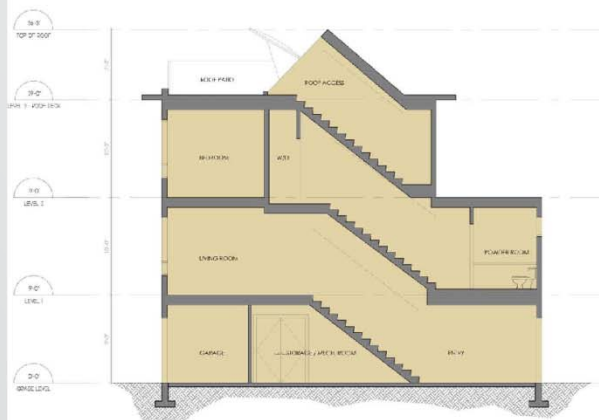
9 RESIDENTIAL VINYL ENTRY DOORS



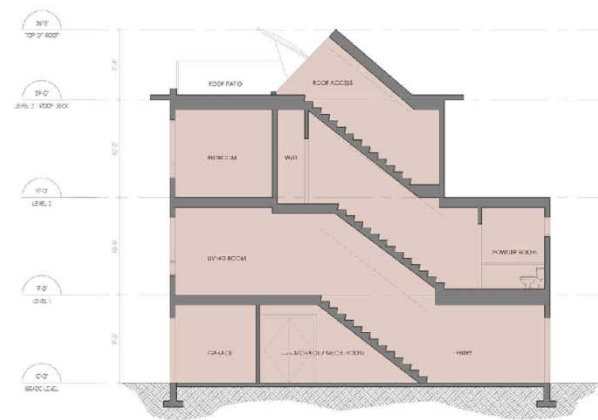
10 RESIDENTIAL OVERHEAD GARAGE DOOR
W/ TRANSLUCENT PANELS- INSULATED



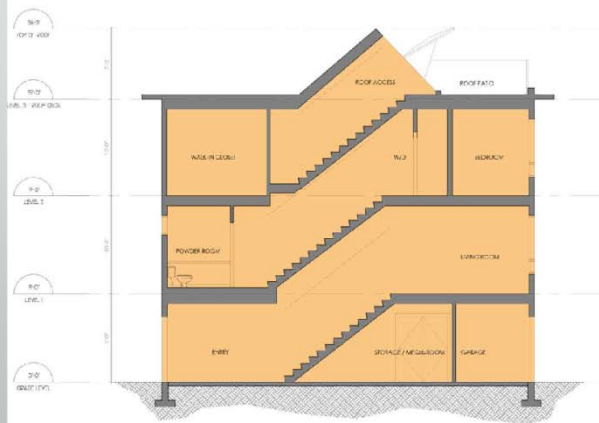




1 SECTION 3
SCALE: 1/8"=1'-0"



2 SECTION 4
SCALE: 1/8"=1'-0"



3 SECTION 5
SCALE: 1/8"=1'-0"

THANK YOU



CITY OF
LANGLEY



**MINUTES OF THE
ADVISORY PLANNING COMMISSION MEETING**

**HELD IN LANGLEY CITY HALL
CKF COMMUNITY BOARDROOM**

**WEDNESDAY, JUNE 13, 2018
7:00 PM**

Present: Councillor Jack Arnold, Chairman
Councillor Paul Albrecht, Vice-Chairman
John Beimers
Trish Buhler
Shelley Coburn, School District No. 35
Constable Lisa Cormier, Langley RCMP
Kimberley Lubinich
Ron Madsen
Dan Millsip
Kim Mullin

Staff: Gerald Minchuk, Director of Development Services & Economic
Development
Roy Beddow, Deputy Director of Development Services & Economic
Development

Absent: Jamie Schreder

1) RECEIPT OF MINUTES

MOVED BY Commission Member Millsip
SECONDED BY Commission Member Buhler

THAT the minutes for the May 9, 2018 Advisory Planning Commission
meeting be received, as amended, to correct reference to 5491 -199A
Street.

CARRIED

2) **DEVELOPMENT PERMIT APPLICATION DP 08-18- 20286**
MICHAUD CRESCENT

The Director Development Services & Economic Development provided a brief overview of the planning context for the proposed Development Permit application, and introduced David Danyluck, David Danyluck Architects Inc. who presented the proposed application. Following discussion on building form and character, building setbacks, parking, landscaping, sustainability features, CPTED security measures and cash-in-lieu of parking provisions, it was:

MOVED BY Commission Member Mullin
SECONDED BY Commission Member Millsip

That Development Permit Application DP 08-18 to accommodate a 4-storey mixed-use development located at 20286 Michaud Crescent be approved, including the proposed front and exterior side yard setback variances, and cash –in-lieu of 3 parking spaces, subject to execution of a Development Servicing Agreement and compliance with the conditions outlined in the Director of Development Services & Economic Development’s report be approved.

CARRIED

3) **REZONING APPLICATION RZ 06-18/DEVELOPMENT PERMIT**
APPLICATION DP 06-18- 19727, 19737, 19755, 19763-55 AVENUE

The Director Development Services & Economic Development provided a brief overview of the planning context for the proposed Rezoning/Development Permit applications, and introduced Fred Adab, F. Adab Architects Inc. who presented the proposed applications. Following discussion on building form and character, parking, entry lighting, landscaping, sustainability features and CPTED security measures, it was:

MOVED BY Commission Member Mullin
SECONDED BY Commission Member Madsen

That Rezoning Application RZ 06-18/Development Permit Application DP 06-18 to accommodate a 36 unit, 3-storey townhouse development located at 19727, 19737, 19755, 19763-55 Avenue be approved subject to execution of a Development Servicing Agreement and compliance with the conditions outlined in the Director of Development Services & Economic Development’s report be approved.

CARRIED

OPPOSED: Member Millsip, Member Buhler

MOVED BY Commission Member Millsip

SECONDED BY Commission Member Buhler

That tandem parking be referred to City Council for review.

CARRIED

4) **REZONING APPLICATION RZ 08-18/DEVELOPMENT PERMIT
APPLICATION DP 10-18- 20105, 20109, 20119, 20129-53A AVENUE**

The Director Development Services & Economic Development provided a brief overview of the planning context for the proposed Rezoning/Development Permit applications, and introduced Lukas Wykpis, Keystone Architecture & Planning Ltd. who presented the proposed applications. Following discussion on building form and character, landscaping, community garden areas, sustainability features and CPTED security measures, it was:

MOVED BY Commission Member Buhler

SECONDED BY Commission Member Lubinich

That Rezoning Application RZ 08-18/Development Permit Application DP 10-18 to accommodate a 48 unit, 4-storey condominium apartment located at 20105, 20109, 20119, 20129 -53A Avenue be approved subject to execution of a Development Servicing Agreement and compliance with the conditions outlined in the Director of Development Services & Economic Development's report be approved.

CARRIED

5) **REZONING APPLICATION RZ 09-18/DEVELOPMENT PERMIT
APPLICATION DP 11-18- 5471 & 5481 - 199A STREET**

The Director Development Services & Economic Development provided a brief overview of the planning context for the proposed Rezoning/Development Permit applications, and introduced Amir Moosavi, Wensley Architecture Ltd., who presented the proposed applications. Following discussion on building form and character, landscaping, sustainability features and CPTED security measures, it was:

MOVED BY Commission Member Beimers

SECONDED BY Commission Member Mullin

That Rezoning Application RZ 09-18/Development Permit Application DP 11-18 to accommodate a 13 unit, 3-storey townhouse development

located at 5471 and 5481-199A Street be approved subject to execution of a Development Servicing Agreement and compliance with the conditions outlined in the Director of Development Services & Economic Development's report be approved.

CARRIED

OPPOSED: Member Millsip, Member Buhler

6) **Next Meetings:**

Wednesday, August 8, 2018

7) **ADJOURNMENT**

MOVED BY Commission Member Buhler
SECONDED BY Commission Member Mullin

THAT the meeting adjourn at 9:15 P.M.

CARRIED



ADVISORY PLANNING COMMISSION CHAIRMAN



DIRECTOR OF DEVELOPMENT SERVICES & ECONOMIC DEVELOPMENT

Certified Correct



CITY OF LANGLEY

MOTION

Development Permit No. 11-18

THAT Development Permit Application DP 11-18 to accommodate a 3-storey, 13-unit townhouse development located at 5471 and 5481 -199A Street be approved subject to execution of a Development Servicing Agreement in compliance with the conditions outlined in the Deputy Director of Development Services & Economic Development report.



ADVISORY PLANNING COMMISSION REPORT

To: **Advisory Planning Commission**

Subject **Rezoning Application RZ 09-18/
Development Permit Application DP 11-18**

File #: 6620.00

From: Development Services & Economic
Development Department

Doc #:

Date: June 1, 2018

COMMITTEE RECOMMENDATION:

THAT Rezoning Application RZ 09-18 and Development Permit Application DP 11-18 to accommodate a 13-unit, 3-Storey townhouse development located at 5471 and 5481 -199A Street be approved subject to execution of a Development Servicing Agreement in compliance with the conditions outlined in the Director of Development Services & Economic Development report.

PURPOSE OF REPORT:

To consider a Rezoning Application and Development Permit Application by Wensley Architecture Ltd. to accommodate a 13-unit, 3-Storey townhouse development.

POLICY:

The subject property is located within the High Density Residential area in the Official Community Plan. All lands designated as High Density Residential are subject to a Development Permit to address building form and character.

COMMENTS/ANALYSIS:

Background Information:

Applicant:	Wensley Architecture Ltd. /Concosts Management Inc.
Owners:	Geniale Russo and Gagandeep Chouhan, Dharambir Chouhan, Gurcharan Chouhan
Civic Addresses:	5471 and 5481- 199A Street
Legal Description:	Lot 73, and Lot 74, Section 3, Township 8, New Westminster District Plan 33088
Site Area:	16,399 ft ²
Lot Coverage:	46.8%
Total Parking Required:	26 stalls, plus 3 visitor stalls
Total Parking Provided:	26 stalls, plus 3 visitor stalls
Existing Zoning:	RS1 Single Family Residential Zone
Proposed Zoning:	CD 61 Comprehensive Development Zone
OCP Designation:	High Density Residential
Variances Requested:	None
Development Cost Charges:	\$209,053.75 (includes \$49,149 SF DCC
Community Amenity Charge:	\$26,000.00

Engineering Requirements:

A) The developer is responsible for the following work which shall be designed by a Professional Engineer:

1. Implement erosion and sediment control measures designed and approved by a qualified professional in accordance with the City of Langley Watercourse Protection Bylaw #2518.
2. Conduct a water flow test and provide fire flow calculations by a Professional Engineer to determine if the existing water network is adequate for fire flows. Replacement of the existing watermain may be necessary to achieve the necessary pressure and flows to conform to Fire Underwriters Survey (FUS) "Water Supply for a Public Fire Protection, a Guide to Recommended Practice, 1995".

3. Additional C71P fire hydrants may be required to meet bylaw and firefighting requirements. Hydrant locations must approved by the City of Langley Fire Department.
4. New water, sanitary and storm sewer service connections are required. The developer's engineer will determine the appropriate main tie in locations and size the connections for the necessary capacity. The capacity of the existing water and sewer mains must be assessed and any upgrades required to service the site shall be designed and installed at the Developer's expense. All existing services shall be capped at the main, at the Developer's expense, upon application for Demolition permit.
5. A new driveway, sidewalk, curb, gutter and street trees will be required along the development frontage.
6. The street lighting fronting the site shall be analyzed and, if necessary, upgraded to City of Langley Standards.
7. A stormwater management plan for the site is required. Rainwater management measures used on site shall limit the release rate to mitigate flooding and environmental impacts as detailed in the Subdivision and Development Bylaw.
8. The condition of the existing pavement surrounding the site shall be assessed by a geotechnical engineer. Pavements shall be adequate for an expected road life of 20 years under the expected traffic conditions for the class of road. Road construction and asphalt overlay designs shall be based on the analysis of the results of Benkelman Beam tests and test holes carried out on the existing road which is to be upgraded. If the pavement is inadequate it shall be remediated, at developer's cost.
9. The existing pavement on 199A frontage requires final overlay. This requirement will be fulfilled by a cash-in-lieu payment.
10. The selection, location and spacing of street trees and landscaping shall be in accordance with the City of Langley's Official Community Plan Bylaw, 2005, No. 2600 and Street Tree Program, November, 1999 manual.

B) The developer is required to deposit the following bonding and connection fees:

1. The City requires a Security Deposit based on the estimated construction costs of installing civil works, as approved by the Director of Engineering, Parks and Environment.

2. The City would require inspection and administration fees in accordance to the Subdivision Bylaw based on a percentage of the estimated construction costs. (See Schedule A – General Requirement - GR5.1 for details).
3. A deposit for a storm, sanitary and water connection is required, which will be determined after detailed civil engineering drawings are submitted, sealed by a Professional Engineer.
4. The City would require a \$20,000 bond for the installation of a water meter to current standards.

C) The developer is required to adhere to the following conditions:

1. Undergrounding of hydro, telephone and cable services to the development site are required.
2. All survey costs and registration of documents with the Land Titles Office are the responsibility of the developer/owner.
3. A water meter is required to be installed outside in a vault away from any structures in accordance to the City's water meter specifications at the developer's cost. A double detector check valve assembly is required to be installed outside away from any structure in a vault as per the City's specifications.
4. A "Stormceptor" or equivalent oil separator is required to treat parkade drainage.
5. A complete set of "as-built" drawings sealed by a Professional Engineer shall be submitted to the City after completion of the works. Digital drawing files in .pdf and .dwg format shall also be submitted.
6. The selection, location and spacing of street trees and landscaping shall be in accordance with the City of Langley's Official Community Plan Bylaw, 2005, No. 2600 and Street Tree Program, November, 1999 manual.
7. Stormwater run-off generated on the site shall not impact adjacent properties, or roadways.
8. Garbage and recycling enclosures shall accommodated on the site and be designed to meet Metro Vancouver's "Technical Specifications for Recycling and Garbage Amenities in Multi-family and Commercial Developments - June 2015 Update"

Discussion:

The proposed development is located off 199A Street and consists of two single family lots. The subject site proposes a three-storey, 13-unit townhouse development, with unit sizes ranging from 1,371 ft² to 1,426 ft².

Each townhouse unit will be three bedrooms and include a private roof top patio. Access will be provided from an internal 8m wide lane. Parking is accommodated through tandem parking for each unit, with 3 visitor spaces located at the back of the building.

The proposed architectural style for this townhouse development will be contemporary modern style with roof overhangs and flat roofs, complementary with their adjacent townhouse development recently approved.

The proposed development benefitted from a comprehensive CPTED report by a qualified consultant whose recommendations were incorporated into the project plans.

Fire Department Comments:

Langley City Fire-Rescue Service has reviewed the attached plans and provided preliminary comments to the applicant. The department will review, and make further comment, as the project continues to the building permit design stage.

Advisory Planning Commission:

In accordance with Development Application Procedures Bylaw No. 2488, the subject applications will be reviewed by the Advisory Planning Commission at the June 13, 2018 meeting. A copy of the APC minutes will be presented to Langley City Council at the June 25, 2018 Regular Council meeting.

BUDGET IMPLICATIONS:

In accordance with Bylaw No. 2482, the proposed development would contribute \$209,053.75 to Development Cost Charge accounts and \$26,000.00 in Community Amenity Charges.

ALTERNATIVES:

1. Require changes to the applicant's proposal.
2. Deny application.

Prepared by:



Gerald Minchuk, MCIP
Director of Development Services & Economic Development

Concurrence:



Rick Bomhof, P.Eng.
Director of Engineering, Parks &
Environment

Concurrence:



Rory Thompson, Fire Chief

Attachment(s):



EXPLANATORY MEMO

COMMUNITY STANDARDS BYLAW, 2018, No. 3075

PURPOSE:

The purpose of Bylaw No. 3075 is to consolidate in a single bylaw, and make consistent, provisions previously contained in the Community Standards Bylaw adopted in 2004; the Abandoned Properties Bylaw adopted in 2014; and one section of the Fire Protection and Safety Bylaw that deals with abandoned buildings. The bylaw establishes community standards for the upkeep and maintenance of properties and for the securing of abandoned buildings from unauthorized entry and occupancy. A consistent procedure is provided for giving notice of bylaw contraventions to owners and occupiers, following up with inspections and direct City action if necessary, and recovery of costs incurred from owners via the property tax procedure.



Community Standards Bylaw, 2018, No. 3075

A Bylaw to regulate, prohibit and impose requirements in relation to the use of public places and the protection and enhancement of the well-being of the community.

The Council of the City of Langley, in open meeting assembled, enacts as follows:

Title

1. This bylaw may be cited as the “Community Standards Bylaw, 2018, No. 3075”.

Repeal

2. The following are repealed:
 - (a) City of Langley Abandoned Properties Bylaw, 2014, No. 2922;
 - (b) Community Standards Bylaw, 2003, No. 2487; and
 - (c) Section 10 of Fire Protection and Safety Bylaw, 2009, No. 2784 and the definition of “Vacant Premises” in Section 2 of the bylaw.

Public Places

3. No person shall do any of the following on any highway or in any other public place:
 - (a) deposit any rubbish, debris or other discarded or recyclable materials except in a container provided and placed by the City for that purpose;
 - (b) foul or pollute any water body;
 - (c) place graffiti on or otherwise damage or deface any wall, building, fence, sign, bench, sculpture, water fountain or other structure or any sidewalk or pavement; or
 - (d) post or affix to any building or other structure, fence or utility pole any bill, poster, placard, notice or advertisement without the written permission of the City.

Nuisances on Private Property

4. No person shall, being the owner or occupier of premises in the City, do any of the following:
 - (a) allow the premises to become or remain unsightly, and for this purpose any of the following is deemed to render premises unsightly:

- i. the storage, location or accumulation of rubbish, debris or any other discarded materials so as to be visible to a person standing on an adjacent highway or parcel;
 - ii. the exterior storage or parking of dilapidated motor vehicles, recreational vehicles, vessels of any kind or other equipment or machinery, or parts
 - iii. not more than one unlicensed or uninsured motor vehicle may be stored or parked on any parcel of land. ;
 - iv. landscaping or other vegetation that is dead, diseased, damaged, or unsightly as a result of lack of maintenance or uncontrolled growth;
 - v. an area of grass or other vegetation that exceeds 30 cm in height and is unkempt or unmaintained;
 - vi. fencing that has not been maintained and that is characterized by rot, corrosion, breakage, collapse, impact damage, peeling of paint or other evidence of physical deterioration;
 - vii. graffiti on an building or other structure including a fence, that is visible to a person standing on an adjacent highway or parcel;
 - viii. demolition waste, construction waste or trade waste accumulated on a construction site;
 - ix. rubbish or recyclable material overflowing from or accumulated in the vicinity of any container or receptacle of any type situated on the premises; or
 - x. any other condition of disrepair, dilapidation or deterioration of the premises or any building or structure on the premises;
- (b) allow the accumulation of water on the premises;
- (c) permit or allow an infestation of the premises by noxious or destructive rodents or insects;
- (d) permit or allow the growth of noxious weeds or the accumulation of prunings, cuttings or other flammable material constituting a fire hazard; or
- (e) cause, suffer or permit any nuisance on the premises.
5. An Inspector may, in writing, order an owner or occupier of premises to comply with this bylaw by taking such measures as are reasonably determined by the Inspector to be required to abate the condition that contravenes the bylaw, within the time specified in the order, and upon receiving such order the owner must comply with the order.
6. An order made under Section 5 may be delivered to the owner or occupier by any method that the Inspector determines will give the owner actual notice of its contents, including mail, facsimile transmission, email, courier, and personal service, and in the case of an imminent hazard to persons or property, including the premises that are the subject of the order, may provide oral notice of the order by telephone or in person, as long as the order is subsequently confirmed in writing.

Unoccupied Buildings

7. Every owner of premises in the City that are unoccupied shall, within 24 hours of the termination of the last lawful occupancy of the building and, where a building permit is required for the work, within 24 hours of the issuance of the permit, make the premises secure against unauthorized entry or occupancy, intentional

damage and any other condition constituting a fire hazard by one or more of the following methods:

- (a) affixing solid barriers to doors, windows and other points of ingress using materials and installation methods that effectively preclude easy entry, and reinstate such barriers immediately upon becoming aware that they have been removed, damaged or compromised in any way;
 - (b) installing security fencing or other perimeter barriers that effectively preclude entry, and reinstate such barriers immediately upon becoming aware that they have been removed, damaged or compromised in any way;
 - (c) installing a security alarm system complying with all applicable city bylaws;
 - (d) employing security guards on a regular and frequent basis; or
 - (e) utilizing or installing such other security measures or devices as the Inspector may approve, including without limitation the installation of exterior lighting that does not shed direct light on any neighbouring premises.
8. Section 7 applies to every building or structure that is accessory to an unoccupied building, including any garage, garden shed or other structure that can reasonably be expected to present a fire hazard if occupied unlawfully.
 9. Section 7 applies to every building or structure that has been damaged by fire or any other cause to the point that it cannot safely be occupied.
 10. Every owner of unoccupied premises in the City that have been damaged by unauthorized entry or occupancy must promptly effect such repairs as are required to make the premises secure against further entry or occupancy and mitigate any fire hazard.
 11. Sections 7 and 10 do not apply in respect of premises for which the City has issued a demolition permit, provided that the building is demolished within 48 hours of the issuance of the permit.
 12. An Inspector may, in writing, order an owner of unoccupied premises to comply with this bylaw by taking measures described in Section 7 or 10, or other measures reasonably determined by the Inspector to be required to make the premises secure against unauthorized entry or occupancy, within the time specified in the order, and upon receiving such order the owner must comply with the order.
 13. An order made under Section 12 may be delivered to the owner by any method that the Inspector determines will give the owner actual notice of its contents, including mail, facsimile transmission, email, courier, and personal service, and in the case of an imminent hazard to persons or property, including the unoccupied premises, may provide oral notice of the order by telephone or in person, as long as the order is subsequently confirmed in writing.

Inspections and Inspection Fees

14. An Inspector may enter on any land at reasonable times and in a reasonable manner to inspect the land to determine whether the condition of the land and any buildings and structures on the land complies with this bylaw.
15. No person shall obstruct or interfere with an Inspector in the performance of duties under this bylaw, or any employee of the City or contractor engaged by the City to perform work under this bylaw on default of the owner or occupier.

16. In making an order under Section 5 or 12, the Inspector must specify a time for compliance that is reasonable in view of the condition of the premises and the time that is required to carry out the work required by the order.
17. If an Inspector issues an order under Section 5 or 12, the owner or occupier must advise the Inspector when compliance with the order has been effected, and the Inspector may inspect the premises to confirm such compliance.
18. If the Inspector requires an inspection under Section 17, the owner must pay in advance the inspection fee set out in the Fees and Charges Bylaw, which fee is imposed in respect of both the inspection that preceded the making of the order and the inspection that confirms compliance with the order.

City Action on Default

19. An order made under Section 5 or 12 must specify that if the person to whom the order is addressed fails to comply with the order within the time specified in the order, the City may without further notice enter on the land and perform the work required by the order, at the cost of the owner of the land.
20. Upon the failure of an owner or occupier to comply with an order made under Section 5 or 12 within the time specified in the order, the City may without further notice enter on the land and perform the work required by the order, at the cost of the owner of the land.
21. The City may not perform work under Section 20 in relation to an order that has been delivered to an occupier of premises unless a copy of the order was also delivered to the owner.
22. The City may not perform work under Section 20 in relation to an order of which oral notice was given, until the owner has been provided written confirmation of the order.
23. The City may, if an owner has not paid the City its cost in undertaking work under Section 20 by December 31 in the year in which the work was performed, recover the cost from the owner in the manner authorized by Section 258 of the *Community Charter*.
24. If the Inspector is not, having made reasonable efforts, able to locate an owner for the purpose of providing notice of an order under Section 12 or Section 21, the City may perform work under Section 20 at the cost of the owner as if the owner had been notified and had not complied with the order, provided that the City may not incur costs under this Section in excess of \$5000

Penalties and Enforcement

25. The maximum penalty for a contravention of this bylaw, upon conviction of an offence under the *Offence Act*, is \$10,000.00.
26. Each day on which a contravention of this bylaw continues constitutes a separate offence.
27. The City may enforce this bylaw by ticketing under Municipal Ticket Information System Bylaw, 2011, No. 2846 or by prosecution under the *Offence Act* notwithstanding that it has taken action on default of the owner or occupier of land under Section 20.

Interpretation

28. In this bylaw,

Discarded material includes, for the purposes of Section 4(a)(i), material having little or no economic value that is accumulated or stored and includes without limitation used lumber or other building supplies, newspapers, household appliances, plumbing fixtures or furniture or the parts of any of them, and broken or unused equipment of any kind.

Graffiti does not include any mural or similar graphic design authorized by the City to be placed on City property.

Inspector means the Bylaw Enforcement Officer, Chief Building Inspector, and any other person designated by the Council to administer this bylaw, and includes, for the purposes of Section 12 of this bylaw, the Fire Chief as defined in Fire Protection and Safety Bylaw, 2009, No. 2784.

Noxious weed means a weed designated under Section 2 of the Weed Control Regulation B.C. Reg. 66/85 under the *Weed Control Act*.

Owner includes, in relation to any provision of this bylaw that requires notice to be given to an owner in respect of any parcel of land, a representative of the owner who has been authorized by the owner, in writing, to deal with the City with respect to matters involving that parcel, or with respect to matters involving any of that owner's parcels of land within the City.

Recreational vehicle includes a travel trailer, tent trailer, fifth wheel trailer, camper whether mounted on a vehicle or not, park model recreational vehicle and motor home.

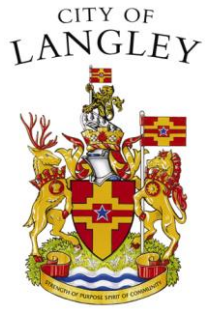
Rubbish includes without limitation household or garden waste of any kind whether mixed with soil or not; incinerator ash; used or broken glass; recyclable material of any kind that is not being stored at a recycling facility or depot; and barrels, boxes, crates, totes and other containers.

READ A FIRST, SECOND AND THIRD time this ninth day of July, 2018.

ADOPTED on the day of , 2018.

MAYOR

CORPORATE OFFICER

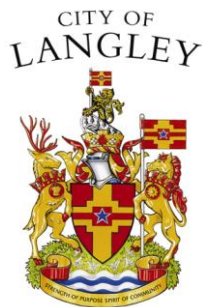


EXPLANATORY MEMO

FEES AND CHARGES AMENDMENT BYLAW 2837, AMENDMENT NO 25, 2018 BYLAW NO. 3079

PURPOSE:

To amend the Fees and Charges Bylaw to delete the repealed Abandoned Properties Bylaw and insert the new Community Standards Bylaw.



**FEES AND CHARGES BYLAW, 2010, No. 2837,
AMENDMENT NO. 25 BYLAW, 2018
No. 3079**

A Bylaw to amend fees and charges for various services offered by the City of Langley.

1. Title

- (1) This bylaw shall be cited as the “Fees and Charges Bylaw, 2010, No. 2837, Amendment No. 25 Bylaw, 2018, No. 3079.”

2. Amendments

- (1) Fees and Charges Bylaw, 2010, No. 2837 is hereby amended by:
- (a) Delete the phrase “Schedule 1 – Abandoned Properties” in Section 3(2) and replacing it with the phrase “Schedule 1 - Community Standards”.
 - (b) Inserting a new Schedule 1 – Community Standards Fees attached to and forming part of this bylaw.

3. Severability

If any portion of this bylaw is declared invalid by a court of competent jurisdiction, then the invalid portion must be severed and the remainder of the bylaw is deemed valid.

READ A FIRST, SECOND AND THIRD TIME on this ninth day of July, 2018.

ADOPTED this -- day of --, 2018.

MAYOR

CORPORATE OFFICER

Schedule 1 – Community Standards Fees
Community Standards Bylaw, 2018, No. 3075

Community Standards Fees (all fees are subject to applicable taxes)	
Description	Fees
(1) Initial investigation and inspection of property, including attendance by any inspector	\$60.00 plus \$60.00/hour or part thereof
(2) Initial building inspection	\$100.00/hour
(3) City coordination of inspections of other authorities having jurisdiction	\$100.00 for each agency.
(4) Calculation of fee for Building Permit authorizing remediation	As set out in the City of Langley Building and Plumbing Regulation Bylaw
(5) Issuance of City Re-Occupancy Certificate	\$500.00



EXPLANATORY MEMO

MUNICIPAL TICKET INFORMATION SYSTEM BYLAW 2846, AMENDMENT NO. 14 BYLAW, 2018 No. 3080

PURPOSE:

To update the Municipal Ticketing Bylaw to reflect the repeal of the Abandoned Properties Bylaw and the incorporation of its contents into the new Community Standards Bylaw.



**MUNICIPAL TICKET INFORMATION SYSTEM
BYLAW 2846,
AMENDMENT NO. 14 BYLAW, 2018
No. 3080**

A Bylaw to amend fees in the Municipal Ticket Information System.

1. Title

- (1) This bylaw shall be cited as the “Municipal Ticket Information System Bylaw, 2011, No. 2846, Amendment No. 14, 2018, No. 3080.”

2. Amendments

- (1) Municipal Ticket Information System Bylaw, 2011, No. 2846 is hereby amended:
- (a) By deleting Schedule B1 – Abandoned Properties Bylaw and renumbering the subsequent schedules listed;
 - (b) By deleting references to the Abandoned Properties Bylaw in Schedule A – Enforcement Officers;
 - (c) By deleting Schedule B7 – Community Standards Bylaw and replacing it with Schedule B6 – Community Standards Bylaw attached to and forming part of this bylaw.
 - (d) By deleting section B7 – Community Standards Bylaw, 2003, No. 2487 in Schedule A – Enforcement Officers and replacing it with:

B6	Community Standards Bylaw, 2018, No. 3075	Bylaw Enforcement Officer RCMP Officer Fire Member
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- (e) By deleting the following section in Schedule B11 – Fire Protection and Safety Bylaw:

Fail to Secure Premises	10(1)	\$200.00
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READ A FIRST, SECOND AND THIRD TIME this ninth of July, 2018.

ADOPTED this day of , 2018.

MAYOR

CORPORATE OFFICER

Schedule B6 – Community Standards Bylaw
Community Standards Bylaw 2018, No. 3075

Column 1 Offence	Column 2 Section	Column 3 Fine
Failure to make an unoccupied property secure	7, 10	\$500.00
Failure to make building repairs and/or prevent unauthorized entry or occupation within 24 hours of notice by Building Official	7	\$500.00
Failure to demolish building within 48 hours of issuance of a demolition permit	11	\$500
Unightly Property	4 (a)	\$100.00
Nuisance In, About or Upon Property	4 (e)	\$100.00
Graffiti	4 (a)	\$100.00
Accumulation of Rubbish or Discarded Materials	4 (a)	\$100.00
Accumulation of Water on Premises	4 (b)	
Infestation	4 (c)	\$100.00
Dead Landscaping/Noxious Weeds	4 (a) , 4 (d)	\$100.00
Deposit Rubbish or Discarded Materials in a Public Place	3 (a)	\$100.00
Pollute Water in Public Place	3 (b)	\$100.00
Damage Public Property	3 (c)	\$100.00
Placement of Unauthorized Signage	3 (d)	\$100.00
Obstruct Inspector	15	\$100.00



EXPLANATORY MEMO

DISCHARGE OF LAND USE CONTRACT NO. 05-73

BYLAW NO. 3083

The purpose of Bylaw No. 3083 is to authorize the discharge of Land Use Contract No. 05-73 from the property located at 4538 – 204 Street.

The owner has applied to have Land Use Contract No. 05-73 discharged from the title of the property to facilitate a Building Permit application for a secondary suite.

City Council has the authority to discharge a land use contract pursuant to Section 546 of the *Local Government Act*.

The City amended Zoning Bylaw 1996, No. 2100 in December 2006 to allow secondary suites. Current records indicate that 290 suites have been approved or are in the building permit application process for approval. In the same timeframe, 676 property owners discharged the land use contracts affecting their single family residential lots. There are 477 single family residential lots still affected by land use contracts in the City.



DISCHARGE OF LAND USE CONTRACT NO. 05-73

BYLAW NO. 3083

A Bylaw to authorize the discharge of Land Use Contract No. 05-73 from the specified property.

WHEREAS Land Use Contract No. 05-73 is registered against titles legally described in Schedule "A".

AND WHEREAS the registered owners of the Lands have applied to have Land Use Contract No. 05-73 discharged from title to the Lands.

AND WHEREAS Council has the authority to discharge a land use contract pursuant to section 546 of the *Local Government Act*,

NOW THEREFORE, the Council of the City of Langley, in open meeting assembled, enacts as follows:

1. The Land Use Contract registered in the Land Title Office under K13898 is hereby discharged against the title legally described in Schedule "A" which is attached and forms part of this bylaw.
2. The Mayor and Corporate Officer of the City of Langley are authorized to execute such documents on behalf of the City as may be necessary for the purpose aforesaid.

3. This Bylaw may be cited for all purposes as "Discharge of Land Use Contract No. 05-73 Bylaw, 2018, No. 3083".

READ A FIRST AND SECOND TIME this ----- day of July 2018.

A PUBLIC HEARING, pursuant to Section 464 of the "Local Government Act" was held this ----- day of -----, 2018.

READ A THIRD TIME this ----- day of -----, 2018.

FINALLY ADOPTED this ----- of -----, 2018.

MAYOR

CORPORATE OFFICER

SCHEDULE "A"

4575

4569
431

4557
430

4551
429

48885

428 4541

427 4531

426 4521

4511
425

4548210

4538211

4528212

4518

213

4508214

215 4547

4537
216

217 4527

218 4517

4506
219

4516

220

453622

454622

242
20411

243
20425

244
20439

245
204515

246
204655

35533

35059

204 S

204 A St

4

Subject Property



EXPLANATORY NOTE

DISCHARGE OF LAND USE CONTRACT NO. 01-73

BYLAW NO. 3084

The purpose of Bylaw No. 3084 is to authorize the discharge of Land Use Contract No. 01-73 from the property located at 4945 – 205A Street.

The owner has applied to have Land Use Contract No. 01-73 discharged from the title of the property to facilitate a Building Permit application for a secondary suite.

City Council has the authority to discharge a land use contract pursuant to Section 546 of the *Local Government Act*.

The City amended Zoning Bylaw 1996, No. 2100 in December 2006 to allow secondary suites. Current records indicate that 290 suites have been approved or are in the building permit application process for approval. In the same timeframe, 676 property owners discharged the land use contracts affecting their single family residential lots. There are 477 single family residential lots still affected by land use contracts in the City.



DISCHARGE OF LAND USE CONTRACT NO. 01-73

BYLAW NO. 3084

A Bylaw to authorize the discharge of Land Use Contract No. 01-73 from the specified property.

WHEREAS Land Use Contract No. 01-73 is registered against titles legally described in Schedule "A".

AND WHEREAS the registered owners of the Lands have applied to have Land Use Contract No. 01-73 discharged from title to the Lands.

AND WHEREAS Council has the authority to discharge a land use contract pursuant to section 546 of the *Local Government Act*,

NOW THEREFORE, the Council of the City of Langley, in open meeting assembled, enacts as follows:

1. The Land Use Contract registered in the Land Title Office under J130310 is hereby discharged against the title legally described in Schedule "A" which is attached and forms part of this bylaw.
2. The Mayor and Corporate Officer of the City of Langley are authorized to execute such documents on behalf of the City as may be necessary for the purpose aforesaid.

3. This Bylaw may be cited for all purposes as "Discharge of Land Use Contract No. 01-73 Bylaw, 2018, No. 3084".

READ A FIRST AND SECOND TIME this ----- day of July 2018.

A PUBLIC HEARING, pursuant to Section 464 of the "Local Government Act" was held this ----- day of -----, 2018.

READ A THIRD TIME this ----- day of -----, 2018.

FINALLY ADOPTED this ----- of -----, 2018.

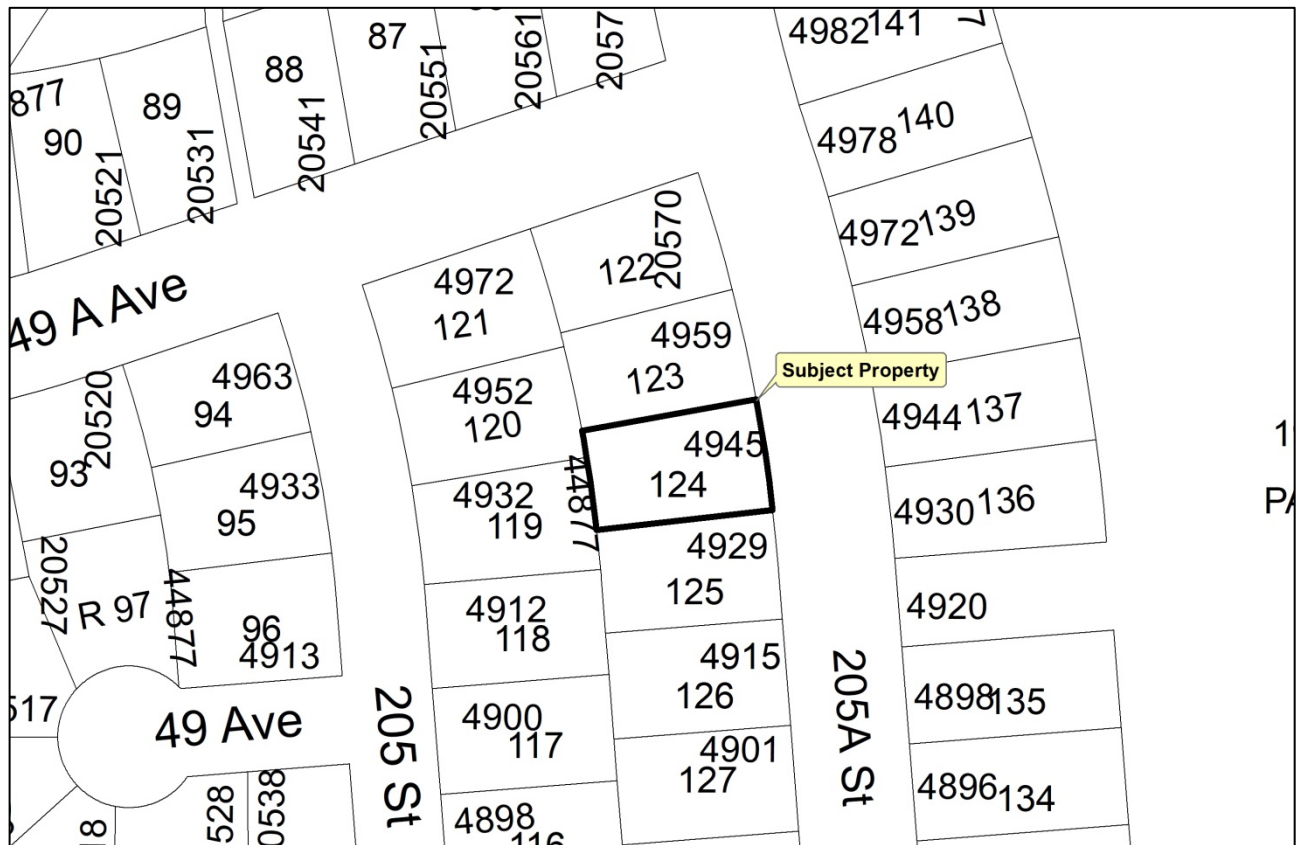
MAYOR

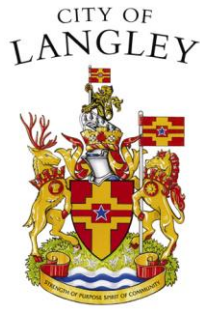
CORPORATE OFFICER

BYLAW NO. 3084

SCHEDULE "A"

Civic Address: 4945 – 205A Street
Legal Description: Lot 124, District Lot 304, Group 2, New Westminster District, Plan 44877
PID: 006-123-953
Applicant: M. Khatan
Owner: 1073399 B.C. Ltd.





REPORT TO COUNCIL

To: **Mayor Schaffer and Councillors**

Subject **2018 Community Grants**

Report #: 18-09

File #: 1850.00

From: Darrin Leite, CPA, CA
Director of Corporate Services

Doc #: 158348

Date: July 12, 2018

RECOMMENDATION:

THAT City Council endorse the recommendation of the Community Grant Committee to award community grants totalling \$21,400.00 to the following organizations;

Boys and Girls Club of Langley	\$ 3,200.00
Canadian Animal Rescue & Extended Shelter Society(CARES)	\$ 500.00
Children's Wish Foundation	\$ 1,000.00
HD Stafford Middle School	\$ 1,500.00
Langley Cares Foundation – Langley Lodge	\$ 2,500.00
Langley Children Committee – Data Research Day	\$ 600.00
Nicomekl Elementary School	\$ 5,000.00
Southgate Christian Fellowship	\$ 4,500.00
Weekend FuelBag	\$ 2,600.00
	\$ 21,400.00

PURPOSE:

To seek Council's support of the Community Grant Committee recommendations regarding the distribution of the community grants.

POLICY:

Community Grant Policy CO-51

COMMENTS/ANALYSIS:

The City has allocated \$168,000 of casino proceeds to provide community grants to organizations that to the general interest and advantage of the City. The Community Grant Committee awarded \$125,976.79 after the first intake of grant applications and reviewed an additional 12 applications received for the grant application intake ending June 30, 2018.

BUDGET IMPLICATIONS:

For the second intake, the grant requested totalled \$43,500.00 of which \$21,400.00 was identified for distribution to 9 organizations.

ALTERNATIVES:

None.

Respectfully Submitted,



Darrin Leite, CPA, CA
Director of Corporate Services

CHIEF ADMINISTRATIVE OFFICER'S COMMENTS:

Since the inception of the Community Grant Program in 2006 the City has contributed over \$1,661,810 to non-profit and community organizations.



Francis Cheung, P. Eng.
Chief Administrative Officer



REPORT TO COUNCIL

To: **Mayor Schaffer and Councillors**

Subject **Langley City: Nexus of Community**

From: Francis Cheung, P. Eng.
Chief Administrative Officer

Report #: 18-41
File #: 0110.00
Doc #: 158338

Date: July 18, 2018

RECOMMENDATION:

THAT City Council endorse the report entitled ***Langley City: Nexus of Community*** and its companion document entitled ***Langley City Vision: Recommendations and Implementation Report***.

PURPOSE:

The purpose of this report is to seek endorsement from City Council on the report entitled ***Langley City: Nexus of Community*** and its companion document entitled ***Langley City Vision: Recommendations and Implementation Report*** which sets out the vision of Langley City, with an implementation plan, to capitalize on the unique opportunity of the new fixed rail rapid transit line that is coming to Langley City in the next eight to ten years.

POLICY:

Moving forward, the implementation of various strategies under ***Langley City: Nexus of Community*** and its companion document entitled ***Langley City Vision: Recommendations and Implementation Report*** will require consultation with the public, various agencies and pertinent stakeholders on policy changes.

COMMENTS/ANALYSIS:

On June 28, 2018, the Mayors' Council on Regional Transportation and the TransLink Board finalized more than \$7 billion in transportation improvements under

Phase 2 of the Mayors' 10-Year Vision. The transportation improvements under Phase 2 include the introduction of the Fraser Highway B-Line, which is scheduled to be operational in 2019, and a \$30 Million investment for project development and potential early works for the Surrey-Langley Light rapid transit Line. Langley City Council expects that the Federal and Provincial governments and TransLink will fulfill their commitment to fund Phase 3 of the Mayors' 10-Year Vision to construct the Surrey-Langley Light Rapid Transit Line (LRT) within the next 8 to 10 years.

The extension of the fixed rail rapid transit to Langley City is no longer a distant vision; the associated Transit Oriented Development (TOD) opportunities will provide new access and connections to Metro Vancouver, opening up a new awareness and market opportunity for the City. It will further cement the City as the regional city centre within Metro Vancouver and a growth hub in the Fraser Valley. To this end, the City needs to explore how it can take advantage of future opportunities which are expected to include rapid transit, less reliance on motor vehicles and more pedestrian oriented development. It will also require more affordable housing, more mixed-use development, meeting the needs of an aging population, small business support and resources for start-ups to ensure "Langley City is the Place to Be... for Business". This will create a thriving and complete community supporting the new digital economy. These components represent opportunities but their implementation will not automatically occur. This will require a strategy and a commitment to implement that strategy, including allocating necessary resources.

Langley City: Nexus of Community and its companion document entitled ***Langley City Vision: Recommendations and Implementation Report*** are the culmination of many months of planning and consultation with City Council and a panel of experts, all of whom contributed toward creating a visioning document. The document establishes a comprehensive future plan that predicates transformational growth and that builds on Langley City's strengths to create a vibrant and thriving model community over the next 25+ years. Aspirational and functional goals along with an implementation strategy, including a communication plan, will ensure that the City continues to move from dream to practical reality.

Following is the journey that we took to create this visioning document:

Information Gathering and Market Intelligence

A broad team of consultants, led by the Arlington Group, including Andrew Yan Consulting, MVH Urban Planning & Design Inc. and Rennie Market Intelligence provided a detailed picture of the current state of Langley City, including the obstacles to be overcome as well as the opportunities that merit exploration and future action. The background research consisted of:

- A review of the 2016 census results, current market conditions and recent development patterns;
- A review of existing strategic land use planning tools including the Official Community Plan (adopted 2006) and Zoning Bylaw (adopted 1996);
- Interviews with key stakeholders and local agencies concerning the City's current image, future potential and key indicators for change; and
- Exploration of potential triggers for change in the community, such as a rapid transit connection.

Visioning Workshops

The background research was followed by two visioning workshops over two days. The workshops were organized and facilitated by Lucent Quay Consulting Inc. The first session brought together a carefully selected group of leaders and experts¹ in areas like city planning, place-making, sustainability, architecture, politics, recreation and wellness, education, technology, and lifestyle. They brought their curiosity, creativity, passion and a wealth of experience from a variety of fields. The second session was held with the Mayor and all Langley City Councillors who actively participated in a series of idea-sharing exercises providing their wisdom and advice on how to launch Langley City forward.

The starting point for the workshops, and for any journey of discovery, was to define and give shape to the ideas that connect to our hopes and dreams.

WHAT MAKES A GREAT CITY?

- A feeling of welcome and safety
- Friendliness and people on the streets, day and night
- A sense of place, character and identity that showcases the values and ideals of the residents
- History around you as a reminder of the past and to give context to the present
- The diversity of people and ideas which makes a community whole and multifaceted
- A walkable city of pedestrian scale
- Development on a smaller scale to emphasize community
- A magnet of entertainment and attractions
- Greenspace and easy access to nature and recreation

¹ Stephen Beatty, Janet Burden, Christopher Bush, Hugh Carter, Lilian Chau, Dr. Michael Chung, Dr. Alan Davis, Murray Dinwoodie, Peter Fassbender, Dr. Lawrence Frank, Michael Gellar, Mike Harcourt, Andy Hobbs, Norman Hotson, Teri James, Kokila Lochan, Craig Sheather, Lindsay Smith, and Casie Stewart

Langley City has the building blocks for many of the things which make a city great. Participants in the visioning workshops recognized this and the sentiment was unanimous: Langley City has enormous potential. There was also consensus that it will require the right vision and commitment to realize the full potential. The advice was clear:

- Don't be afraid to think big
- Be bold and make big leaps
- Build for diversity of people; create new zoning to encourage a range of possibilities
- Create spaces that promote livability; gathering areas connected by walking and cycling trails with low and mid-rise density around them
- Renew the downtown core to protect and invest in the heart of the community
- Attract young wealth creators by providing the right mix of education, culture, environmental efficiency, business and social networks
- Focus on innovation and creativity, develop something really new
- Embrace holistic health for residents of all ages and focus particularly on all residents' ability to age in place
- Act now, don't wait

Creation of **Langley City: Nexus of Community**

The incredible wealth and depth of material collected in the workshops formed the basis and the raw materials to build the four cornerstones for a future vision. The insights and advice, concepts and examples spoke continually to our idea of nexus and fell into these four key areas. The cornerstones set a strong course for our journey ahead and give us focus and motivation.

Community – Community is the place where everyone knows you. The place where you say hello to your neighbours and the clerk at the local store. Where you raise your children. Where you grow old surrounded by your support network of friends and family. Where residents and visitors alike feel safe, capable, valued, and held up. Community is what gives us strength, feeds our hearts and minds, and supports us to reach our potential.

Connected – We are all looking for more from our cities. Young adults are seeking authenticity and uniqueness in their lifestyle and the desire to connect in a concrete and personal way. Employers are looking to locate in areas with transit-oriented developments because employees are demanding it. Connection requires easy access and pedestrian-scale, walkable areas across the city, not just in the heart of downtown. Whether it is along the Nicomekl Flood Plain, or a residential street in Uplands, we want to move between the different areas of our life with ease.

Experiences – People need a reason to come to our city. It is not enough to give them the means – we must also provide them with culture, entertainment, recreation and places to meet. Developing lifestyle is as important to a city's health as developing infrastructure. Langley City has experimented with destination entertainment, food, activities and retail and shown that it is possible. The key is to create things that are truly unique and appeal to locals and tourists alike and build on the work we have already done.

Integrated – Integration is the comfort of knowing that your city possesses the employment and services to provide for all residents according to their needs. It is a place where you live, work and play, and a place where everything you need is close by. We strive for a city that is self-sustaining, efficient, and welcoming. A place where city government partners with business and industry to build places where people want to be, where it's easy to do business and where community funds offer benefits to all.

Carried within each cornerstone are the keys to our success: supporting plans, policies and actions. We will focus our efforts within these key areas on:

- Building a strong base – developing and sustaining policies, plans and initiatives
- Working with partners – advancing key projects
- Demonstrating action – communicating, building excitement and co-leading at every step

Why Nexus? Nexus is defined as a connection or series of connections linking two or more things. A focal point, the central and most important point or place.

Langley City has always been a nexus, a place of meeting, and a space between places. The Nicomekl River that runs through our community offers a snapshot of journeys past: items left behind by Indigenous groups along its banks, perhaps en route from the coast to the fishing grounds of the lower Fraser Canyon. A route travelled later by European explorers and now marked forever in our history as Portage Park. We are now the nexus between the Fraser Valley and Metro Vancouver—a portal between two worlds.

Langley City is nexus and this is our vision. We are at the nexus of community, connection, integration and experiences.

Companion Document - **Langley City Vision: Recommendations and Implementation Report**

A companion document entitled **Langley City Vision: Recommendations and Implementation** has been created that outlines the recommendations which form an implementation strategy with a proposed timeline for rolling out projects. It is

anticipated that many, if not all, of the recommendations will require public consultation and Council approval prior to implementation.

The recommendations provide implementation measures that address the four themes - 'community', 'connected', 'experiences' and 'integrated' - of the vision, a vision that includes aspirational goals and implementation measures, including a communication plan, to ensure that the City continues to move from dream to reality.

BUDGET IMPLICATIONS:

Many of the recommendations outlined in the ***Langley City Vision: Recommendations and Implementation Report*** will require staffing and financial resources. The financial requirements to implement these recommendations will be allocated in future financial plans for Council consideration.

ALTERNATIVES:

That City Council decline to endorse the report entitled ***Langley City: Nexus of Community*** and its companion document entitled ***Langley City Vision: Recommendations and Implementation Report***.

SUMMARY:

Langley City has often been described as the Hub of the Fraser Valley, not only geographically but also economically. From a historical perspective and into the future, Langley City is the central point and a vital link between Metro Vancouver and the Fraser Valley. So, it is fitting that this visioning document is entitled ***Langley City: Nexus of Community***.

We have a unique opportunity to capitalize on the new light rapid transit line that is coming to Langley City in the next eight to ten years. This visioning document tells the story of that opportunity. But the story isn't just about transit. It is about the city and the people that will grow around it—before it even arrives—so that when the train comes, its stations are places of arrival, not departure. It is a story that builds on our existing community strengths of compact design, natural beauty and job-creating industries, and evolves in a bold and sustainable way.

We will create a city that attracts people not only with the promise of a better life but with the assurance that culture, inclusion, and tolerance matter and are part of the fabric of our community identity. Culture is more than museums, galleries and theatres; it is also about the spirit of the City. We are a community that welcome

strangers and helps them to adapt. We see difference and diversity as opportunities, not as threats. We seek to attract not just the wealthiest, but all those seeking a better life and we invite them to be part of our story. We embrace the younger generations from where we draw new energy, dynamism and a sense of constant renewal. These are the magic ingredients that set Langley City apart.

A window of opportunity has presented itself, requiring “all hands on deck” to seize the moment.

Respectfully Submitted,



Francis Cheung, P. Eng.
Chief Administrative Officer

Attachments:

1. Langley City: Nexus of Community
2. Langley City Vision: Recommendations and Implementation Report



LANGLEY CITY: NEXUS OF COMMUNITY

REMARKS FROM THE CAO

Langley City has often been described as the Hub of the Fraser Valley, not only geographically but also economically. From a historical perspective and into the future, Langley City is the central point and vital link between Metro Vancouver and the Fraser Valley. So, it is fitting that this visioning document is entitled Langley City: Nexus of Community.

We have a unique opportunity to capitalize on the new fixed rail rapid transit line that is coming to Langley City in the next eight to ten years. This visioning document tells the story of that opportunity. But the story isn't just about transit. It is about the city and the people that will grow around it—before it even arrives—so that when the train comes, its stations are places of arrival, not departure. It is a story that builds on our existing community strengths of compact design, natural beauty and job-creating industries, and evolves in a bold and sustainable way.

We will create a city that attracts people not only with the promise of a better life but with the assurance that culture, inclusion, and tolerance matter and are part of the fabric of our community identity. Culture is more than museums, galleries and theatres; it is also about the spirit of the City. We are a community that welcomes strangers and helps them to adapt. We see difference and diversity as opportunities, not as threats. We seek to attract not just the wealthiest, but all those seeking a better life and we invite them to be part of our story. We embrace the younger generations from where we draw new energy, dynamism and a sense of constant renewal. These are the magic ingredients that set Langley City apart.

A window of opportunity has presented itself, requiring “all hands on deck” to seize the moment. Come join us on this exciting journey!



Francis Cheung, P. Eng.
Chief Administrative Officer



THE JOURNEY BEGINS NOW

We are the nexus between the Fraser Valley and Metro Vancouver—a portal between two worlds. We complete the future fixed rail rapid transit line. We are a nexus for our surrounding communities. For families. For young professionals. For small business owners. For residents young and old.

nex•us (neksəs) noun
a connection or series
of connections linking
two or more things. A focal
point, the central and most
important point or place

Langley City is nexus and this is our vision.

Change is coming to Langley City. We cannot ignore it, but we needn't fear it. We must be the instruments of change. We cannot sit idly by while change happens to us. We want to control and shape change to fit our dreams. To grow and develop our community in a way that maintains what we love about Langley City, provides opportunities for our residents and maintains our commitment to the environment and our values.

Change is both challenging and exhilarating. It sometimes makes us uncomfortable but in that feeling is a signal that we are creating something new. We are verging on fresh and exciting territory and that feeling is something to embrace. We will be the place where everyone is welcome; where young families thrive, and kids grow up with the housing and services they need to stay healthy and challenged to be the best that they can be. Where seniors feel safe and included and young adults can stay and prosper. Where visitors come to experience what we have created. A place of vibrant spaces, invested partners and healthy citizens.

We are at the nexus of community, connection, integration and experiences.

The journey begins now.

The City gratefully acknowledges the efforts and commitment of our current residents, businesses and community leaders who have helped to build this wonderful city, and who continue to share their hopes, dreams, ideas and frustrations through surveys, letters and community meetings. We also acknowledge the experience and advice of the City Council members and the 18 volunteer experts who shared their time in visioning workshops in February 2018.

Thank you all.

The people depicted in this document may not be current Langley City residents. These images are used for illustrative purposes only and are intended to be inclusive and inspirational. Langley City welcomes everyone, including current and future residents, workers, business owners, and visitors.

A NEXUS THROUGH TIME

Langley City has always been a nexus. A place of meeting, and a space between places. The Nicomekl River that runs through our community offers a snapshot of journeys past: items left behind by Indigenous groups along its banks, perhaps en-route from the coast to the fishing grounds of the lower Fraser Canyon. A route travelled later by European explorers and now marked forever in our history as Portage Park.

The establishment of the fur trading fort nearby brought change to the area in the 1830s with increased agricultural activity in the Langley Prairie and the need for resources to support trading activities. Gold miners travelled through what would become Langley City in the late 1850's and 60's to seek their fortunes in the Fraser Canyon and beyond. Some stayed on and were joined by groups of people coming west in search of opportunity and the new settlers began to work the land.

A few decades later Langley Prairie found itself at the nexus of change again with the arrival of the British Columbia Electric Railway in 1909. With it came the first business, a general store opened by an enterprising Quebec native. Other businesses soon followed, and the area grew to be the heart of the municipality. This continued growth precipitated the move that shaped our history forever when we separated from Langley Township in 1955, forging a new, independent future. It was a time where everyone knew each other. We were there to celebrate the good times and to catch one another should we stumble or fall on hard times.

With a rich history and still strong downtown core, Langley City continues to maintain the attractive small-town feel of its Langley Prairie roots. Now home to more than 27,000 residents, we also serve a market area of 10 times our population from surrounding communities. Strategically located, we are a designated regional centre, and the geographic hub connecting Metro Vancouver with the Fraser Valley. Supportive government and social services, an attractive, pedestrian-oriented centre with restaurants, shops and services surrounded by the last of the region's affordable land mean our city is brimming with potential.

With commitment from three levels of government to fund a new rapid transit extension to the City—a new B-Line in 2019 and fixed rail by 2028—we have a unique opportunity that we can't let pass us by. We must already be a place of arrival, not just departure, by the time the first trains leave our stations. We have less than 10 years to build on the combined strengths of our community: compact design, natural beauty and job-creating industries before the train arrives. To create the sustainable community of our vision that the rapid transit will serve.

We can be a vibrant, connected and integrated community of experience, with a transit system connecting us to the rest of the region and them to us. Like the first general store that came with the electric railway, the City and people must again see the opportunity to grow and develop around this new link.

NOW IS THE MOMENT FOR ACTION

The train is the catalyst but it is not the reason. The reason is people—the ones who are already here and deserve an improved quality of life and better services, and the ones yet to come, who will bring new vitality to our city. The families that will grow and stay, building on our rich history and sustaining our community from a position of strength.

Imagine a future Langley City with a variety of new mixed-use developments that offer a diversity of housing, community services and business opportunities for residents— all in one place. Imagine a thriving downtown core that provides meeting places for our residents young and old. Daytime and evening activities, shops, restaurants and events drawing locals and visitors into the city centre. Imagine walkable neighbourhoods, with an emphasis on greenspace and sustainable living, connected by efficient public transit. At the nexus of these dreams and aspirations is our future city. We can attain this and more and our collective vision will help us get there.

Our vision will help us to see where we are headed, to understand our chosen path, to map out what we plan to do, and who is involved. It will help us realize the opportunities we want for our citizens and leverage our partnerships and relationships with the greater region. To keep us grounded and focused on success our vision must have a strong foundation.

The foundation for our Langley City vision has four cornerstones:

**COMMUNITY**

**EXPERIENCES**


**CONNECTED**

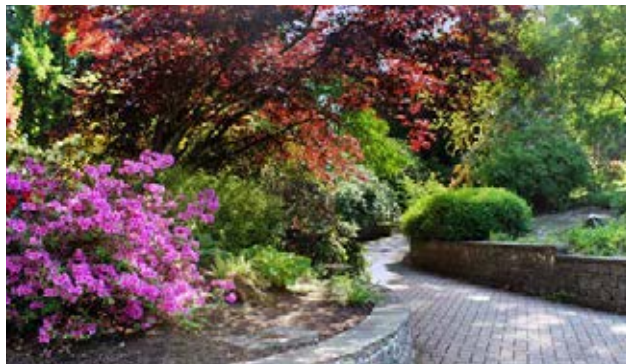
**INTEGRATION**

Each of these represent something valuable to our community. Something we can build on to help us realize our collective dreams. Each cornerstone represents our hopes and ambitions but it is the combination and intersections between them that make us truly whole.

Carried within each cornerstone are the keys to our success: supporting plans, policies and actions. We will focus our efforts within these key areas on:

- **Building a strong base** – developing and sustaining policies, plans and initiatives
- **Working with partners** – advancing key projects
- **Demonstrating action** – communicating, building excitement and co-leading at every step

 You can read more about implementation of our vision in our companion document *Langley City Vision: Recommendations and Implementation Report.*



In February 2018, a diverse group of high-level thinkers came together for two workshops to explore the ideas of possibility and opportunity. Experts and leaders in areas like city planning, place-making, sustainability, architecture, politics, recreation and wellness, education, technology and lifestyle brought their curiosity, creativity, passion and a wealth of experience. They participated wholly in a series of idea-sharing exercises, providing their wisdom and advice on how to launch Langley City forward.

The starting point for the workshops, and for any journey of discovery, was to define and give shape to the ideas that connect to our hopes and dreams.

WHAT MAKES A GREAT CITY?

- A feeling of **welcome and safety**
- Friendliness and people on the streets, day and night
- A **sense of place**, character and identity that showcases the values and ideals of the residents
- History around you as a reminder of the past and to give context to the present
- The **diversity** of people and ideas which makes a community whole and multifaceted
- A **walkable** city of pedestrian scale
- Development on a **smaller scale** to emphasize community
- A magnet of **entertainment and attractions**
- **Greenspace** and easy access to nature and recreation

When we compare Langley City to this list we can see that the building blocks for many of the things which make a city great are already here. Participants in the visioning workshop recognized this and the sentiment was unanimous: Langley City has enormous potential.

There was also consensus in the groups that it will require the right vision and commitment to realize the full potential and the advice was clear:

- Don't be afraid to **think big**
- **Be bold** and make big leaps
- Build for **diversity** of people; create new zoning to encourage a range of possibilities
- Create spaces that promote livability; gathering areas connected by walking and cycling trails with low- and mid-rise density around them
- Renew the downtown core to protect and **invest in the heart** of the community
- **Attract young wealth creators** by providing the right mix of education, culture, environmental efficiency, business and social networks
- Focus on **innovation and creativity**, develop something really new
- Embrace **holistic health** for residents of all ages and focus particularity on all residents' ability to age in place
- **Act now**, don't wait



The incredible wealth and depth of material collected in the workshops formed the basis and the raw materials to build the four cornerstones for our future vision. The insights and advice, concepts and examples spoke continually to our idea of nexus and fell into these four key areas. Our cornerstones set a strong course for our journey ahead and give us focus and motivation.



COMMUNITY

Community is the place where everyone knows you. The place where you say hello to your neighbours and the clerk at the local store. Where you raise your children. Where you grow old surrounded by your support network of friends and family. Where residents and visitors alike feel safe, capable, valued, and held up. Community is what gives us strength, feeds our hearts and minds, and supports us to reach our potential.



CONNECTED

We are all looking for more from our cities. Young adults are seeking authenticity and uniqueness in their lifestyle and the desire to connect in a concrete and personal way. Employers are looking to locate in areas with transit-oriented developments because employees are demanding it. Connection requires easy access and pedestrian-scale, walkable areas across the city not just in the heart of downtown. Whether it is along the Nicomekl Flood Plain, or a residential street in Uplands we want to move between the different areas of our life with ease.



EXPERIENCES

People need a reason to come to our city. It is not enough to give them the means – we must also provide them with culture, entertainment, recreation and places to meet. Developing lifestyle is as important to a city's health as developing infrastructure. Langley City experimented with destination entertainment, food, activities and retail and showed that it is possible. The key is to create things that are truly unique and appeal to locals and tourists alike and build on the work we have already done.



INTEGRATION

Integration is the comfort of knowing that your city possesses the employment and services to provide for all residents according to their needs. It is a place where you live, work and play, and a place where everything you need is close by. We strive for a city that is self-sustaining, efficient, and welcoming. A place where city government partners with business and industry to build places where people want to be, where it's easy to do business and where community funds offer benefits to all.

“We all go to the expanded Timms Community Centre together. I go to workout, my daughter goes to daycare and my mother goes to meet up with her friends at the Senior’s centre. Everything we need is in one place and we see familiar faces every day.”



COMMUNITY
A place to call home

OUR VISION REALIZED

With new forms of housing in place, Langley City will be a community where residents are welcome at all stages in their lives. A family in a townhouse on the ground floor will check up regularly on the senior who lives in the apartment upstairs. Young people can afford to start their life in a place that is affordable and stay there through their many stages of life. Langley City has capitalized on our unique position (as a regional centre for health-and wellness-related services) to develop partnerships with developers, institutions and community groups to create a new form of residential development; one that recognizes the changing views of community safety and health, with integrated health centres that cater to young and old. Walking and cycling will be supported for commuters and recreation helping residents stay healthy. Safe pathways with ample lighting will offer residents a feeling of safety and promote use. Concentrating growth, access to green zones, and designing for transit and walkability will be the markers of the new sense of community.

Measures of success will be delivery of specific forms of housing that are geared to all ages and the number of successful health-related partnerships achieved.

Photo credit: Landscape Structures



HOW WILL WE DO IT?

Create a sense of place through attractive low-rise density that builds on our existing character. To achieve this, Langley City will work with the design and development community to establish pre-zoning areas subject to clear design standards that have demonstrated to achieve the kind of place-making character and experience we seek to offer.

Make the plan of where you want to be and where you want to go, make decisions, acquire land, be ready to take advantage of an opportunity when it comes.
ANDY HOBBS

Embrace health and wellness as a key driver of community health and livability, through partnerships. We will partner with government, health care institutions and the private sector to develop integrated community-based care that attracts health care professionals to live and work in Langley City.

We will Partner with the UBC Health and Community Design Lab to develop and promote the social capital and financial benefits of an integrated approach to personal health benefits of transit- and pedestrian-oriented development.



Create improved opportunities for all our residents. We will partner with government, health care institutions and the private sector to develop new forms of housing geared toward the new aging population, including:

- Seniors-focused developments that make it easier for people to self-care and to remain in home longer and age in place
- Mixed-age housing designed to promote family co-living
- Affordable and inclusive housing

Create affordable opportunities for growing families. Community health and success is integral to the health of the local school system, strong attendance and the development of youth that are proud to call Langley City home. We will support development of affordable and welcoming market housing that gives growing families significantly improved chances for success.



Improve safety in the community. We will establish new development guidelines based on leading CEPTED practices that ensure new developments consider and adapt for emerging safety and security expectations, including :

- Lighting
- “Eyes on the street” activity
- Community gardens for health and food security
- Smart buildings
- Enhanced community policing to address mischief and help promote off-street supportive housing locally and within the broader region



You can read more about how we will implement our **Community** cornerstone in our companion document *Langley City Vision: Recommendations and Implementation Report* (pp. 28-33)





“We raised our kids in Vancouver. Our son and his wife moved to Abbotsford and we wanted to be closer to the grandkids. We chose Langley City as the place to make our new roots, but also have the freedom of mobility. There’s less congestion and with rapid transit coming, getting in and out of the city on weekends or after work is really simple. But being at home is really the best feeling of all.”



CONNECTED
Not just a train station

OUR VISION REALIZED

Rapid transit is a catalyst for development in Langley City, but the station will be more than just a transportation hub. The new transit exchange at 203 Street will include a mixed-use development that forms a community hub, drawing in residents from other areas of the city. Young professionals will meet for a meal near the station – some will be locals who have walked over from work at the “technology incubation centre” and some will live in the neighbouring municipality but work in town. It will be a convenient meeting place for everyone. Connecting the train beyond the downtown core to the rest of our community and connecting different parts of the municipality to each other will solidify our future community. Good bus connections and good walkability will mean everyone has options. The key to success will be to ensure that the development and our web of connections to every edge of the city are there before the train arrives, so there is a need to act now.

Measures of success will be physical accessibility to the new transit exchange and to other key nodes in the city, and attraction of synergistic industries that benefit from but don’t rely on rapid transit.

Not everyone wants to live in the big city. More and more, my friends are moving out here—away from the congestion and the bustle. We want to live in a community. Langley City is perfect, if I could get here faster, or better yet, if my job were here too. COUNCILLOR PACHAL



HOW WILL WE DO IT?

Connect to Others: Maintain and develop Langley City’s regional centre role. Langley City does not exist in isolation. We will continue to partner with other governments and government agencies to strengthen our role as a regional centre.

- We will work with Metro Vancouver to increase the City’s share of population and employment growth in our region.
- We will work with Surrey, Langley Township, Abbotsford, TransLink, BC Transit and key destinations to develop improved connections that support increased use of rapid transit when it arrives.
- We will work with the Province and the federal government to improve access to regional health and other services.
- We will work internally and with the development community to create a Community Economic Development division that will be tasked to create new growth and business here in Langley City.

Connect to Business: Develop a renewed Business Plan based on the new economy. As part of the new economic development focus, Langley City will revisit our jobs and employment targets, define the kind of industry we want to attract and implement supportive policies and incentives to attract this business.

With the line coming, you’re the nexus of Fraser Valley. Fast bus from points east to connect to rapid transit.

NORMAN HOTSON

We will embrace change, revisiting and redefining Langley City’s role in retail and manufacturing—our two primary industries. Langley City’s tech sector is nascent and through our strong relationship with Kwantlen Polytechnic University, our film industry, our walkable downtown, linear parks and trails, and our affordable industrial lands, we have the means today to attract research and development, artists, filmmakers, food experimenters and clean-tech advocates that will bring new life to our community.



We will welcome innovation and experiential businesses, partnering with them and providing mentoring opportunities that help small business, the backbone of our economy, thrive. We will be an incubator that demonstrates the power of cooperation between small business and academia, and the benefits of life-long learning.

We will draw upon the strengths of existing large employers to partner with us in idea generation, promotion and delivery.

Connect to the Network. Develop a modern multi-modal intra- and inter-city transportation plan. We will embrace our place at the starting point of the new rapid transit line, promoting Langley City as the Nexus of Greater Vancouver and the Fraser Valley and embracing the new train hub as the nexus of an interconnected city of parks, trails, roads and transit.



You can read more about how we will implement our **Connected** cornerstone in our companion document *Langley City Vision: Recommendations and Implementation Report* (pp. 34-38)





Even when we feel like we might want to keep this city 'our little secret,' we always welcome visitors because really... we want to show off how awesome this place is.



EXPERIENCES

We are the destination

OUR VISION REALIZED

Langley City will be a key destination on the new fixed rail transit line and a desired place to live for people of all ages and family units. Langley City will support businesses to broaden our suite of attractions and offer lifestyle experiences that rival those of a big city, but on a scale that respects and reflects our community history and character. Building on the events and activations that Langley City has spearheaded, the variety of experiences will expand welcoming residents and visitors to the centre of the city. Wine bars, craft breweries, coffee shops, specialty bakeries, food from around the world—as you walk through town you will see buskers in the centre square, children playing and dancing to the music, seniors playing cards in the shade. Over at the arts centre you can catch a show and during intermission you admire the graduate art display in the lobby from the local university. Downtown will be vibrant and bustling with shoppers and revelers, day and night; and entertainment will reflect our people and nature.

Measures of success will be new business starts, population growth statistics, and visitor and community satisfaction surveys.

HOW WILL WE DO IT?

Create a reason for people to stay. We will build on Langley City’s existing tourism destination status to transform business by creating more reasons for people to come here to stay and visit. We will vigorously pursue grants and partnerships to build:

- A performing arts centre
- A variety of special events, held frequently and throughout the year
- Dining experiences that are individual with unique and diverse menus
- Niche/destination retail shops like butchers, cheese shops and other shops for products you just don’t buy on line
- Night life

The consequence of not doing this is that Langley City will be ‘the place that could have been’.

KOKILA LOCHAN

Embrace small businesses, the backbone of our economy. We will welcome small businesses seeking to escape higher rents that don’t want to be in the big city. We will welcome family friendly businesses and facilitate access to a mix that meets the needs of all ages. Finally, through our “connect” incubator program we will focus on creating a unique business model that combines small business with education to create:

- A culinary school
- Farmers markets
- Innovative shared workspaces
- A health and wellness centre
- Brew pubs and variety of meeting and eating venues

Invest in entertainment. Building on the success of our 2017 summer series and partnerships with the Downtown Langley Business Association, Langley City will continue to invest in local entertainment.

Short term commitments to:

- A live music and entertainment zone
- A coordinated street entertainers and buskers program
- Enhanced public realm infrastructure like patios and wide sidewalks for outdoor gathering

Longer term commitments to:

- A permanent performing arts centre

Promote green areas as destinations. We will embrace our natural heritage and the new climate and environment reality to make the most of the resources we have, in a sustainable way. We will explore:

- Nicomekl flood plain, as a point of education about tidal flood plains
- Other interpretive trails
- Wildlife/eco-tourism
- Urban agricultural farms
- Additional community gardens
- Unique attractions, such as zip-lines through the flood plain



You can read more about how we will implement our **Experiences** cornerstone in our companion document *Langley City Vision: Recommendations and Implementation Report* (pp. 39-41)



“We want to build the next big Langley City local company. It’s such a livable city and it has potential to attract a lot of talent. There is affordable housing within walking distance of our office. You can truly be on the ground floor of something great”



INTEGRATION

Time to reinvent suburbia

OUR VISION REALIZED

Langley City will maintain its unique size and location within B.C. and our vibrant and historic downtown core. By strengthening our mix of commerce, industry, services and institutions and redeveloping aging buildings, we will reinvent the idea of suburbia. The community centre will house both a childcare and a senior’s centre. Housing options offer flexibility and affordability. Nature is everywhere. There will be something for everyone and everyone has everything they need. We will be a place where people live, work, play, and sometimes take a train. By leveraging partnerships within and outside Langley City, a true culture of integration and innovation will emerge—thriving small businesses, innovative work spaces, a booming casino quarter, and good paying jobs in the business park. Already an employment magnet, Langley City will be a residential magnet—the antidote to big, unaffordability and congestion.

Measures of success will be surveys of resonance to and satisfaction with identity and life-style.

Leverage opportunities to make things happen quickly.

MURRAY DINWOODIE

HOW WILL WE DO IT?

Reflect our vision in renewed planning policies and procedures. We will review and update, through consultation and expert advice, our Official Community Plan and Neighbourhood Concept Plans to reflect our future vision, including:

- Building density through refined zoning that allows for mixed use developments downtown and coach-house/laneway housing in other neighbourhoods that help create more walkable communities, while protecting low density in key areas. This will ensure that Langley City retains its advantage of affordable single-family homes. Specific zoning changes will include:
 - Allowing smaller lot sizes/carriage houses/row houses to create low-density infill housing in areas where lots are traditionally reserved for large single-family homes
 - More 3-bedroom multi-family units that meet the needs of growing families
 - Creating mixed family developments that provide a better way for people to grow older—where their families continue to live with them.
- Using Langley City’s grid of roads, rivers and trails to create a walkable web of small-scale commerce in communities throughout the City, with nodes of business that are within a 20-minute walking distance of each other.

Demonstrate place-making success. Once a draft pre-zoning framework is established, Langley City will collaborate with a developer to develop and design a iconic project and fast-track a new, model mixed-use development near the future rapid transit station.

Public investments need to lead change. Do it. It sends a message to developer partners, puts you in a position of strength. Land banking for project, be strategic.

STEPHEN BEATTY

We will engage the community in this process to ensure the model development is a vibrant, iconic hub that attracts people and promotes adjacent additional development. This pilot project will embody all four elements of our vision and serve as a catalyst for future growth.

Invest in our Future through strategic land acquisitions and development incentives. We will lead in capitalizing on land opportunities—buying and land banking key properties and buildings at market value, and repurposing and reusing this land to develop mixed use capital projects.

Langley City will create a prosperity fund and partner with financial institutions, wellness centres, and cultural groups to deliver projects and initiatives that improve community health and wellbeing, protect the environment, embrace art and culture and, create memorable experiences.

Currently in place for water, sewer, drainage, roads and parks, Langley City will implement new development cost charges to fund improvements so that developers become partners in delivering our vision.



You can read more about how we will implement our **Integration** cornerstone in our companion document *Langley City Vision: Recommendations and Implementation Report* (pp. 42-43)



WHAT NEXT?

We are all participants in positive change and the nexus of our logic and our emotions is the right decision-making process for our future city. Underlying all our strategies and actions will be a culture of inclusion and partnership—combining knowledge, education, innovation and support. With that blend we can both create excitement and ensure success.

To truly realize our vision, we must remain committed to our three fundamental principles:

- **Community and stakeholder engagement**—with Council endorsement now in place, Langley City staff will begin the process of consulting with residents, businesses, stakeholders, and the broader public and enrolling them in refining our ideas and implementing them.
- **Communication**—to keep the plan alive, demonstrate our commitment and hold ourselves accountable, implementation will become a regular item on Council agenda, including an annual report on progress.
- **Risk management and ongoing evaluation**—our ideas are big and bold, and many of them are longer term. We are 100% committed to implementing and also to being flexible in light of data-based analysis and new information.



You can read more about implementation of our vision in our companion document *Langley City Vision: Recommendations and Implementation Report*.



CLOSING COMMENTS

Our history is one of growth, evolution and reinvention. Since 1955, when Langley City incorporated as a separate municipality, we have worked hard to build a community we can be proud of. This work will continue in the future and we are ready. We've grown up, and now we will grow gracefully, from a perspective of cultivation, investment and renewal. We can become a magnet that attracts people based on our cornerstones of community, connection, experiences and integration. With this clear framework and our strong foundation in place we can fully realize our future as nexus.

Together we will build our common vision.

Langley City: You have arrived.

Thank you to our contributors for their time and expertise

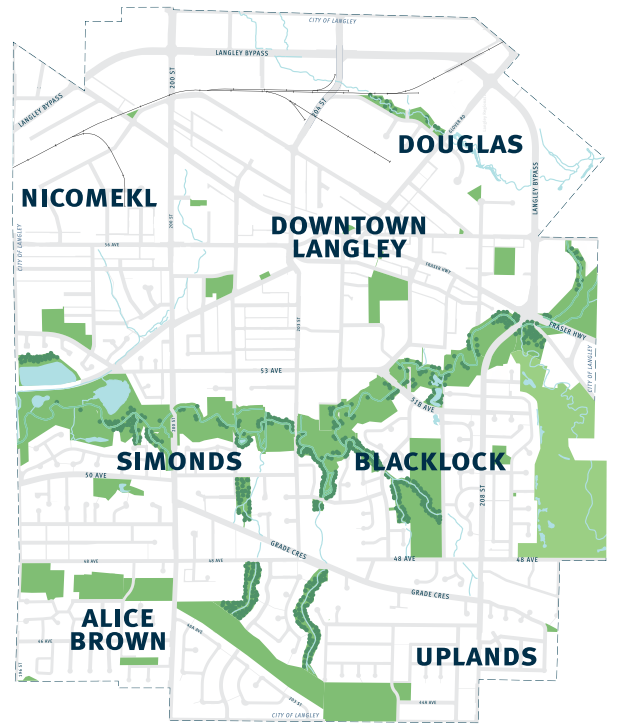
Langley City Mayor and Council: Mayor Ted Schaffer | Councillor Paul Albrecht | Councillor Jack Arnold | Councillor Gayle Martin | Councillor Nathan Pachal | Councillor Rudy Storteboom | Councillor Val van den Broek

Stephen Beatty • KPMG Global Cities Centre of Excellence | Janet Burden • Stepping Stone Community Services Society | Christopher Bush • Catalyst Power | Hugh Carter • Urban Development Institute | Lilian Chau • Vancity | Dr. Michael Chung • Tzu Chi Foundation | Dr. Alan Davis • Kwantlen Polytechnic | Murray Dinwoodie • City of Surrey (retired) | Peter Fassbender • Langley City Resident and Former Elected Official | Dr. Lawrence Frank • University of British Columbia | Michael Geller • Architect, Planner and Developer | Mike Harcourt • Former Elected Official | Andy Hobbs • Vancouver Police Department (retired) | Norman Hotson • Architect | Teri James • Downtown Langley Business Association | Kokila Lochan • VIA Architecture | Craig Sheather • YMCA of Greater Vancouver | Lindsay Smith • Massive Media | Casie Stewart • Lifestyle Blogger

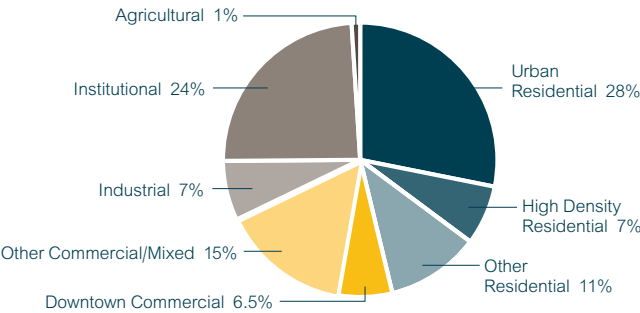
The Arlington Group and Lucent Quay Consulting

49.1042°N
22.6604°W

Southeastern edge of the Urban Containment Boundary, bordering Cloverdale in Surrey to the west, and surrounded on the north, east and south by the Township of Langley.



LAND USE



LAND GOVERNED BY THE CITY IS A REMARKABLE “CUT-OUT” SHAPE

formed through natural and artificial restrictions, including the historic Fraser Highway, the railway, and the Nicomekl River, which runs east-west through the centre of the City; these artificial and natural barriers have literally shaped the City’s development, with a clear delineation of development and density north and south of the river. The city has six distinct neighbourhoods and a defined downtown core.

RECREATION

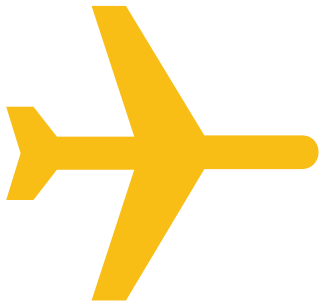


TWO LARGE COMMUNITY/ RECREATION FACILITIES including Timms Community Centre, which opened in 2016, Douglas Recreation Centre, and the Al Anderson Memorial Pool, the City’s outdoor pool.

DOUGLAS PARK + CITY PARK provide large sports areas.

PENZER PARK offers a bike park and the largest outdoor parkour course in Canada. It also connects to the Power Line Trail, which follows the BC Hydro right-of-way east through the City.

140 HECTARES OF PARKLAND including much of the Nicomekl River flood plain, Sendall Gardens, and the Brydon Lagoon wildlife sanctuary; all connected by a network of trails.



Short distance to
LANGLEY & ABBOTSFORD AIRPORTS

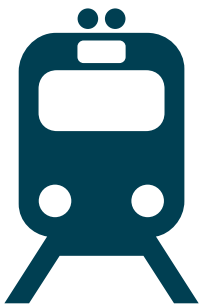


DOWNTOWN HAS HIGH QUALITY WALKING FACILITIES

although other parts of the City are lacking. Many of the roads serving industrial areas have utilities, ditches, and lack of curb and gutter, which make walking uncomfortable. Current focus is on serving the downtown, key employment areas, schools and bus stops.

CN RAIL LINE

provides cargo service, and crosses local streets at four locations, two of which are grade-separated.



DESIGNATED CORRIDORS

to provide bicycle access throughout the City (approximately half of which are constructed).



COMBINATION OF LOCAL AND INTER-REGIONAL TRANSIT SERVICE

part of the frequent transit network; access to SkyTrain via bus transfer; RapidBus scheduled to arrive in approximately 2018 and fixed rail transit by approximately 2025. Current lack of intra-city transit and early morning/late night regional service contributes to high car use.

HIGH QUALITY NORTH-SOUTH/EAST-WEST

truck routes, mixed with other vehicle traffic.



DOWNTOWN CORE

Three-block, pedestrian-oriented area of small-scale retail, food and entertainment establishments, often dubbed **The One Way**.



20399 Douglas Crescent, Langley, BC V3A 4B3



LANGLEY CITY VISION: RECOMMENDATIONS AND IMPLEMENTATION REPORT

This report was prepared by the Arlington Group Planning + Architecture Inc. on behalf of the City of Langley, as a companion document to Langley City: Nexus of Community.

Contributing Partners

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- Background Interviews with Key Stakeholders

Andy Yan, Director of The City Program at Simon Fraser University

- 2016 Census Data

Ryan Berlin, Senior Economist at Rennie (Rennie Intelligence Division)

- City of Langley Housing Market Analysis

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In 2017, Langley City initiated a strategic visioning project to steer the City to its most successful future. As a Regional City Centre, Langley City has been designated as a focal point and future transit hub for the south-eastern sub-region of Metro Vancouver.

The City recognised its need to plan progressively to find a unique “Made in Langley” solution to create a new future that takes advantage of its untapped opportunities. This document summarizes the approach undertaken to understand Langley City’s potential, develop a clear vision for the future, and undertake measures to implement the vision.

This report summarizes the findings of the project and provides key recommendations for implementing the final Vision - Langley City: Nexus of Community. The recommendations provided are intended to be a companion to the final Vision document, providing high-level ideas and specific actions that should shape the goal setting and project prioritisation for Langley City. As a small municipality with a strong base, these recommendations have the potential to create significant and transformative change.

Background

The strategic visioning project began with information gathering and market intelligence to identify the key challenges to be addressed to advance the City’s initiative. The Arlington Group worked with a broad team of consultants including Andrew Yan Consulting, MVH Urban Planning & Design Inc. and Rennie Market Intelligence to provide a detailed picture of the current state of Langley City, the challenges to be overcome as well as the opportunities that merit exploration and future action. The background research consisted of:

- A review of the 2016 census results, current market conditions and recent development patterns;
- A review of existing strategic land-use planning tools including the Official Community Plan (adopted 2006) and Zoning Bylaw (adopted 1996);
- Interviews with key stakeholders and local agencies concerning the City’s current image, future potential and key indicators for change; and
- Exploration of potential triggers for change in the community including, but not limited to, a Rapid Transit* connection.

* Rapid transit means a high capacity electric railway transportation link that may include light rail, SkyTrain or other form of technology

Vision Workshop

The background research was followed by two visioning workshops over two days. The workshops were organized and facilitated by Lucent Quay Consulting Inc. The first session, held on February 20, 2018 brought together a carefully selected group of experts from a variety of fields. The second session was held on February 27, 2018 with the Mayor and all Langley City Councillors.

Through both sessions, participants were invited to help craft a future vision for Langley City that describes how residents, businesses and visitors will experience the community into the future. Langley City: Nexus of Community (the Vision) has been developed from the themes that emerged through these workshops. The Vision includes aspirational goals and implementation measures, including a Communication Plan, to ensure that the City continues to move from dream to on-the-ground outcomes.

Recommendations and Implementation

Langley City is committed to a new direction and is looking to proactively leverage its assets to develop and strengthen the City's identity. This report provides recommendations from the Arlington Group, providing additional detail and rationale for the actions included in the Vision document.

Recommendations are categorised by the Vision theme they best address, including 'community', 'connected', 'experiences' and 'integration'. High-level policy recommendations that reach across all theme areas, such as updating the Langley City Official Community Plan, are categorised as "Building a Strong Foundation".

These recommendations are supported by an Implementation Plan that outlines the proposed timeline for rolling out projects and the approximate time frame for each project. The recommendations provide implementation measures that address the four themes of the Vision.

INTRODUCTION

Langley City is one of 21 municipalities in Metro Vancouver (Greater Vancouver Regional District) and is centrally located in the South Fraser area. With a population of 25,888, the City represents slightly over 1% of the Metro Vancouver population of 2,558,000. The 10-square-kilometre urban centre is located south east of Cloverdale in the City of Surrey and south of Willowbrook in the Township of Langley. Langley City is bounded on the north, east and south by the Township of Langley and on the west by the City of Surrey.

While Langley City is one of the smaller municipalities in Metro Vancouver, both in geographic area and population, it plays an important role as a Regional City Centre. With its central location in rapidly developing communities south of the Fraser River, it is an active business and service hub that also provides a diversity of housing choices and the amenities of a strong urban centre. Together with the Township of Langley and the City of Surrey, this sub-region has a combined population of 694,000, with Langley City serving a market area of approximately 250,000.

Significant development is taking place in the City but there is concern about the direction it is taking. Langley City currently lacks a comprehensive vision, making it vulnerable to incremental, piecemeal changes that may not best reflect the City's future needs. Household incomes in the City are lagging well behind other South Fraser municipalities and the housing mix lacks diversity, which is limiting opportunities for families to stay or locate in the area.

Fortunately, Langley City's current assets are well positioned to be in greater demand a decade from now. Much of its land base is underutilized and although the City lacks greenfield sites, there is considerable potential for redevelopment. The City has a compact form of development with more efficient infrastructure than other Metro Vancouver municipalities. With significant commercial and industrial sectors and a distinct and walkable Downtown, the City is well positioned to become a complete community.

The City has recognised the need to plan progressively to find a unique "Made in Langley" solution to create a new future that takes advantage of its untapped opportunities. This document summarizes the approach undertaken to understand Langley City's potential, develop a clear vision for the future, and undertake measures to implement the Vision.

The background research explored Langley City's current demographics, housing market, land-use planning policies and perceptions of the City from inside and outside of the community. It also examined the potential triggers for change in the community, such as future Rapid Transit and shifting lifestyle and economic trends. This high-level analysis was used to build a picture of the current state of Langley City, to help shape the discussion of future potential and possibilities. This section summarises the key findings of the background research. Supporting data is provided in Appendix A – Summary of Findings.

COMMUNITY PROFILE

Population Growth

25,888 (2016 Census) people currently reside in Langley City. While steady growth has been apparent in the past decade, the limited land base of the City has meant that population growth has generally lagged behind the larger, surrounding municipalities of the Township of Langley and the City of Surrey. The Regional Growth Strategy (RGS) has projected a 2021 population of 30,140 with a total of 13,800 dwelling units for Langley City. Growth has accelerated in the past two years but is lagging slightly below regional projections.

Demographics

A comparison of demographic data against its neighbouring municipalities and the Metro Vancouver average shows a unique community profile for Langley City.

Older Population

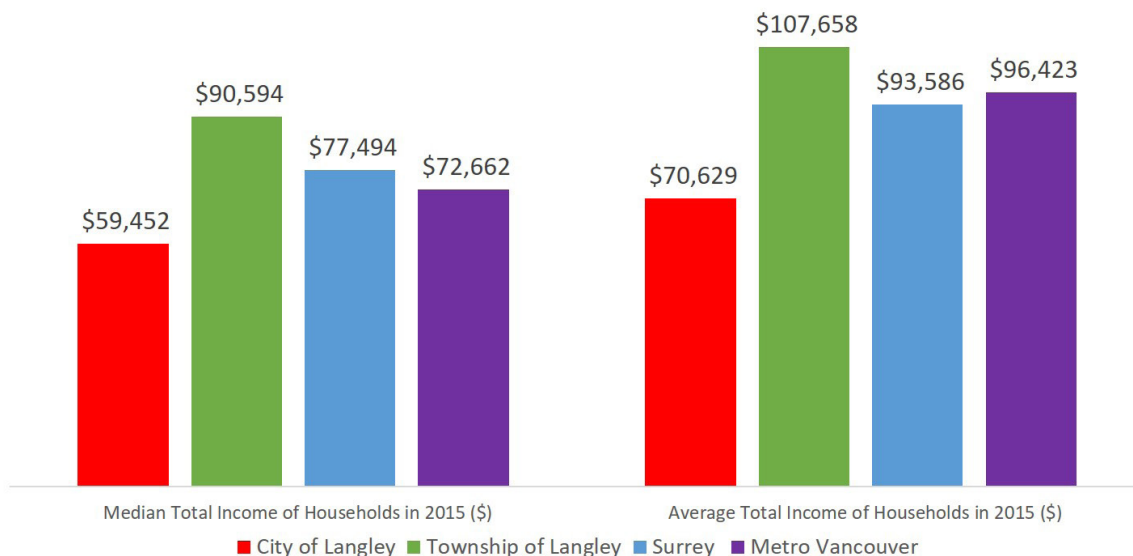
- 19.2 % of Langley City's population is 65 years and over, which is several percentage points higher than the surrounding municipalities and the Metro Vancouver average. As a result, there are fewer residents in the working age population of 15-64 years, compared to its peers.

Small Households

- Nearly 40% of households in Langley City consist of one person. This is double the proportion in the City of Surrey and Township of Langley (both 20%). Large households (3 or more persons) are much less common in Langley City than in other South Fraser municipalities and the Metro Vancouver average.

Lower Incomes

- Median and average (i.e. mean) household incomes are significantly lower in Langley City compared to other South Fraser municipalities and Metro Vancouver as a whole. Median household incomes have also declined relative to the City's peers. From 85% of the Metro Vancouver average in 1995, median household incomes dropped to 82% in 2015. Median household incomes in the Township are over 50% higher. Smaller household sizes account for part but not all of this difference.



Source: Statistics Canada, 2016 Census

- Langley City has a higher proportion (17.3%) of its population with low incomes (based on the Low-Income Measure, After Tax¹) compared to its peers - Township of Langley (9.7%) and City of Surrey (14.8%).

¹ The Low-income measure after tax (LIM-AT) is a fixed percentage (50%) of median adjusted after-tax income of households observed at the person level, where 'adjusted' indicates that a household's needs are taken into account.

- Low-incomes particularly apply to the youth (17 and under) and seniors (65 and over) population. Over one fifth of these age groups experience low incomes. Smaller household sizes account for part of the difference.
- Low incomes are much less prevalent in Langley City's working age population. While there are still a higher number of low incomes reported (14.4%) in this age group compared to the Township of Langley (8.6%) and City of Surrey (13.6%), this is lower than the Metro Vancouver average of 15.8%.

Large Employment Base

- Langley City provides significant industrial and mixed employment areas that will allow a range of future industrial and commercial uses. Although all land in the City is developed, the Metro Vancouver Regional Growth Strategy identifies that there is capacity for an additional 10,000 population and 6,000 jobs within the Langley Regional City Centre over the next 30 years.
- The City of Langley is a job magnet. Over 2,000 more workers commute into the City than commute out of the City. A large majority of workers in Langley City (80%) come from the City and adjacent South Fraser municipalities in Metro Vancouver.
- Less than 15% of the Langley work force live in Langley City. Nearly three quarters of workers commute to nearby municipalities. Less than 5% commute to any one municipality outside the South Fraser area.

HOUSING MARKET ANALYSIS

Langley City provides a diversity of housing types that are more affordable than surrounding communities. Housing typologies are segmented throughout the City, with apartments and most townhouses concentrated north of the Nicomekl River and nearly all single family dwellings located south of the Nicomekl River.

The current community profile of the City suggests that there has been limited opportunity for families to live within the downtown core and surrounding residential areas, particularly due to the predominance of smaller apartments and a limited number of townhouses.

Affordability

The latest Canada Mortgage and Housing Corporation (CMHC) survey (October 2017) indicates that homes in Langley City are selling at a discount to the overall Surrey/Township of Langley market. Detached home prices are 23% lower, townhouses 11% lower and condos 10% lower. On a price per square foot basis, condos in the City are 24% lower and townhouses are 9% lower than the Surrey/Township of Langley aggregate.

Detached homes in the City sell for an average of \$901,514 (22%), townhouses for \$508,550 (11%) and condos for 326,609 (+41%). Average per square foot sales in the City are currently \$355 for condos and \$344 for townhouses. They have climbed steadily since end of 2015 and have risen faster than surrounding municipalities (CMHC 2017).

Apartment rental prices in Langley area are well below the average for the Vancouver CMA. One bedroom apartments in Langley average \$975 monthly rent compared to the CMA average of \$1,340. Two bedroom apartments in Langley have an average monthly rent of \$1,223 compared to \$1,552 for the CMA (CMHC 2017). This offers a significant opportunity for Langley City to provide housing at a more affordable level in the context of the affordability crisis in the Metro Vancouver area.

Housing Stress

- Despite competitive rents, nearly half of City of Langley tenant households (46.7%) spend 30% or more of their income on shelter.

Density and Housing Typologies

No census dissemination area in the City of Langley has a density of more than 100 units/hectare. Most are under 50 units/hectare - a typical overall townhouse density. Existing housing densities along the future Fraser Highway Rapid Transit corridor are low - typically under 25 units/hectare. Housing densities south of the Nicomekl River are very low – typically under 10 units/hectare.

Low-Rise Apartment Dwellings

- Langley City has a much higher proportion of low rise apartment dwellings (57%) compared to other South Fraser municipalities and Metro Vancouver. This trend is continuing as 85% of all residential building permits issued over the past decade were for apartments. The remainder consisted of townhouses or row houses (9.3%) and single family dwellings (5.7%).
- The proportion of single family dwellings in Langley City is much lower (23%) than other South Fraser municipalities and Metro Vancouver as a whole.

Small Rental Units

- Nearly all rental apartments in Langley are one bedroom or two bedroom units (94%).

Unrealized Density

- There is significant potential for growth, with housing densities in RM1 and RM2 zones largely unrealized.
- The high densities allowed in existing zoning means that there is little leverage to achieve affordable housing or environmental upgrades through density bonuses.

Aging Housing Stock

- The Langley rental apartment stock (2,086) is relatively old with only 22% (455 units) constructed since 2000.
- Nearly 60% were constructed before 1980.
- A small number of purpose built rental townhouses in the City were constructed before 1980 (87%).

CURRENT PLANNING POLICIES

Langley City has a range of land-use planning policies, along with community, sustainability and transportation planning policies, designed to shape how the community will grow. This review focuses on the Langley City Official Community Plan (OCP) and Zoning Bylaw, as the core land-use plans for setting the tone of land-use development.

Current trends have shown a stronger push toward more connected, walkable and vibrant communities. Lifestyle factors, such as the ability to bike or walk to work, and accessibility to diverse and unique retail, dining and entertainment options are driving where people chose to live, with access to jobs often a secondary factor. This review considered how well the current planning policies support these trends.

Official Community Plan

The OCP guides decisions on planning and land-use management through a series of objectives and policies. The OCP also shows the intended use of all parcels of land in the City through land use designations. The land use designations and their policies set the built form character, the density and the capacity for growth within all land uses. Subsequent zoning and development decisions must be consistent with the OCP.

Vision Statement

- The existing OCP does not have a Vision statement, thus missing a crucial opportunity to communicate the future direction for the City. A clear Vision statement would also guide OCP objectives for the City of Langley.

Separation of Land Uses

- The OCP land use designations provide a clear separation of land uses but function as silos, rather than land uses that blend together.
- Low density residential areas are separated from all other land uses with a substantial green buffer along the Nicomekl River. The single-family areas are thoroughly separated from all other land uses.
- The OCP does not allocate significant or virtually any growth for approximately half the City's area south of the Nicomekl River. The OCP does indicate that smaller

lot sizes and/or secondary suites should be investigated as tools for attracting new investment to older single family residential areas. The minimum lot size in the Residential Designation is 557 m² (5,995.5 ft²), which effectively prevents infill development.

Limited Housing Diversity

- More than 80% of the City's population growth from 2006 to 2031 is expected to be accommodated within the lands designated for multiple family residential development (13.9% of the City's land).
- Most of the City's housing stock consists of apartments. Townhouses and other forms of ground oriented multi-family housing are lacking in the City.
- Generous densities are provided for medium (173 units/hectare, 70 units/acre) and high (198 units/hectare, 80 units/acre) but no distinction between ground and non-ground-oriented land uses is provided.
- The low density multiple residential zone (62 units/hectare, 25 units/acre) allows either townhouses or apartments.
- The OCP does not prevent housing diversity but lacks incentives for addressing the 'missing middle'.

Zoning Bylaw

The Zoning Bylaw is the main legislative tool for implementing the policies of the OCP. As such, the zones reflect the character and densities put forward in the land use designations of the OCP. This review largely focused on the residential zones, as these zones play the strongest role in creating a suitably dense urban centre that will house the existing and future population of the City.

Two of the residential zones RM2 (Medium Density Multi-family Residential) and RM3 (High-Density, Multi-Family Residential), along with C1 (Downtown Commercial), which also allows multi-family residential, were significantly up-zoned as amendments in 2013 (prior to the drafting of the new Zoning Bylaw). The intent of the amendments was to take proactive steps to increase multi-family residential development in the community.

The higher density allowance was intended to encourage diversity in housing, accelerate the renewal of the downtown and make redevelopment feasible for more properties. These higher density limits may have facilitated downtown growth as the value of building permits increased by over 120% from 2016 to 2017 to a total of \$100 million. However, 2017 was a record year for many Lower Mainland municipalities and the relative contribution of the 2013 zoning changes cannot be isolated. The review of the Zoning Bylaw was undertaken to identify which housing forms are missing and what steps are needed to achieve a desirable urban form in the future.

Fewer Residential Zones

- Other South Fraser municipalities have a wider and more focused range of residential zones than Langley City. This limits the City's ability to manage growth and regulate the appropriate blend of building forms except through site specific CD zoning (see Appendix B for a comparison of South Fraser municipal zones).
- Langley City has two single family zones that accommodate suburban residential and estate residential lots. There is no provision for lots under 557 m² in area. This means a lot up to 1,100 m² cannot be subdivided in two. Every other municipality south of the Fraser River has three or more residential infill zones under 500 m² in area with a width of under 15 m.
- Infill and low-density multi-family zones such as duplex residential, semi-detached residential and townhouse/row home residential are noticeably absent. RM2 and RM3 zones allow very high densities but do not encourage townhouses or any street presence due to large setback requirements (7.5 m), which discourages townhouses or other street friendly housing.
- New zones that fill the gaps of different housing types would provide opportunities for more widespread redevelopment applications, rather than relying on CD zoning.

No Neighbourhood Commercial

- No commercial uses are designated in the OCP or zoned south of the Nicomekl River. Local neighbourhood centres providing local services within walking distance are necessary in any complete neighbourhood.

High Parking Requirements for Some Needed Uses

- Current parking requirements for family oriented residential land uses such as larger apartments (3+ bedrooms) are higher than other South Fraser municipalities. These additional parking requirements, particularly when underground parking is involved, make new family oriented development in Langley City costlier in comparison to other South Fraser municipalities.

COMMUNITY PERCEPTION

To add depth and a qualitative analysis to the review of the current state of Langley City, knowledgeable stakeholders in a variety of fields were asked how they perceive the City as a place to live, do business and visit. A total of 12 interviews were conducted, with stakeholders across a range of specialties including developers, housing providers, health providers, tertiary education institutions and market analysts.

Despite a belief that Langley City has a range of assets and great potential for the future, strong concerns were expressed by nearly all participants that Langley City must undertake significant steps to revitalize its downtown. The advent of Rapid Transit was seen as a golden opportunity to undertake needed transformative change.

Lack of Clear Identity

- For those who know it well, there is a belief that there is something special about Langley City that needs to be captured and promoted. Langley has the potential for a bright future. However, its boundaries are unclear and not easily distinguished from the Township of Langley.

Disconnected

- The existing transportation network is seen as a major impediment to development in Langley City.

Old, Tired and Unsafe

- Much of the existing building stock is old and tired and reflects poorly on the City's image.
- An unsafe perception is holding Langley City back. This was confirmed by a much higher rate of non-violent crime than the B.C. average (although the violent crime rate is low).
- Concerns expressed about the number of homeless people in the community, the number of thrift stores and the closing of banks, indicating apprehension for the future.

Small Size an Advantage

- Downtown Langley has a walkable street friendly presence; it is much more than a mall or a series of highway commercial sites.
- Its limited footprint provides an opportunity to densify and grow in, grow up and then grow out. Housing stock in the area south of the River is aging and ripe for redevelopment or rejuvenation to provide more aging in place and other diversity and choice of units.

Favourable View of City Representatives and Staff

- Residents and businesses appreciate that the Mayor and members of Council are approachable and responsive. The City can move quickly and in a coordinated fashion to respond to issues and the development approval process is seen as positive, efficient, and short.

KEY TAKEAWAYS - AREAS TO ADDRESS

- Langley City represents just over 1% of the regional population but it serves a regional population of one quarter million. Langley City has major opportunities to reposition itself as a Regional City Centre within Metro Vancouver and a gateway to the Fraser Valley.
- With Langley City's proximity to a Metropolitan Centre (Surrey) and future improved connectivity through Rapid Transit, the City has the potential to become a key regional centre in an expanding community south of the Fraser.
- The City has the benefit of large industrial and mixed employment zones located close to transport routes and the City's downtown. Its current employment sectors draw a large workforce in from surrounding communities.
- The City has 'good bones'. It is a compact municipality with an efficient infrastructure network, a distinct and walkable downtown, significant commercial and industrial sectors and a residential sector with substantial single family and multi-family development.
- The demographic profile of the community is not static and will naturally shift as community members move through different stages of life. The City has an opportunity to provide a diverse range of housing forms to meet the changing housing needs of its residents.
- Much of Langley City's housing stock is ready for redevelopment (including infill), provides a golden opportunity to recalibrate the housing mix. In the past 10 years, less than 10% of new developments have included row or townhouse forms. Proactive planning for diverse housing forms will support a vibrant and diverse community into the future.
- Engaging with emerging economic trends, particularly expanding knowledge fields, is likely to be a trigger for change in the future. The goal should be to enhance the productive capacity of the land, particularly its job creating commercial and industrial sectors, as core drivers of Langley City's future identity.

Two visioning workshops were held over two days, following the background research. The first session, held February 20, 2017 brought together over 20 experts and leaders from a diverse range of fields including architecture, public service, post-secondary education, technology, finance, sustainability, communication and development. Participants were carefully selected to ensure a cross-section of interests and experiences, as well as age, gender and cultural diversity. The second session was held February 27, 2017 and included the Mayor and all Langley City Councillors.

Through both sessions, participants were invited to help craft the vision for Langley City that describes how residents, businesses and visitors will experience the community into the future. In its final form, the vision story will be used as a framework for decisions by all City departments and as a briefing document for businesses and developers looking for opportunities in Langley City.

Themes that arose through the workshops consisted of the following:

Community

- Concentrating growth, access to green zones, and designing for transit and walkability will be the markers for a new sense of community.

Connected

- Rapid Transit will be a catalyst for change, but its success will involve more than transport. A Rapid Transit exchange at 203 Street will be part of a community hub where people live, work and play.

Experiences

- Langley City will offer lifestyle experiences that rival those of a big city, but on a scale that respects and reflects its history and character.

Integration

- Langley City is a community where residents are welcome and supported at all stages in their lives.

Langley City: Nexus of Community (the Vision), includes aspirational and functional goals and initiatives, including a Communication Plan, to ensure that the City continues to move from dream to on-the-ground outcomes. Its recommendations seek to help build an authentic, positive image of the Langley City through action, communication and building on the successes, innovation and support of the broader community.

This section details the recommendations provided by the Arlington Group to implement the Vision. Some of the recommendations are far reaching and extend across all themes. This category of recommendations is referred to as 'Building a Strong Foundation' and are addressed first.

The further recommended actions and initiatives address the four Vision themes:



Community



Connected



Experiences



Integration

It should be recognized that some initiatives can be detailed now while others will need to be refined, depending on partnerships and opportunities such as land availability. Each category of recommendations seeks to address a spectrum of implementation - from plans and policies that should be put in place to direct and support positive change, partnerships that the City should instigate to drive mutual objectives, and 'quick win' projects that will demonstrate revitalisation of the City.

Some initiatives can proceed immediately while others will be ongoing or long term, and some will require extensive consultation. While none of the recommendations are mutually exclusive, the focus of actions will evolve depending on the opportunities that are prioritized. The City has limited resources and there will be a need to be strategic in the timing of initiatives. The recommendations are summarized in a chart at the end of the section to include project prioritization and timing.

The recommendations included in this section seek to consolidate the Vision in the City's land-use planning tools, resourcing and staffing for the City. If the key policy documents and bylaws such as the Official Community Plan and Zoning Bylaw are not reflective of the City's goals and objectives, unnecessary roadblocks will be faced in implementing the Vision. Likewise, establishing the funding mechanisms and appropriate staff resources will ensure that the City is ready to take on projects and has the capacity to implement the Vision. Many of these initiatives will require substantial community consultation, providing an ideal mechanism to communicate the Vision and interpret with the help of the broader community.

OFFICIAL COMMUNITY PLAN

Recommendation - Update the Langley City Official Community Plan (OCP).

Rationale - The OCP provides the blueprint for the future, with objectives and policies to guide decisions on planning and land-use management. The current OCP is dated 2005. An update to the OCP is essential to provide the desired policy direction, set the stage for the advent of Rapid Transit, broaden the zoning toolkit and regulate design quality. It also offers an excellent opportunity to bring the broader community into the process.

Timeframe - Short-term..

Resources - City staff supplemented by consulting assistance.

Project Details - The OCP update should be one of the first tasks to be undertaken to bring the Vision elements into policy and to inform and engage the community in implementing the Vision.

Core considerations for an OCP update should include:

- Consultation to develop a community supported vision to drive the OCP.
- Refining community objectives specific to Langley City. The existing six objectives are very generic and could apply to any Lower Mainland community.
- Consider consultation with Metro Vancouver to increase the City's share of regional growth, in line with a Regional City Centre.

- Updating Development Permit Guidelines. The existing design guidelines are organized by land use and do not vary for different geographical areas or roads except section 17.5.1 that states “Downtown Commercial area development shall adhere to the design guidelines and regulations set out in Sections 5.2 and 5.3 of the Downtown Master Plan”. While the language in the Downtown Master Plan provides good advice, it is not regulatory. Typical language refers to features to be “considered in design review and encouraged in implementation”. This limits the City’s authority. A developer must consider but can choose not to proceed with any element. Looking as development permits in conjunction with zoning, it means a site zoned Downtown Commercial (C1) can be developed for 100% commercial or 100% residential uses. Similarly, a site zoned Multiple Density High Density Residential zone (RM3) can have 100% family units or no family units and no requirement to provide any affordable units. In preparing for Rapid Transit to Downtown Langley, the City can and should determine where ground oriented commercial uses and street oriented residential uses are required. The Downtown Master Plan can provide important guidance, but Development Permit guidelines should be in the OCP and aligned with the new community vision. These form and character guidelines should apply to both commercial and multi-family development, as specified in the Local Government Act s. 488 and 490.
- Developing more integrated land-use designations that promote a diversity of uses. For example, determining areas appropriate for including neighbourhood retail/commercial nodes and supporting mixed-used zones.
- Determining stronger sustainability and environmental intentions to signify that Langley City is striving to be a modern urban core, setting the example for the region.
- Setting strong affordable housing targets and manage densities to use density bonuses as incentives for affordable housing projects.
- Clearly defining the City’s economic strengths and the policies that will help drive the growth of existing businesses, support emerging industries and target unique sectors for Langley.

Refocus densification levels:

- Offering additional density will not be an incentive until the market is there. Additional density should only be considered as a lever to produce better community outcomes, such as more affordable housing, or energy efficient homes.
- Overly generous densities can also run the risk of locking all development uptake into a few buildings, rather than creating transformation across a wider scope. The City can achieve density with low rise and mid-rise buildings that recognize floodplain and airport restrictions.
- The City can set the conditions for achieving permitted densities through development permit controls to address the form and character.

ZONING BYLAW

Recommendation - A Zoning Bylaw update should be considered in conjunction with OCP changes to address the Future Vision.

Rationale - The Zoning Bylaw needs to align with the objectives and policies of a new OCP and provide the tools to implement desired land-use changes. A draft new Zoning Bylaw has already been prepared by staff to streamline the existing Zoning Bylaw. This is good start to build upon.

Timeframe - Medium-term. Updated formatting has already been prepared by staff but needs additional tools to implement the new OCP Vision. Interim changes can be made in the short-term but a more comprehensive review should follow the OCP update.

Resources - City staff supplemented by consulting assistance.

Project Details - An updated Zoning Bylaw needs to provide the appropriate tools to proactively facilitate change in the community. It should consider the following:

- Expansion of the number of residential zones to accommodate demographic changes, infill opportunities and ground oriented multi-family needs. Every other municipality south of the Fraser River provides 3 or more residential infill zones under 500 m² in area and with a width of under 15 m. Accommodation for semi-detached housing on corner lots, coach and fee simple row houses represent other infill opportunities which add to housing diversity. These zoning tools would also provide opportunities for existing residents to downsize while remaining in their neighbourhoods.
- Increasing zoning flexibility including innovative solutions to repurpose existing large retail spaces for mixed and integrated uses and industrial zoning that protects jobs but recognizes the driving force of technological change. Innovative zones that could encourage diverse live-work housing forms that support artists, start-ups and other creative/ knowledge industries. While CD zones are not encouraged, they should not be ruled out to address unique opportunities on a site specific basis.
- Some areas of Downtown Langley have very generous densities. Rezoning to lower densities is possible but will send a negative message to the development community. Providing incentives and clear guidance sends a positive message and is preferred, particularly if they are developed through a consultative process with stakeholders
- Creating additional multi-family zones will expand the City's toolbox and reduce the need for Comprehensive Development zones. The existing RM2 and RM3 zones allow high residential densities subject to a four storey height limit. This encourages the developer to avoid family oriented housing in order to achieve the allowable density within the height limit. Opportunities include zones where townhouses only are permitted, where townhouses are required at ground level to encourage an active street friendly presence, and where a greater height is permitted for multi-

family development as an incentive for larger family oriented housing (e.g. 3 bedroom units). New multi-family zones will enable a more targeted response to the Downtown and Transit Corridor Masterplan.

- Reviewing and revising parking requirements to reflect best-practices. Excessive parking requirements are a disincentive as they increase the cost of a project and provide no added value. The City of Langley's parking requirements are high compared to some of the other South Fraser jurisdictions, notably so for family oriented multi-family housing.
- In commercial development, complementary land uses and a mix with different peak hours can result in a synergy that reduces demand below the aggregate of the individual land uses. This also occurs where on-street parking is essential to the success of commercial areas such as parts of downtown Langley. Parking patterns and demand where storefronts are built to or close to the front property line are different compared to suburban areas where walking from one commercial area to another is either difficult or impractical. The advent of Rapid Transit or frequent bus service provides an opportunity to reduce parking requirements. For example, the Surrey Zoning Bylaw allows a 20% parking reduction within the Surrey City Centre area. Squamish also has had a much lower off-site parking requirement for downtown multi-family residential and commercial uses. Preparing for lower parking demand can be done in advance; it doesn't have to wait until Rapid Transit infrastructure has been constructed. See Appendix C – Parking Comparison.
- Enhancing sustainability to accommodate or encourage green features, not penalize them. For example, the definition of density measures the outer perimeter of a building. As a result, a building built to a passive house or other high insulation standard will have less usable space than conventional construction. Several Lower Mainland municipalities have taken a proactive approach to ensure this does not happen. One approach has been to define wall thickness (e.g. Vancouver, North Vancouver City, Squamish) so a building with more insulation does not lose useable floor space. The other approach has been to increase the Passive Design incentives in single detached zones (i.e. increased floor space) depending on the level reached under the new

Energy Step Code (e.g. New Westminster). Other measures where the Zoning Bylaw can encourage sustainability include bicycle parking and storage, making allowance for the extra height of rooftop solar panels, and incentives for vehicle charging and vehicle sharing.

- Updating the industrial zones to reflect the diversity of desired future uses coupled with performance standards through form and character guidelines.

CAPITAL PLAN

Recommendation - Develop the City's upcoming Capital Plan, or Financial Plan, in line with the Vision.

Rationale - The best opportunity for the implementation of the Vision to be successful is to ensure that is the driving force behind City decision-making.

Timeframe - Annual updating of the City Capital Plan.

Resources - No additional resources to develop the Capital Plan are anticipated. The specific capital requirements will depend on the assessment of needs and ranking of priorities.

Project Details - The City's Capital Plan is updated annually. Reflecting the objectives of the Vision will introduce new priorities which will need to be evaluated in conjunction with existing priorities and City resources. This may include investment initiatives to implement Vision priorities in addition to infrastructure upgrading and public amenities.

EXPANDING DEVELOPMENT SERVICES

Recommendation - Review staffing levels to ensure the City has sufficient resources to implement the Vision.

Rationale - The City's Development Services staffing level is modest and has remained so for many years. Appendix D – Municipal Comparison Data, compares Langley City with the three local governments in the region closest to Langley's population in terms of building permit values issued in 2016 and 2017, taxation, and planning resources. Existing staff levels have been and remain very modest compared to other municipal peers. The number of development applications processed by Langley City planners and the value of construction dramatically increased in 2017 compared to previous years (Source: Statistics Canada). The City will need additional resources to implement the Vision. This could occur in a variety of ways including additional permanent employees, the use contracted staff for a specified time period, and the expanded use of consultants for specialized purposes.

Timeframe - Ongoing through the annual budget process.

Resources - Review of needed resources through the annual budget process.

Project Details - An adaptable City team that works quickly and collaboratively with a range of local and regional advocates will see Langley City transform. The City's small size enables a quick response. The City's current regulatory approach provides a rapid approval to applications which provides a comparative advantage to other local governments. However, this requires a trade-off. To maintain the City's competitive advantage for fast approval times while driving a more stringent design quality, the Development Services Department and possibly other departments will require additional resources.

ADVISORY DESIGN PANEL

Recommendation - Create an ADP to review the design quality and integration of uses of major developments.

Rationale - The creation of an independent advisory body can offer significant benefits in promoting economic development and taking advantage of emerging opportunities. All other local governments south of the Fraser River have created this review process (i.e. Township of Langley and Cities of Surrey, Delta, Abbotsford and Chilliwack). In addition, the City of Surrey has an in-house architect to review smaller projects that are not subject to ADP review.

Timeframe - Short-term..

Resources - No addition of City staff but consideration of design recommendations through the development approval process.

Project Details - Implementation of an ADP will require a bylaw identifying the composition of the advisory body, its role and procedures. The process is typically managed by planning staff with members appointed by Council for a term or one or more years. No compensation is provided to appointees who see their role as a voluntary contribution to their community but derive a benefit from having close scrutiny of new development.

Appointees typically include a cross section of architects, landscape architects, and engineers and may include police, affordable housing advocates and disability advocates. The trade-off of creating an ADP is the approval process for those developments subject to such scrutiny will be slower. However, the cost to the local government is very modest and the trade-off is worthwhile if the result enhances the quality of development. An alternative approach is to retain specialized service on a contract basis.



Community is a place where one feels known; a place to raise children, to grow-up and to grow old. It is a place where people are happy to live, work and play, and a place where everything you need is close by.

Langley City has a unique size and location within BC; a vibrant and historic downtown core; mix of commerce, industry, services and institutions; and building mix ripe for redevelopment. These recommendations seek to concentrate growth, improve access to green zones and design for transit and walkability as markers of the new sense of community.

DOWNTOWN AND TRANSIT CORRIDOR MASTERPLAN

Recommendation - Update the existing Downtown Masterplan and expand to include the Rapid Transit Corridor along Fraser Highway.

Rationale - The existing Downtown Master Plan is dated November 16, 2007. While much is still valid, the Downtown Plan needs to be reviewed, broadened in scope and with an added focus on the Rapid Transit corridor. The Masterplan should create the framework for a precedent setting, mixed-use development near the future Rapid Transit hub and set an updated vision for the urban core. The result will be a strategic and comprehensive plan that guides development from the perspectives of land use planning, design and economic resilience.

Timeframe - Medium-term.

Resources - A cost of approximately \$150,000 to 200,000.

Project Details - The time to initiate the Master Plan is now, well in advance of Rapid Transit construction. Langley can benefit from the lessons of earlier SkyTrain development. The Cambie Corridor planning was reactionary rather than proactive as

it took place well after construction of the Canada Line. The phase 2 plan was adopted by Vancouver City Council in May 2018. Redevelopment along the Expo Line has been highly variable. In over 30 years, zero redevelopment has taken place within walking distance of the 22nd Street Station while massive redevelopment has taken place around the New Westminster Station in the same city.

NEIGHBOURHOOD PLANS

Recommendation - Initiate a Neighbourhood Plan for the residential area south of the Nicomekl River that introduces gentle density and more housing options, undertaken with sensitive and inclusive community engagement.

Rationale - The residential area south of the Nicomekl River represents nearly half the City's area. With an aging demographic, the existing OCP projects a population decline of 270 persons from 2016 to 2041. Nearly all this area is designated Urban Residential (243 ha) where the minimum lot size is 557m² and the remainder is designated Estate Residential where the minimum lot size is even larger at 930 m². The combination of these designations and minimum lot areas has minimized any subdivision potential. A Neighbourhood Plan provides the opportunity to identify redevelopment potential that goes beyond incremental change while retaining the existing character of ground-oriented family housing. There is a need to accommodate existing residents who wish to age in place as well as provide affordable housing for young families.

Timeframe - Medium-term. This project should follow the implementation of higher-level planning document updates such as the OCP and Zoning Bylaw.

Resources - This will depend on the project scope and could take the form of an additional staff person, contract employee or use of consulting services.

Project Details - Introducing seamless density into established single-family neighbourhoods requires a sensitive approach and a clear rationale to improve the quality of neighbourhood services, enhance the lifestyle and provide opportunities for existing residents to downsize, while remaining part of the community.

A Neighbourhood Plan could take the form of high level guidance for the area or proceed on a more detailed basis for each of the City's six identified neighbourhoods. The OCP can set the tone by addressing the need for increased housing diversity though infill housing and will be a good time to introduce these ideas to the community. A successful process will require extensive consultation and should not be rushed.

PROSPERITY FUND

Recommendation - Establish a fund dedicated to projects that implement the Vision.

Rationale - The City needs to be consistently putting funds towards creating change, not just maintaining the status quo. A Prosperity Fund, by name and function, is intended to shift City spending to include asset development, partnership development and wealth creation.

Timeframe - To be reviewed annually as part of the City's Financial Plan.

Resources - To be determined through opportunities available and as part of City's Financial Plan.

Project Details - This fund should support real estate acquisitions and development projects, as well as contributing to 'quick-win' projects. It should be matched with a strong a strong investment and portfolio management strategy to increase the City's ownership of strategic sites that generate a reasonable economic return and support public objectives

DEVELOPMENT COST CHARGES REVIEW

Recommendation - Review the current City Development Cost Charges (DCCs) for opportunities to incentivize development within the Downtown core.

Rationale - DCCs are a common means to funding growth-related infrastructure and are an important funding mechanism for the City. However, the City's DCCs could provide financial incentives for development that advances the City's Vision, by reducing or waiving DCCs for developments that provide for-profit affordable housing or designed for low environmental impact.

Timeframe - Medium-term.

Resources - To be undertaken as an internal review within existing operating budget or with additional consultant resources.

Project Details - The benefits of incentivising desired development through reducing or waiving fees needs to be carefully balanced to ensure that funds are available to complete important infrastructure related to a growing City. An economic development zone could be established around the future Rapid Transit hub were fees are reduced, subject to affordability or environmental criteria being met.

PRE-ZONING

Recommendation - Following a Zoning Bylaw update, the City should take a proactive approach by rezoning areas where it wants to encourage redevelopment

Rationale - Proactively rezoning specific area would allow the City to clearly express its vision and provide certainty to developers. The Moodyville area in the City of North Vancouver is a good example of how this has been achieved. Higher density zoning was adopted (double the base case) along with detailed Development Permit guidelines requirements and passive house (i.e. high energy conservation) standard.

Timeframe - Medium-term.

Resources - This project should follow higher-level planning updates.

Project Details - Pre-zoning should occur following good community conversations about the place-making of Langley City and the establishment of a new OCP and zoning options. Actions to the City rezoning a designated area should follow:

- Considering rezoning properties in advance where the City wishes to encourage development provided the OCP has designated the areas subject to Development Permit regulation for the form and character of development.
- Implementing new zoning designations for a variety of desired housing types. Priorities should be to accommodate ground oriented multi-family housing not included with apartments (e.g. townhouses, row houses, semi-detached and coach houses).
- Identifying an appropriate opportunity. Consideration should be given to an area that is appropriate for densification, that is part of a current or future transportation corridor and that has good connectivity to the downtown.
- Consider density bonuses to provide incentives for desired objectives such as high energy efficient buildings, rental housing and affordable housing.
- Some areas north the Nicomekl River already have generous zoning densities. Changes will have to be approached cautiously. One approach is to require specific land uses that are desired, say ground oriented multi-family housing, to be provided as a condition of achieving other permitted land uses and densities in that zone.

SITE ASSEMBLY

Recommendation - Explore opportunities for the City to provide large sites for large developers who can help transform the City and advocate positive change by leadership and special projects.

Rationale - Langley City has the same challenges as other established communities where land is fractured and difficult/expensive to assemble (e.g., City of North Vancouver, Downtown Chilliwack, Haney in the City of Maple Ridge, and New Westminster).

Timeframe - As opportunities arise.

Resources - Variable depending on site specific project.

Project Details - This initiative should focus on community amenities, such as a Children's Museum and a Performing Arts Centre that should be centralized.

MONITORING, EVALUATION AND REPORTING

Recommendation - Develop an annual monitoring, evaluation and reporting system to record progress on the Vision Implementation.

Rationale - An annual "report card" will facilitate ongoing publicity and evidence of the City's commitment to the Vision. This will provide an additional mechanism to keep the Vision in the public and provide incentive to the community, Council and staff to keep moving forward.

Timeframe - Annual Review.

Resources - Resource requirements through in-house resources or consulting assistance will be modest.

Project Details - Will require development of indicators and their measurement to evaluate progress in implementing the Vision. Could be undertaken as part of the Plan.



Increasingly, employers are locating in areas with transit-oriented developments. That's because their employees are looking for so much more—they are seeking lifestyle, to experience something unique and authentic; to feel connected.

These recommendations seek to enhance connection through place, easy access and pedestrian-scale, walkable areas—whether in the heart of downtown, along the Nicomekl Flood Plain, or along a residential street in upland areas.

TRANSIT HUB

Recommendation - Develop a comprehensive plan for the Transit Hub, both to leverage from the improved rapid bus connection (2019) and to prepare for future fixed rail. This project could most effectively follow from the Downtown Master Plan and Transit Corridor update.

Rationale - As a precursor to the new fixed rail Rapid Transit, TransLink will be introducing B-Line rapid bus service along Fraser Highway, between downtown Surrey and downtown Langley, in late 2019. The limited stop, high-frequency bus route will significantly increase the connectivity of downtown Langley to the Expo Line at Surrey Central and King George Stations. The transit hub can precede the Rapid Transit connection. Treating the terminus as another bus stop would be a missed opportunity. The potential is much greater than that. Comprehensive planning for the transit hub needs to begin now to enhance the place-quality of the downtown with a welcoming, well-lit transit hub that attracts adjacent development.

Timeframe - Phased implementation with short-term start prior to implementation of the B-line.

Resources - Transportation and architectural design consulting services.

Project Details - Designing the Transit Hub could include cost-effective and fast (even temporary) solutions to providing better lighting, abundant seating, beautification measures, secure bike facilities, and connected retail should also be considered to fill the gaps while more extensive transformation occurs. It will serve as an opportunity to pilot ideas, receive community feedback and maintain momentum during the larger planning project. A future Rapid Transit connection could be the catalyst for new housing development, a stronger downtown and a shift of Langley City into a destination.

REVIEW OF TRANSPORTATION PLANNING

Recommendation - Review the Transportation Master Plan to determine any conflicting objectives and use the Vision to establish future project priorities.

Rationale - Rapid Transit must be a catalyst to transform the entire City not simply the 5-minute walking radius around a Rapid Transit station. The City should begin to focus on the walkability of the downtown and transit linkages throughout the City. Proactive initiatives in anticipation of Rapid Transit (e.g. reduced parking standards within 500 metres) can begin now.

Timeframe - Should be undertaken during OCP update to ensure alignment of objectives through all City plans.

Resources - May require the use of a transportation consultant to assist the City.

Project Details - The review of transportation planning should include:

- Ensuring decisions about local bus networks, park and ride facilities and bike paths are made in consideration to their connection to the future transit hub.
- Leveraging Langley City's existing features to create the walkable, urban neighbourhood that is missing from much of the sub-region. This should be the goal for each small neighbourhood, not just the Downtown core.

- Ensuring separated bike lanes are considered for key bike transit routes. Even small barriers can greatly increase the real and perceived safety of cyclists and encourage use by a broader demographic.
- Measures to encourage car sharing companies to expand their operations to the City of Langley.

ECONOMIC DEVELOPMENT

Recommendation - Consider an economic development function separate from the Development Services Department.

Rationale - The City's regulatory role and promotion of economic development are functions within one department and with personnel wearing two hats. Combining the City's regulatory role with economic development in the same municipal department is not common for several reasons. First, the regulatory role of local government is typically distinct and could conflict with promoting and expediting economic development. As a result, the role of promoting economic development is typically undertaken by a separate municipal department or by an outside organization. Second, the City could benefit in having the role of promoting economic development undertaken at arms length from City Council. The promotion of economic development often requires liaison with other businesses, research and marketing. Although a strong working relationship with local government is needed, some independence from local government is also beneficial.

Timeframe - Short-term..

Resources - Economic Development Officer, may be part-time.

Project Details - There are several forms this could be taken including a position reporting directly to the Chief Administrative Officer, an economic development commission and a separate development corporation. There are two separate but interrelated functions. One is an economic promotion/advocacy role. The second is an advisory role. The latter is often undertaken through an economic development commission that uses the expertise of outside advisors with the best interests of the

City in mind. A role that operates at arm's length from the municipal structure may offer the best potential by providing an opportunity to tap into private sector expertise that was freely given during the background review interviews and at the February 20, 2018 Vision session.

EDUCATION PARTNERS

Recommendation - Initiate a partnered project, or series of projects with Kwantlen Polytechnic University (KPU) and other local tertiary education providers.

Rationale - The KPU Langley City Campus is a major asset to the City and the relationship between the institution and the City could be strengthened. There are numerous opportunities for partnership with KPU and other education partners to integrate the skills of its students and graduates with opportunities in the downtown.

Timeframe - As opportunities arise.

Resources - Will depend on specific project.

Project Details - Project details will emerge from further discussions with potential partners. Examples of possible projects could include innovative “hubs” that combine established businesses with start-up retail and office spaces, which are emerging in downtowns throughout the world. These hubs can take specific directions that compliment the strengths of the University and existing sectors within Langley City. Potential projects could include:

- A food-hall style space that incorporates a food market with boutique food and beverage retailers, eateries and displays of urban agriculture/outdoor garden area, could provide space for emerging business while providing a destination within the City. Such a space would be representative of the agricultural heart of surrounding communities and the strengths of some of KPUs programs. It could easily incorporate with brewery uses.
- A creative design hub that takes advantage of the industrial/mixed-employment spaces available in the City could be considered. Established businesses could be mixed with short-term leases or collaborative spaces for emerging

design businesses. Incorporating gallery and retail spaces, as well as cafes, would make these exciting areas for visitors as well as local workers. Education partners could utilise these spaces for learning opportunities and showcasing of student/graduate work.

- KPU currently offers a Bachelor of Science in Nursing at the Langley Campus. Additional expansion of healthcare education with KPU and other education partners could contribute to growing an innovative Community Health Centre.
- The film industry is very active in the Lower Mainland. Langley cannot compete head to head in all areas but it can offer good transportation access, economical shooting locations and repurposed studio space in industrial areas.
- The aerospace industry is an expanding industry where Canadian expertise is recognized around the world. The Langley Regional Airport (YNJ) has the potential to serve a niche market for the helicopter industry.

BUSINESS PARTNERSHIPS

Recommendation - Continue to work closely with the Urban Development Institute (UDI), the Downtown Langley Business Improvement Association and the Greater Langley Chamber of Commerce.

Rationale - To advance partnership opportunities that connect the City to economic opportunities.

Timeframe - Ongoing.

Resources - Will require regular attention by Council and senior staff as part of their overall responsibilities.

Project Details - The City needs to work closely with business stakeholders to advance the City's Vision. This will include organizations promoting economic development in general and may include site specific initiatives. The City needs to continually promote its interests to ensure the new Vision is heard and acted upon by investors.



Developing lifestyle is as important to a city's health as developing infrastructure. Langley City is already proof-positive that destination entertainment, food and retail is possible.

Experience is the realization of more of all of these in a way that creates something truly unique and appealing to locals and tourists alike. These recommendations seek to build Langley City as a destination within the south of Fraser region.

ICONIC ENTERTAINMENT/CULTURAL DEVELOPMENT

Recommendation - Provide an iconic entertainment or cultural development for the downtown.

Rationale - Langley City lacks an iconic development that differentiates the City and meets a regional need, anchoring Langley City as a Regional City Centre. While this will likely emerge as a partnership opportunity, the City should work to define and drive the appropriate iconic development. A project of this scale could function as a catalyst to City development. Its development would signify progress and a shifting direction for the City.

Timeframe - As opportunities arise. To be considered as a key project within the review of the Downtown and Transit Corridor Masterplan. Timeframe is dependent on a partnership with a suitable proponent.

Resources - To be determined.

Project Details - The City should establish a suitable site and appropriate partner to develop a cultural/entertainment facility, including a range of performance spaces, restaurants, gallery spaces and connection to outdoor public space. The facility should

be easily accessible by future Rapid Transit, have strong connections to existing and future eateries and be a highly visible location within the downtown. Funding should be prioritized in upcoming budgets.

DOWNTOWN FACADE PROGRAM

Recommendation - Continue and expand the successful Downtown Façade Program.

Rationale - Phase 1 has provided significant benefits to downtown merchants through the BIA at a modest cost to the City. Phase 2 and 3 will continue and expand this program.

Timeframe - Ongoing

Resources - Cost sharing assistance from the City to downtown businesses to be administered through the Downtown Langley BIA. Design consulting cost provided by the City.

Project Details - The Downtown Façade Program has the opportunity to create a unique design for each façade, which is singularly unique in Metro Vancouver. The program strategy is complete and ready for roll-out.

NEIGHBOURHOOD MATCHING FUND

Recommendation - Develop a neighbourhood matching fund that is public realm focused. Establish a set amount of funding to support projects that aim to activate public space. Conditions are that the local group financially matches the payment through volunteer hours, fundraising or in-kind donations.

Rationale - Small-scale projects that beautify the City, enhance interaction with the City's assets and build local advocacy should be supported. Arts and cultural initiatives are important opportunities to enhance and promote the community's strengths and help build an authentic identity for the City.

Timeframe - Medium-term - ongoing.

Resources - To be determined through the annual budget process and allocated on a project by project basis.

Project Details - The Neighbourhood Matching Fund should establish criteria for project support but could consider projects that achieve the following:

- Create strong connections between neighbours and community members.
- Stronger promotion and connectivity of the City's green spaces.
- Tell the City's story and enhance wayfinding with interpretive signage.



For a community to be fully realized its residents and visitors must feel safe, capable and valued. These recommendations seek to build services that and employment that take care of people according to their needs provides a feeling of general safety and wellbeing that benefits everyone.

HOUSING PARTNERS

Recommendation - Langley City should work with housing partners to implement housing pilot projects that address the “missing middle”.

Rationale - The missing middle refers to ground-oriented multi-family housing that can be provided at an affordable price to key workers. The intent is for this style of housing to be integrated into lower-density neighbourhoods to gently increase density. Financial assistance from the Province is available, as outlined in the February 2018 budget.

Timeframe - Ongoing subject to project-based opportunities.

Resources - The City could serve as a facilitator or take a more active role depending on the nature of the project and partnership.

Project Details - Work should begin with potential partners throughout the Zoning Bylaw update to understand the zoning mechanisms to support housing diversity and promote housing affordability.

HEALTHCARE PARTNERS

Recommendation - Seek partnerships with healthcare providers to create an innovative Community Health Centre that co-locates Public Health, Home Health (i.e. outreach) and Mental Health facilities in a single location with Rapid Transit access.

Rationale - Langley City is uniquely positioned as a regional centre to develop partnerships with developers, institutions and community groups to develop integrated community-based care that attracts health care professionals to live and work in Langley City. A health-related focus could inform both the services that the City attracts and the City's approach to accessible development and an active transport strategy.

Timeframe - Implementation would be over the medium-term as opportunities arise and as current leases expire, where applicable.

Resources - The current government is strongly committed to public health care and will likely allocate the necessary resources to complete the implementation of Community Health Centres as opportunities arise.

Project Details - Actions should include partnering with leading organizations to develop and promote the health and financial benefits of a community-based approach to personal health. For example, a partnership with UBC Health and Community Design Lab could develop a project using the City of Langley to document and measure health outcomes. The advent of Rapid Transit and improved downtown walkability initiatives offers several opportunities for research, including monitoring transportation patterns and development activity before and after the advent of Rapid Transit. Partnerships with other healthcare providers should also be explored.

IMPLEMENTATION PLAN

Langley City needs to show leadership and initiative in driving transformative projects. The City has the opportunity to take the lead in projects that range in scale from large property acquisitions to drive innovative development, to small community-based initiatives that enhance the physical and lifestyle experience of the City. The following chart outlines the recommended projects and their proposed phasing. These projects seek to build a strong planning base for the ongoing work of the City, prioritize resourcing to ensure these projects are realised and embark on showing a commitment to implementing the Vision.

RECOMMENDATIONS	SHORT TERM (1 YEAR)	MEDIUM TERM (2-3 YEARS)	LONG TERM (3-5 YEARS)	ONGOING	AS OPP. ARISE
COMMUNICATION PLAN					
Communication Plan Council Approval					
Community Outreach Launch					
BUILDING A STRONG FOUNDATION					
Official Community Plan Update					
Zoning Bylaw Update					
Capital Plan					
Expand Development Services					
Advisory Design Panel					
COMMUNITY					
Downtown and Transit Corridor Masterplan					
Neighbourhood Plan(s)					
Prosperity Fund					
Review of Development Cost Charges					
Pre-Zoning					
Site Assembly					
Monitoring, Evaluation and Reporting				ANNUAL REVIEW	

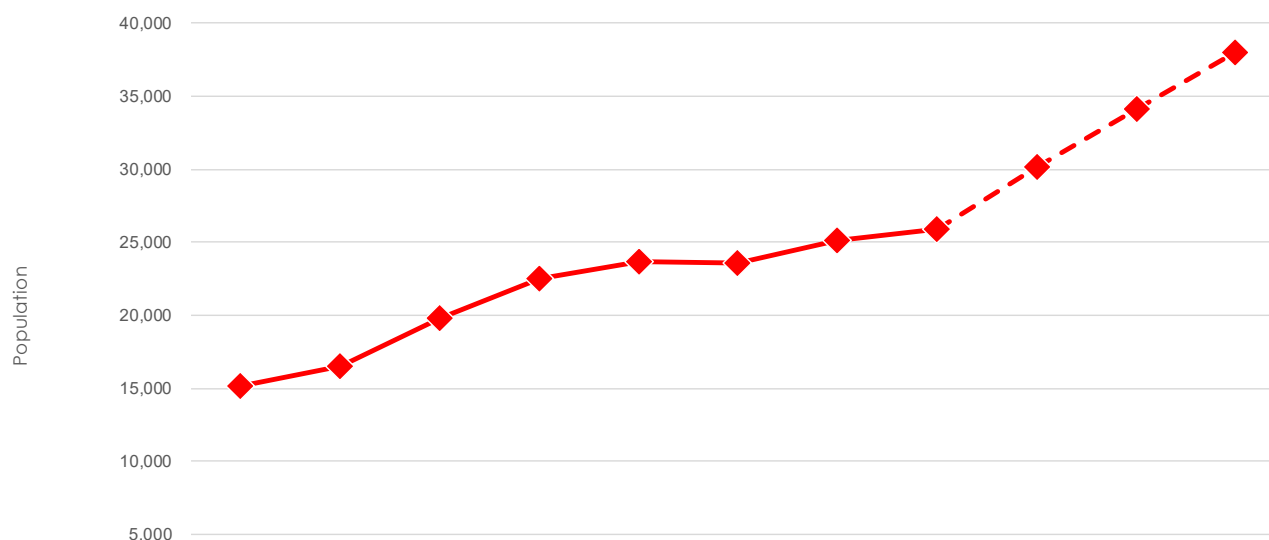
RECOMMENDATIONS	SHORT TERM (1 YEAR)	MEDIUM TERM (2-3 YEARS)	LONG TERM (3-5 YEARS)	ONGOING	AS OPP. ARISE
CONNECTED					
Transit Hub					
Review of Transportation Planning					
Economic Development Commission					
Education Partnerships					
Business Partnerships					
EXPERIENCES					
Iconic Entertainment/Cultural Development					
Downtown Façade Program					
Neighbourhood Matching Fund					
INTEGRATION					
Healthcare Partnerships					
Housing Partnerships					

LEGEND	
Existing program revised to reflect new Vision	
Ongoing program annually updated	
Site specific partnership/initiative	
New or expanded program	

APPENDIX A - SUMMARY OF FINDINGS

COMMUNITY PROFILE

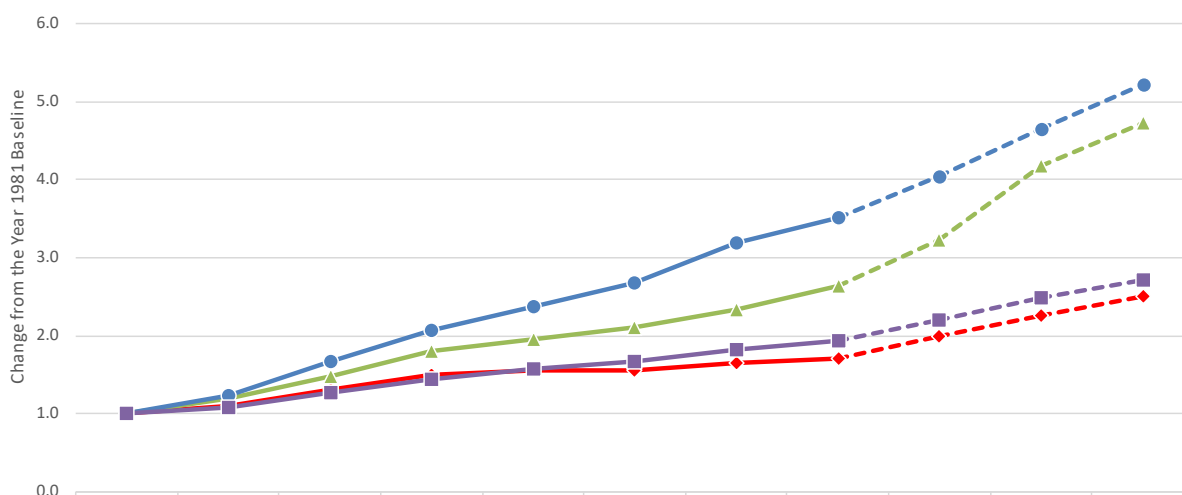
Population Change for the City of Langley, 1981-2041



	1981	1986	1991	1996	2001	2006	2011	2016	2021	2031	2041
City of Langley	15,124	16,557	19,765	22,525	23,643	23,606	25,081	25,888	30,140	34,150	38,000

Sources: Metro Vancouver, Statistics Canada

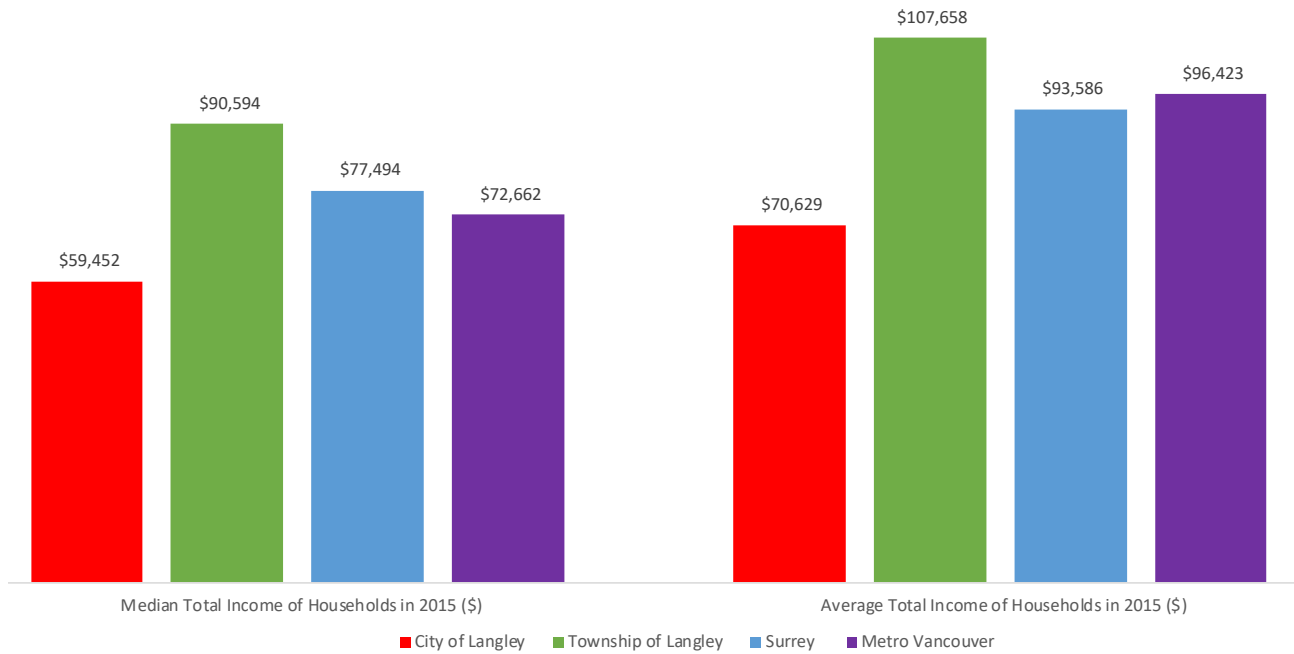
Population Change for the City of Langley, Township of Langley, Surrey, and Metro Vancouver, 1981-2041(Baseline Year 1981)



	1981	1986	1991	1996	2001	2006	2011	2016	2021	2031	2041
City of Langley	1	1.1	1.3	1.5	1.6	1.6	1.7	1.7	2.0	2.3	2.5
Township of Langley	1	1.2	1.5	1.8	1.9	2.1	2.3	2.6	3.2	4.2	4.7
Surrey	1	1.2	1.7	2.1	2.4	2.7	3.2	3.5	4.0	4.7	5.2
Metro Vancouver	1	1.1	1.3	1.4	1.6	1.7	1.8	1.9	2.2	2.5	2.7

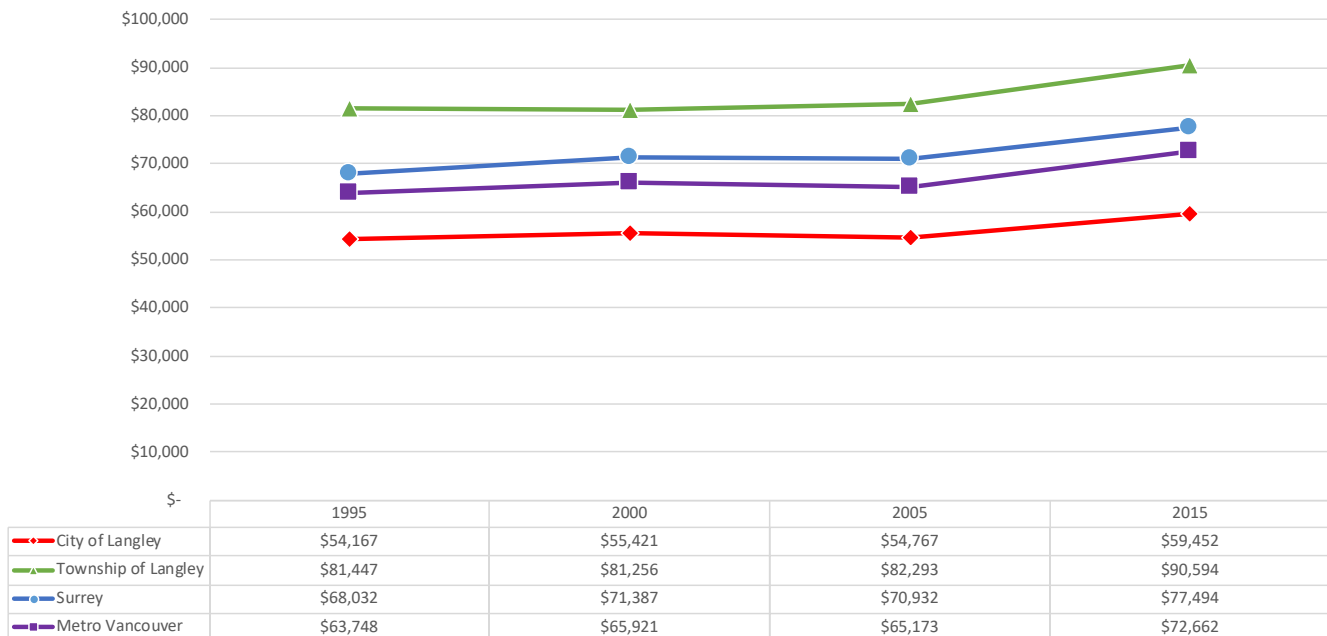
Sources: Metro Vancouver, Statistics Canada

Median and Average Total Incomes in the City of Langley, Township of Langley, Surrey, and Metro Vancouver, 2015



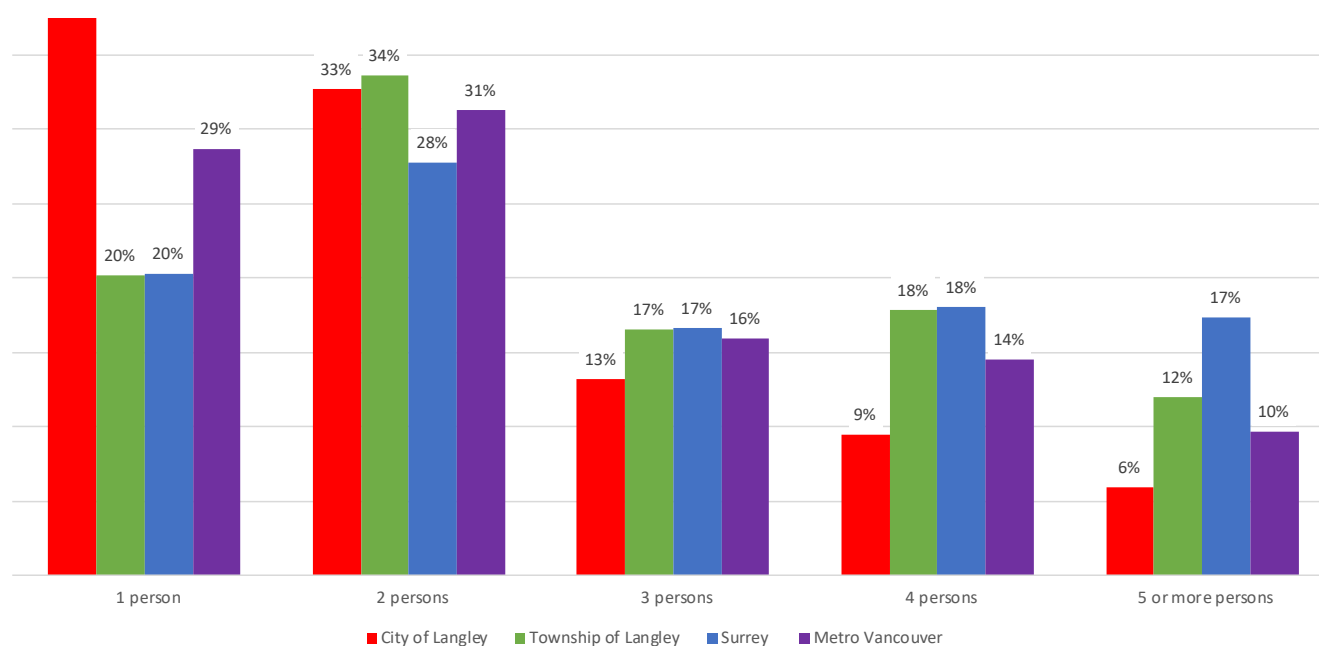
Sources: Metro Vancouver, Statistics Canada

Median Household Incomes in the City of Langley, Township of Langley, Surrey, and Metro Vancouver, 1995 to 2015



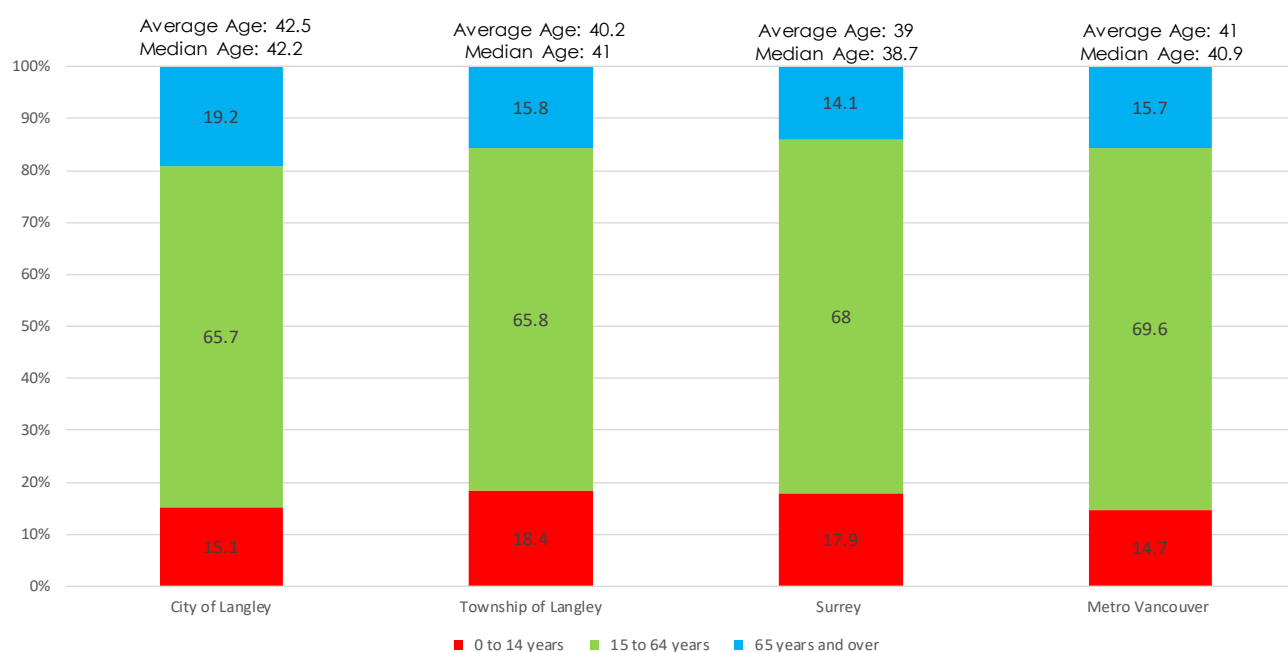
Sources: Metro Vancouver, Statistics Canada

Private Household by Household Size in the City of Langley, Township of Langley, Surrey, and Metro Vancouver, 2016



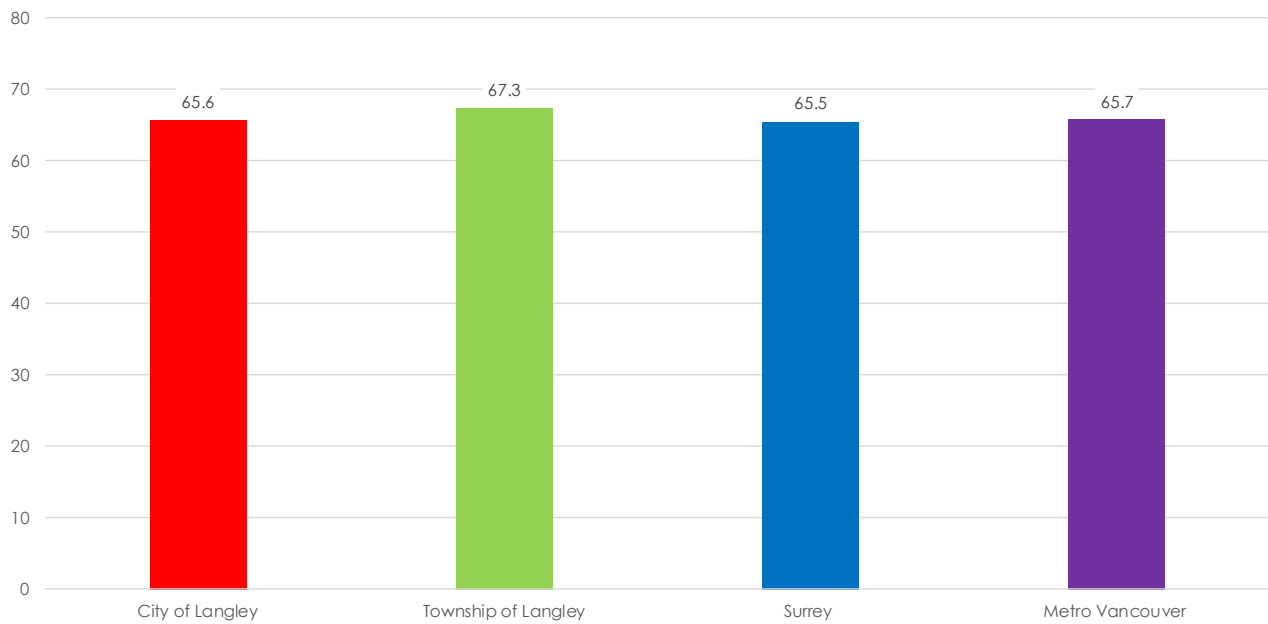
Sources: Metro Vancouver, Statistics Canada

Age Distribution in the City of Langley, Township of Langley, Surrey, and Metro Vancouver, 2016



Sources: Metro Vancouver, Statistics Canada

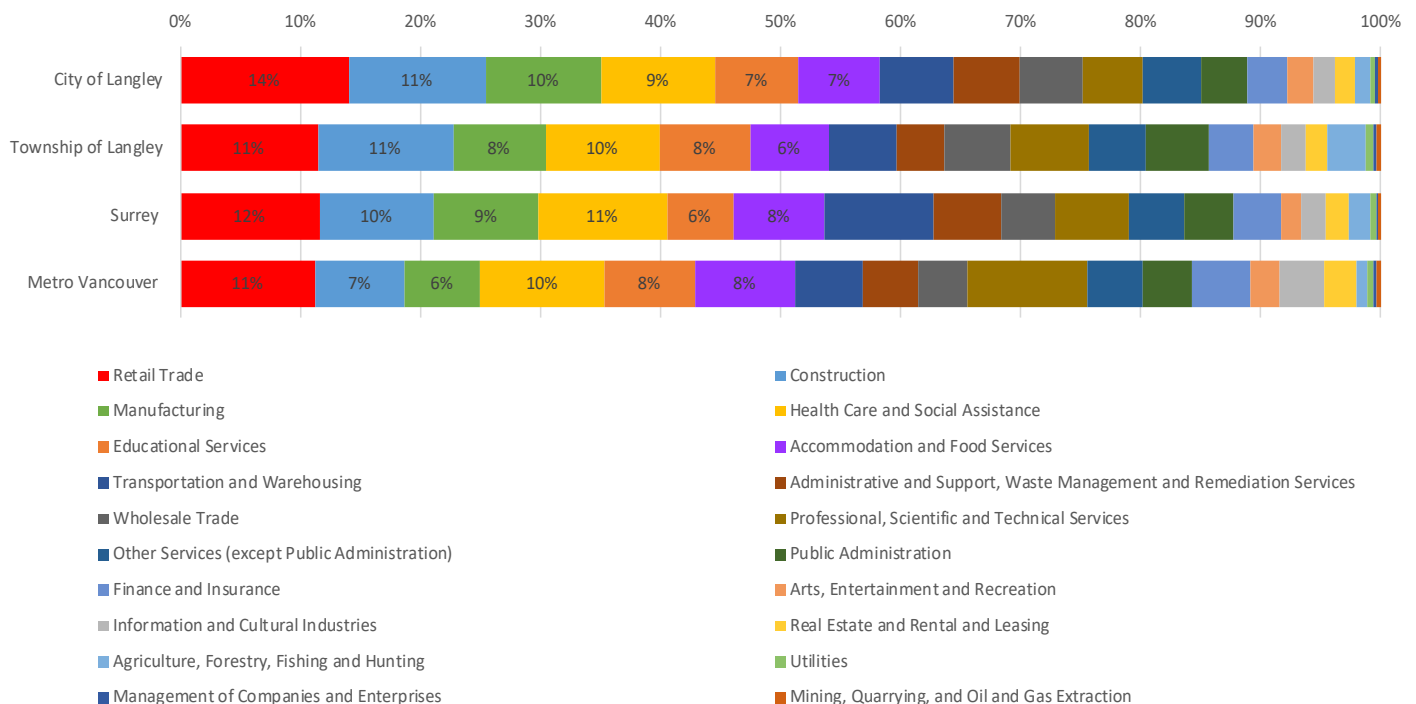
Labour Force Participation Rates in the City of Langley, Township of Langley, Surrey, and Metro Vancouver, 2016



Labour Force Participation is the percentage of the population (15 and over) that is either working or actively looking for work.

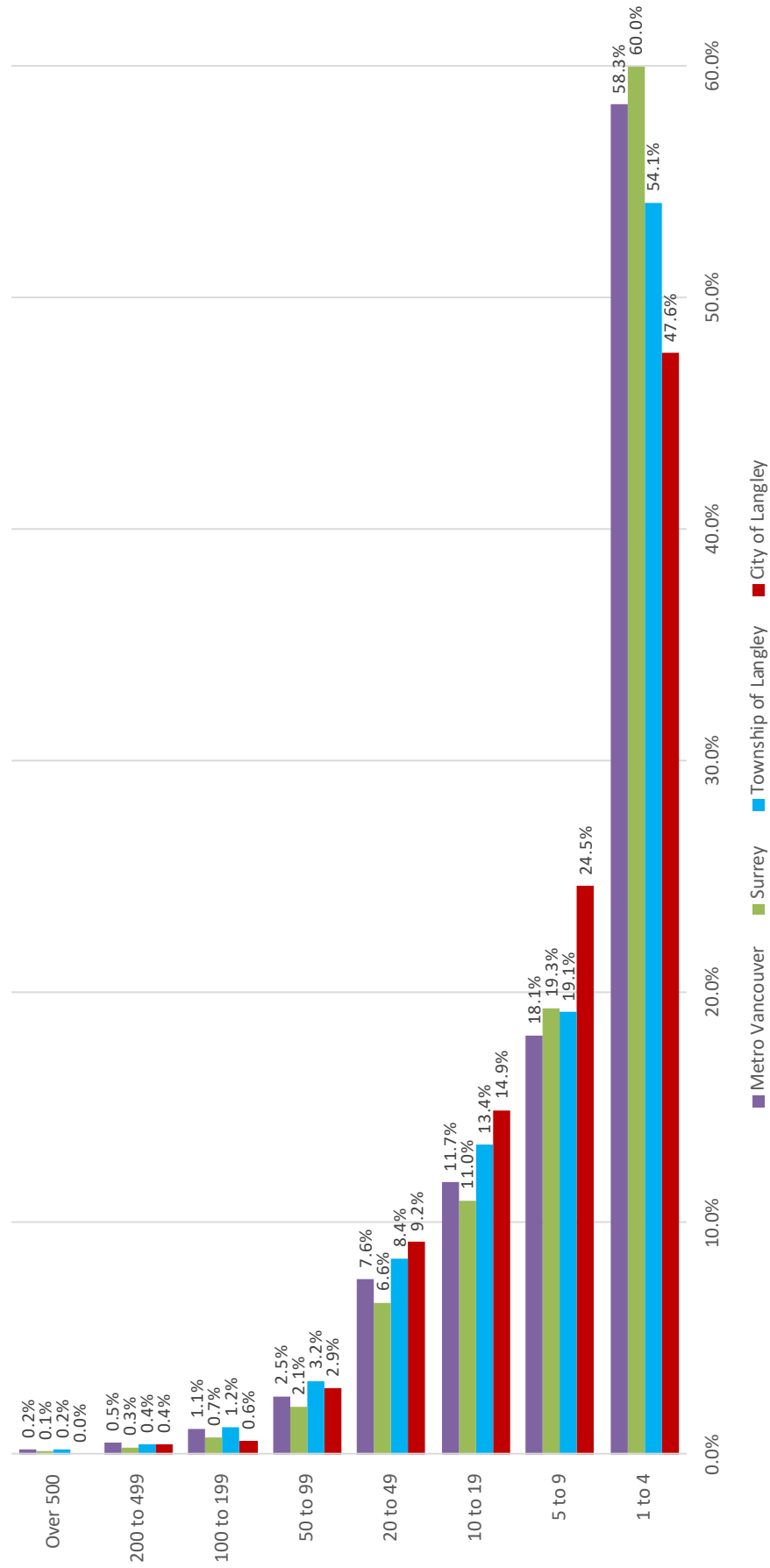
Sources: Metro Vancouver, Statistics Canada

Percentage of Total Labour Force (Population aged 15 years and over) by Industry (in order of Highest to Lowest) in the City of Langley, Township of Langley, Surrey, and Metro Vancouver, 2016



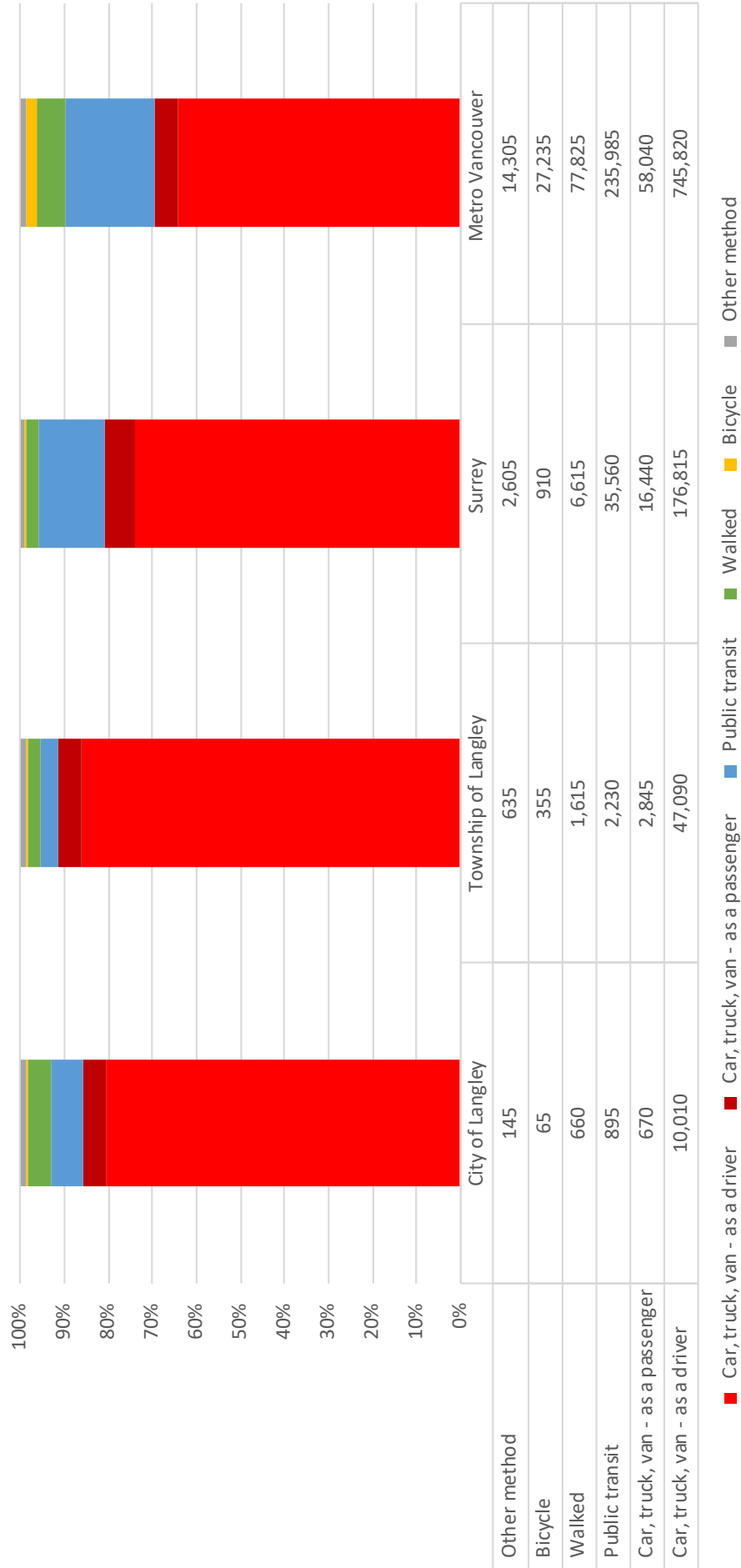
Sources: Metro Vancouver, Statistics Canada

Business Counts with Employees by Employee Size in the City of Langley, Township of Langley, Surrey, and Metro Vancouver, 2016



Sources: BC Stats, Statistics Canada Business Register

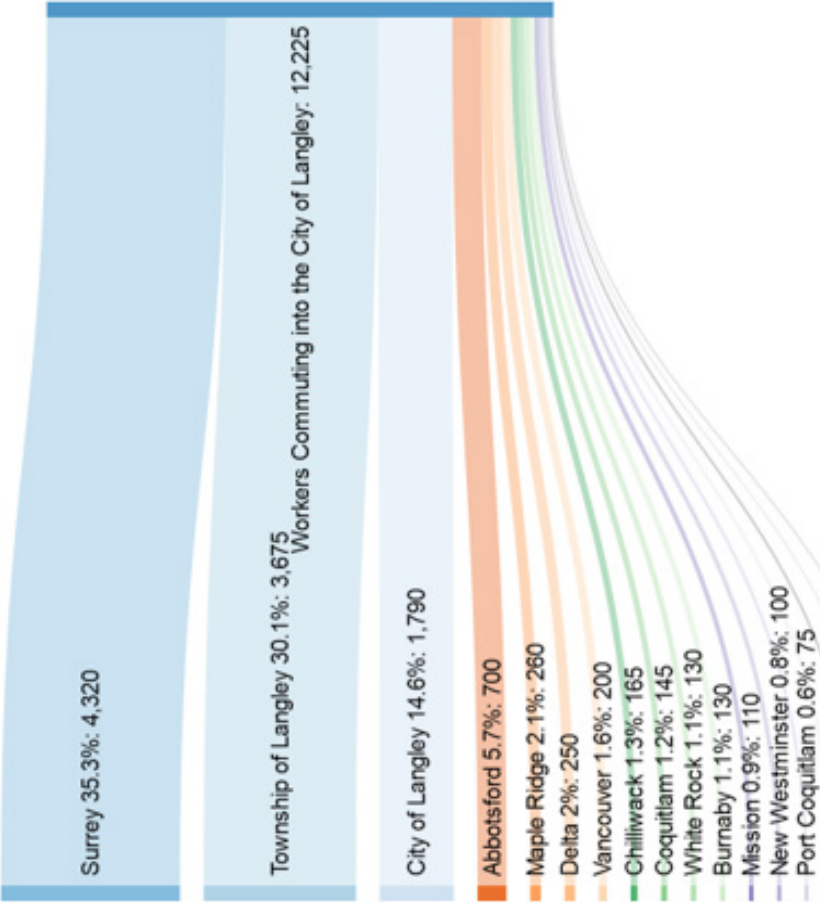
Main Mode of Commuting for the Employed Labour Force aged 15 years and over in Private Households with a Usual Place of Work or no Fixed Workplace Address in the City of Langley, Township of Langley, Surrey, and Metro Vancouver, 2016



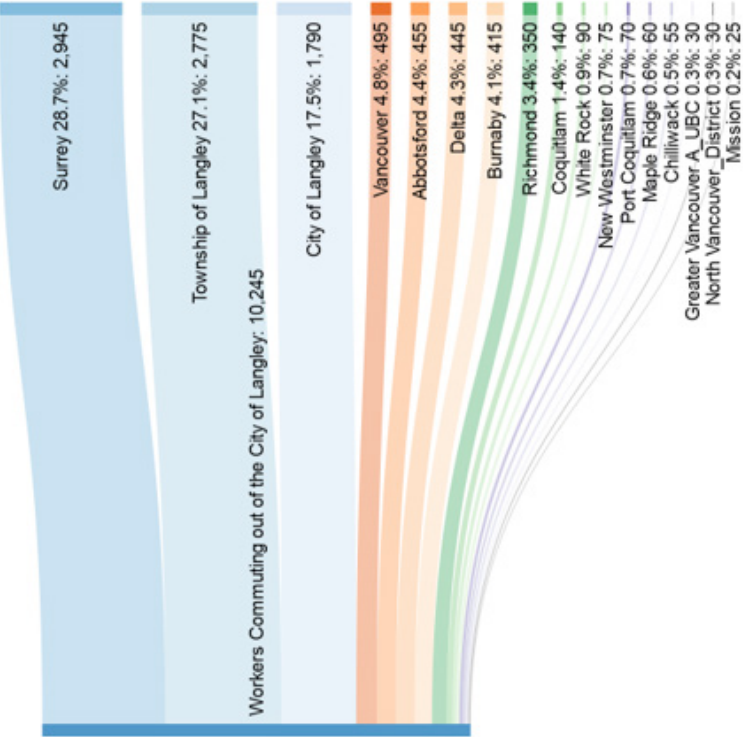
Sources: Metro Vancouver, Statistics Canada

Worker and Resident Commuting Flows in the City of Langley by Municipality, 2016

Originating Municipality by Order of Size
(% of Workers in the City of Langley):
(Number of Workers Commuting into the
City of Langley)



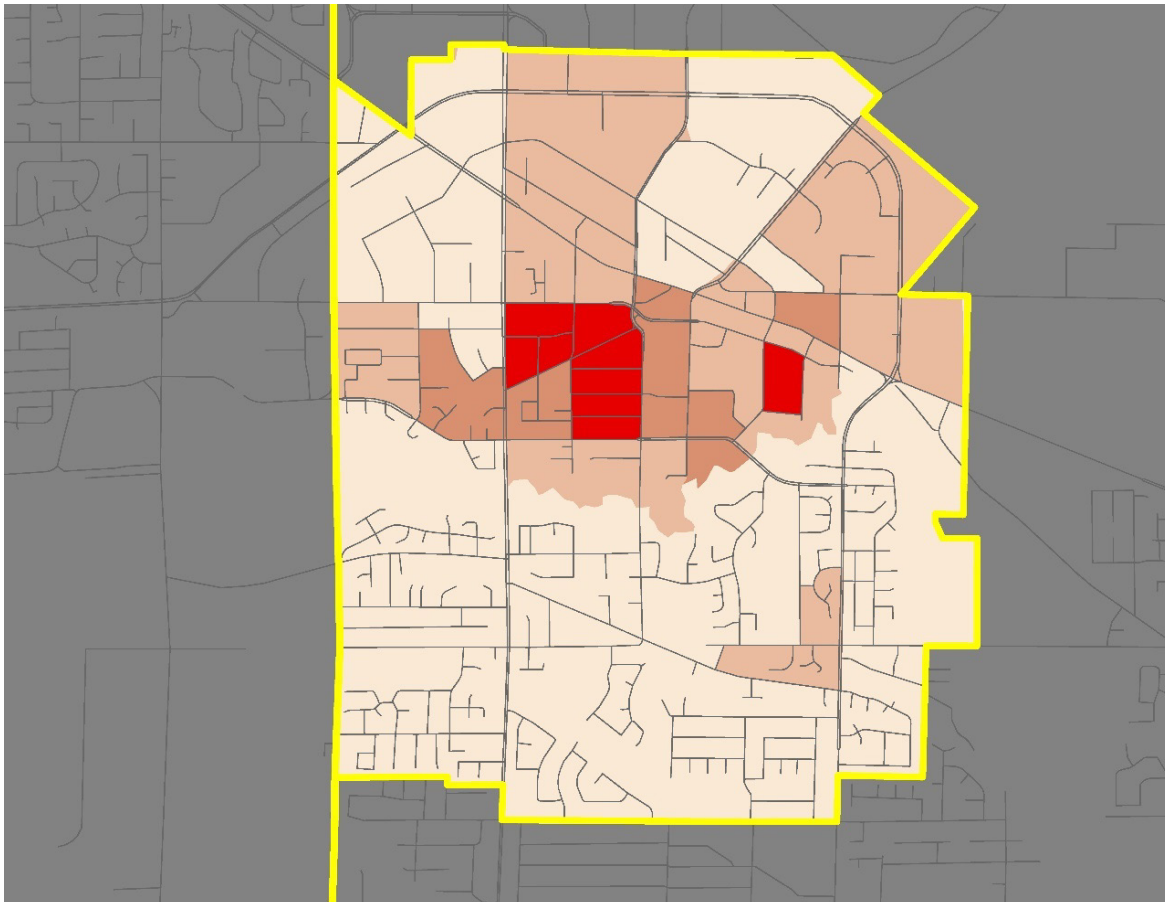
Destination Municipality by Order of Size
(% of Workers Commuting out of
the City of Langley)



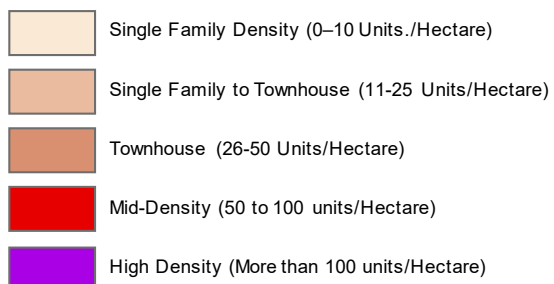
Sources: Metro Vancouver, Statistics Canada

HOUSING MARKET ANALYSIS

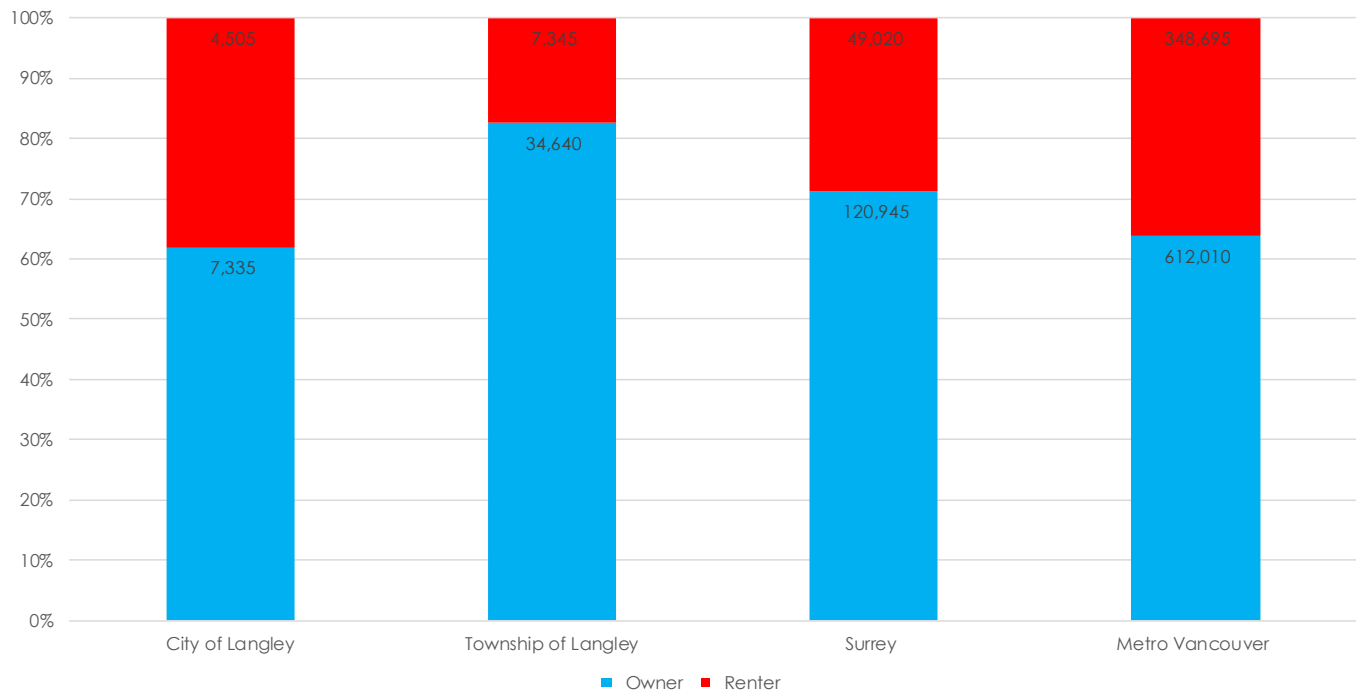
Occupied Private Dwellings per Hectare by Dissemination Area in the City of Langley, 2016



Occupied Private Dwellings per Hectare By Dissemination Area

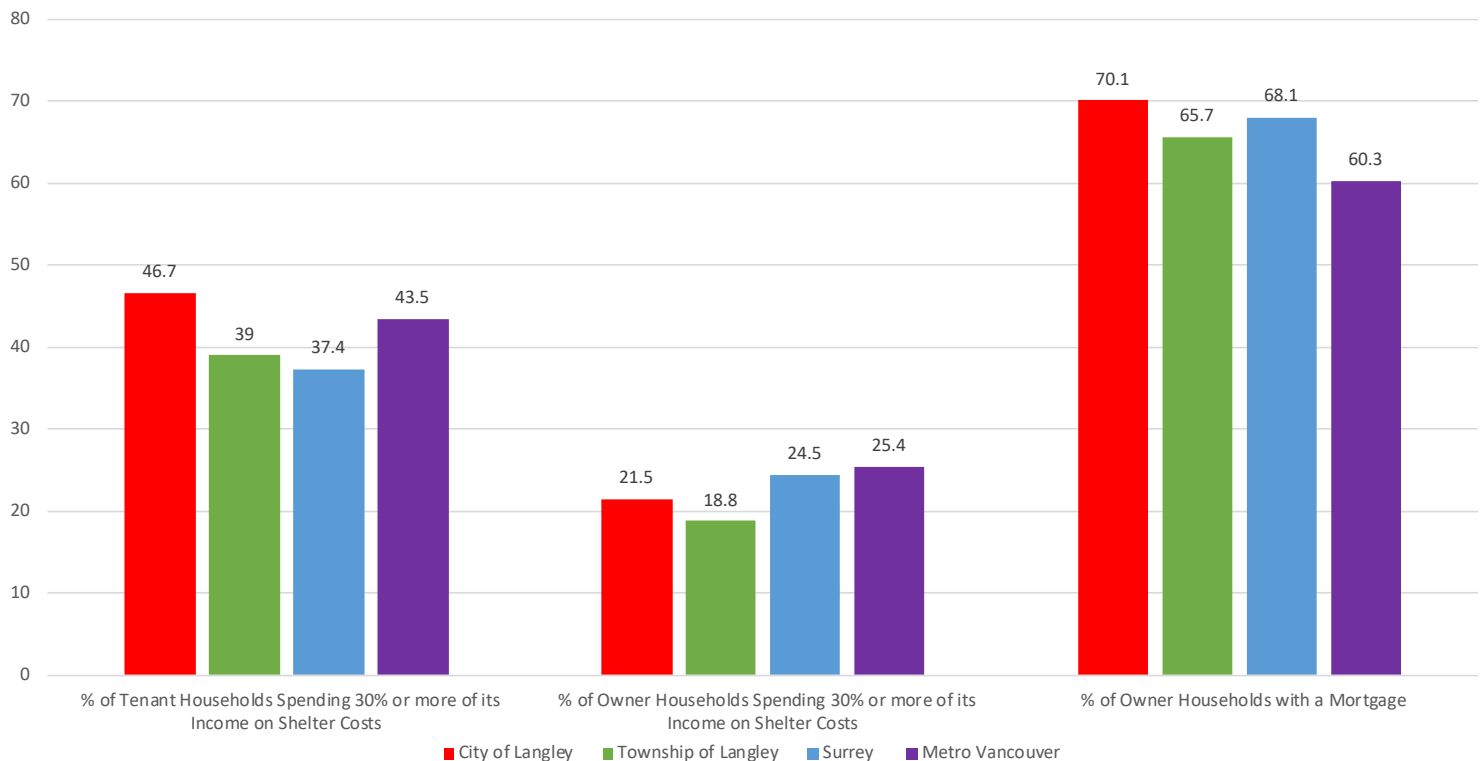


Private Households by Tenure in the City of Langley, Township of Langley, Surrey, and Metro Vancouver, 2016



Sources: Metro Vancouver, Statistics Canada

Selected Housing Affordability Measures in the City of Langley, Township of Langley, Surrey, and Metro Vancouver, 2016



Sources: Metro Vancouver, Statistics Canada

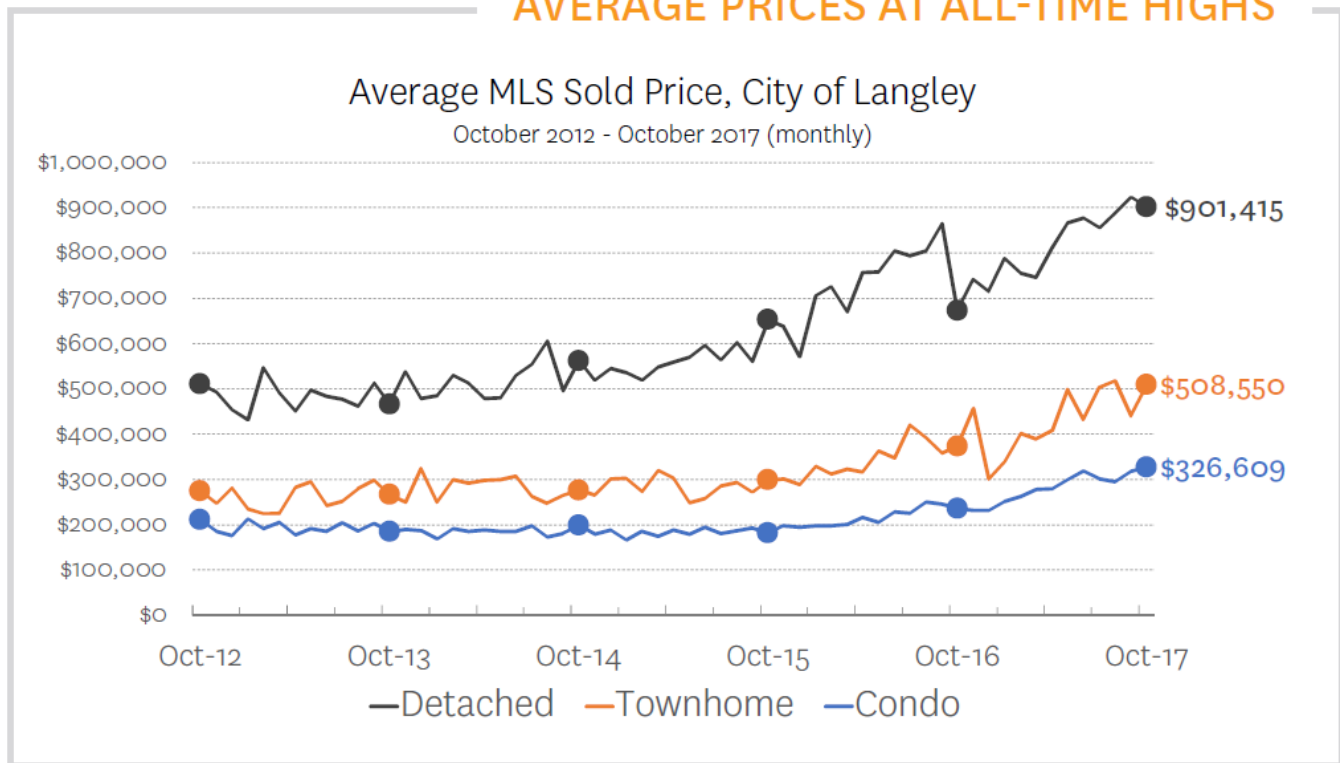
Occupied Private Dwellings by Structural Type of Dwelling in the City of Langley, Township of Langley, Surrey, and Metro Vancouver, 2016



Sources: Metro Vancouver, Statistics Canada

Sold Prices 2012-2017

AVERAGE PRICES AT ALL-TIME HIGHS

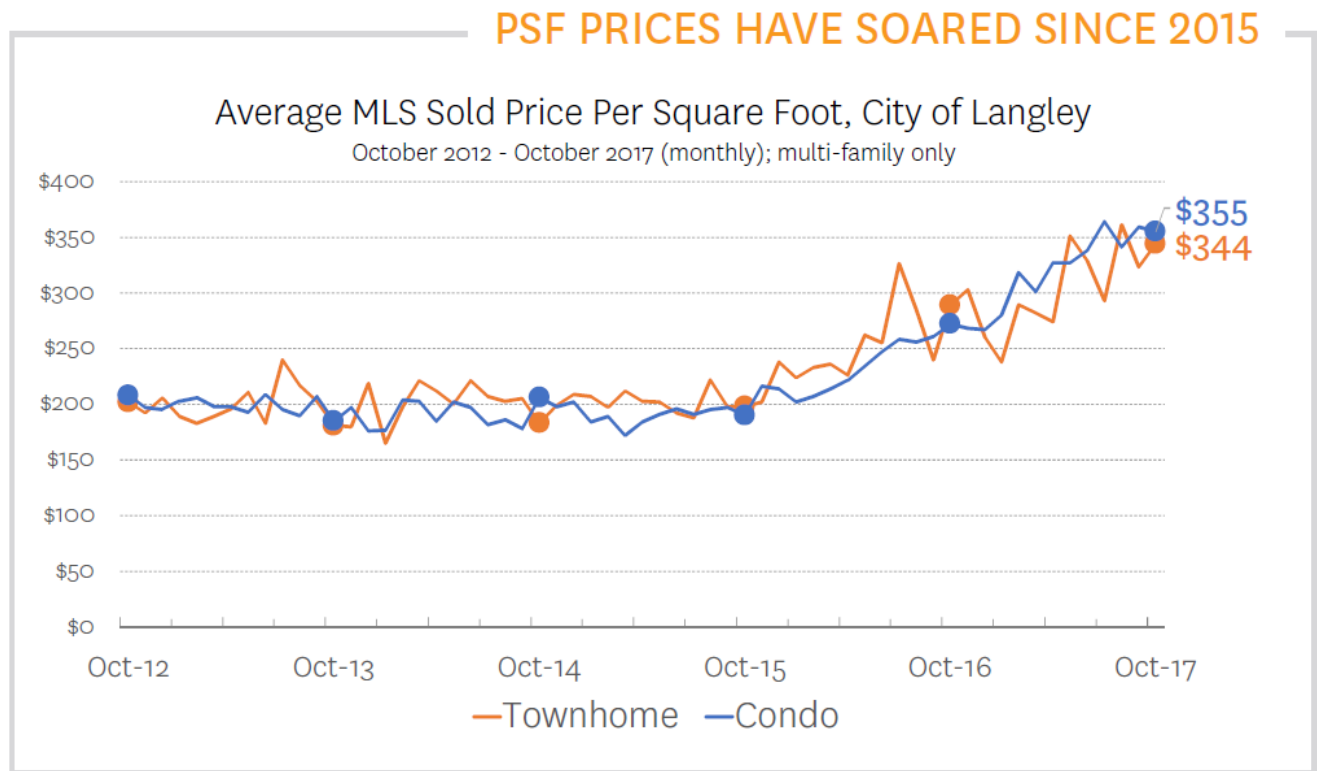


Sources: Multiple Listing Services, Canada

— Detached — Townhome — Condo

- Average sold prices in Langley City began rising in late 2015.
- Detached & condo prices have risen more slowly in the Surrey-ToL aggregate, but prices have risen faster for townhomes.
- Homes in Langley City currently trade at a discount to those in the Surrey-ToL aggregate.

Average Price Per Square Foot (multi-family)



Sources: Multiple Listing Services, Canada

— **Townhome** — **Condo**

- Average per square foot sold prices (PPSF) have seen an upward trajectory since the end of 2015.
- Prices in the City have increased by 32% for condos and 14% for townhomes, to \$355 and \$344 respectively.
- Current average prices in Surrey-ToL aggregate are \$464 for condos and \$378 for townhomes.

APPENDIX B - COMPARISON OF SOUTH FRASER MUNICIPAL ZONES

Zone Category	Single-Family Residential				Duplex Residential	
Subdivision/Lot Size/ Density Range	301sqm - 400sqm 11-13m	401sqm - 500sqm 13-14m	501sqm - 700sqm 15m-16m	701sqm - 1000sqm 17m-24m	500sqm- 1000sqm 15m-24m	<30u/ha
Langley City (New)	NA	NA	RS1 (SINGLE FAMILY RES)	RS2 (ESTATE RES)	NA	NA
Township of Langley	R-1A-E (RES) R-CL (B) R-CL (CH) (RES COMPACT LOT)	NA	R-2 (RES) R-CL (MH) (RES COMPACT LOT) MANOR HOMES)	Suburban and Rural Residential Zones	NA	NA
City of Surrey	RF-12 RF-13 (SINGLE FAMILY RES) RF-12C (SFR + COACH HOUSE)	NA	RF (SINGLE FAMILY) RES) RF - SS (SFR + SEC. SUITE)	Suburban and Rural Residential Zones	RM-D (DUPLEX RES)	RM-10 (MULTI RES)
City of Abbotsford	NA	RS5 - SDD (RES)	RS3 (URBAN RES)	Suburban and Rural Residential Zones	RS4 (DUPLEX RES)	RM16 (LOW DEN. TWNHSE)

Semi-Detached Residential, Townhouse, Row-House, Apartments + Mixed Use

	31 - 40 u/ha	41 - 60 u/ha	61 - 80 u/ha	81-120 u/ha	121-160 u/ha (4 Storeys)	161 - 200 u/ha (4-6 Storeys)	6-12 storeys	NA
	NA	NA	RM1 (LOW DEN MULTI)	NA	NA	RM2 (MED DEN MULTI) RM3 (HIGH DEN MULTI)	C1 (DT CML)	NA
	R-CL(SD) RES COMPACT LOT (SEMI- DETACHED) RM-1 (TWNHSE)	RM-2 (TWNHSE)	RM-3 RM-3A (TWNHSE) C2 C-2A,2B (COMM. CML)	NA	RM-4 (APART)	NA	NA	NA
	RF-SD (SEMI- DETACHED RES) RM-15 (MULTIPLE RES)	RM-23 (MULTI RES)	RM-30 (MULTI RES)	RM-45 (MULTI RES)	RM-70 (MULTI RES)	RMC-135 (MULTI RES CML)	RM-135 (MULTI RES)	RMC-150 (MULTI RES CML)
	NA	RM45 (MED. DEN. TOWNHOUSE) RM60 (HIGH DEN. TWNHSE) RMF (MULTI-UNIT RES FLEX) RMR (ROWHSE RES)	NA	NA	NA	RML RMU (LOW RISE APART)	RMM (MID RISE APART)	RHR (HIGH RISE APART)

APPENDIX C - PARKING COMPARISON

Land Use	Required Parking Spaces			
	City of Langley	City of Surrey	Township of Langley	City of Abbotsford
Multi-Family Apartment				
Studio	1.2	1.5	1.0	1.2
1 BR unit	1.2-1.5	1.5	1.5	1.7
2+ BR unit	1.3-2.0	1.7	1.5	1.7
3+ BR unit	2.0	1.7	1.5	1.7
Townhouse	not specified - see above	2.2	2.2-2.5	2.2
Retail Store	3.1/100 m ²	see below	5.0/100 m ²	see below
Retail store (under 372 m² in ToL, under 400 m² in Abbotsford)		2.75/100 m ²		2.78/100 m ²
Retail store (372-4,645 m² in ToL, 400-4,000 m² in Abbotsford)		3.0/100 m ²		3.33/100 m ²
Commercial Office	3.1/100 m ²	2.5/ 100 m ²	3.57/100 m ²	2.5/ 100 m ²
Commercial Office (City Centre)	NA	1.4/100 m ²	NA	NA
Commercial Office (medical)		3.5/100 m ²		3.33/100 m ²
Service Commercial	3.1/100 m ²	3.0/100 m ²	5.0/100 m ²	same as retail
Tourist Accommodation	"1.0/sleeping unit + 1.0/3 employees"	1.0/sleeping unit	1.0/sleeping unit + 1.0/ employee	1.0/sleeping room + 5.0/100 m ² meeting room space

Land Use	Required Parking Spaces			
	City of Langley	City of Surrey	Township of Langley	City of Abbotsford
Restaurant	3.0/100 m ²	see below	5.0/100 m ²	"5.0/100 m ² 2.0/100 m ² for coffee shop"
Restaurant (under 150 m²)		3.0/100 m ²		
Restaurant (150-950 m²)		10/100m ²		
Restaurant (over 950 m²)		14/100m ²		
Industry (inc. warehouses)	2.0/100 m ²	1.0/100 m ²	5.38/100 m ²	1.08/100 m ²
Public Assembly (except church)	10/100 m ²	10/100 m ²	5.28/100 m ² + 1/10 seats	10/100 m ²
Church		7.5/100 m ²	5.28/100 m ² + 1/10 seats	10/100 m ²
Convention Centre/ Gaming	10/100 m ²	NA	NA	NA

Notes:

- Key but not all land uses are included
- Area requirements for each municipality converted to number of parking spaces/100 m² for comparability
- City of Langley apartment requirements vary by zoning district
- Surrey multi-family parking requirements include 0.2 visitor spaces/unit
- Surrey City Centre parking requirements reduced by 20% for most uses
- Township of Langley townhouse parking requirements include 0.2 visitor space / unit and are higher for tandem parking
- Abbotsford townhouse parking requirements include 0.2 visitor spaces/unit

APPENDIX D - MUNICIPAL COMPARISON DATA

Comparative Data	City of Langley	City of White Rock	City of Port Moody	District of Squamish
Population (2016 census)	25,888	19,952	33,551	19,152
Value of Building Permits (2016)	\$44,872,000	\$69,564,000	\$32,528,000	\$120,358,000
Value of Building Permits (2017)	\$99,440,000	\$148,256,000	\$30,269,000	\$109,118,000
Municipal Taxes per Capita	\$435	\$944	\$713	\$862
Municipal Mill Rate - Class 1 Residential	3.6028	3.0206	3.2136	4.4092
Municipal Mill Rate - Class 6 Business & Other	8.9529	6.9014	8.6951	12.3164
Development Services Divisions (2018)	Planning Building & Licencing Economic Development	Planning Building Bylaw Enforcement & Animal Control Economic Development Customer Services	Planning Building Bylaw & Licencing	Planning & Building Engineering Public Works Environment
Planning Staff (2018)	Total of 2 + clerical 1 Director of Development Services & Economic Development 1 Deputy Director	Total of 4 + clerical 1 Director of Planning & Development Services 1 Manager of Planning 1 Planner 1 Planning Tech	Total of 10 + clerical 1 General Manager 2 Managers 4 current planners 1 policy planner 1 social planner 1 energy planner	Total of 8 + clerical 1 Director of Development Services 5 planners, mainly current planning 2 planners, mainly long-range planning 2 FT clerical/admin + 1 PT

Sources: Government of B.C., 2016 census, UBCM, municipal annual reports, interviews with senior staff from comparable municipalities.



REPORT TO COUNCIL

To: **Mayor Schaffer and Councillors**

Subject **Tender Award – 48 Avenue Muckle Creek
Culvert Replacement**

Report #: 18-38

From: Rick Bomhof, P.Eng
Director of Engineering, Parks & Environment

File #:
Doc #:

Date: July 18, 2018

RECOMMENDATION:

1. **THAT** Mission Contractors Ltd. be awarded the contract for the 48th Avenue Culvert Replacement based on the tender price of \$610,391.32 excluding GST.
2. **THAT** the Director of Engineering, Parks and Environment and the Chief Administrative Officer is authorized to execute documents related to this award.

RECOMMENDATION:

The purpose of this report is to seek authorization from Council to award the tender T2018-019 48th Avenue Culvert Replacement, to Mission Contractors Ltd.

POLICY:

As per City Policy, FN-12 Purchasing Policy, all single purchases for goods or services that exceed a total value of over \$375,000 must be approved by City Council.

COMMENTS/ANALYSIS:

As per the City Purchasing Policy FN-12, the tender was posted on BC Bid and was open to all bidders. Two contractors submitted bids. The low bidder was Mission Contractors Ltd. at \$610,391.32. The Engineers estimate for this project was \$565,932.00; the low bid is 8% higher than the engineers estimate.

The tenders were reviewed by the Contract Administrator for completeness, errors and it was found to be in compliance to the tendering specifications. The Contract Administrator is satisfied that they have the knowledge and capacity to complete the project. Mission Contractors Ltd. is the low compliant bidder and the Contract Administrator recommends award on that basis.

As the low compliant bid is within the available budget, it is recommended that Council award Mission Contractors Ltd. the contract for the T2018-020 48th Avenue Culvert Replacement based on the tender price of \$610,391.32.

The amount of contingency is quite low at just 5.9%. Staff took extra measures in the design of the project to reduce construction risks such as verifying the utility locations and completing a soils test hole so we have a higher level of confidence that any extra unforeseen costs will be kept to a minimum.

BUDGET IMPLICATIONS:

The 2018 Capital Improvement Plan has the following budget for this project:

- 50 Ave Culvert Replacement	\$708,927.00
- Sewer and Drainage Replacements	<u>\$50,000.00</u>
Total budget	\$758,927.00

Tender Price	\$610,391.32
Pre-purchased Culvert	\$58,072.00
Design & Contract Administration	<u>\$48,495.00</u>
Total Costs	\$716,958.32

<i>Contingency</i>	<i>\$ 41,968.68 (5.9%)</i>
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ALTERNATIVES:

None

Respectfully Submitted,



Kara Jefford, P.Eng.
Manager of Engineering Services

To: Mayor Schaffer and Councillors

Date: July 18, 2018

Subject: **Tender Award – 48 Avenue Muckle Creek Culvert Replacement**

Page 3

Concurrence:



Rick Bomhof, P. Eng.
Director of Engineering Parks & Environment

CHIEF ADMINISTRATIVE OFFICER'S COMMENTS:

I support the recommendation.



Francis Cheung, P. Eng.
Chief Administrative Officer



REPORT TO COUNCIL

To: **Mayor Schaffer and Councillors**

Subject **Tender Award – 50th Avenue Muckle Creek
Culvert Replacement**

Report #: 18-39

From: Rick Bomhof, P.Eng.
Director of Engineering, Parks & Environment

File #:
Doc #:

Date: July 18, 2018

RECOMMENDATION:

1. **THAT**, subject to Water Act approval, Mainland Civil Site Services Inc. be awarded the contract for the 50th Avenue Culvert Replacement based on the tender price of \$609,000.00 excluding GST.
2. **THAT** the Director of Engineering, Parks and Environment and the Chief Administrative Officer is authorized to execute documents related to this award.

PURPOSE:

The purpose of this report is to seek authorization from Council to award the tender T2018-019 50th Avenue Culvert Replacement, to Mainland Civil Site Services Inc.

POLICY:

As per City Policy, FN-12 Purchasing Policy, all single purchases for goods or services that exceed a total value of over \$375,000 must be approved by City Council.

COMMENTS/ANALYSIS:

As per the City Purchasing Policy FN-12, the tender was posted on BC Bid and was open to all bidders. Two contractors submitted bids. The low bidder was Mainland

Civil Site Services Inc. at \$609,000.00. The Engineers estimate for this project was \$531,610.00; the low bid is 14% higher than the engineers estimate.

The tenders were reviewed by the Contract Administrator for completeness, errors and it was found to be in compliance to the tendering specifications. The Contract Administrator is satisfied that they have the knowledge and capacity to complete the project. Mainland Civil Site Services Inc. is the low compliant bidder and the Contract Administrator recommends award on that basis.

As the low compliant bid is within the available budget, it is recommended that Council award Mainland Civil Site Services Inc. the contract for the T2018-019 50th Avenue Culvert Replacement based on the tender price of \$609,00.00.

We are awaiting approval from the Ministry of Forests, Lands, Natural Resource Operations & Rural Development, and have been verbally advised it will be approved by July 20, 2018. The recommendation is therefore subject to the Water Act approval.

The amount of contingency is quite low at just 6.4%. Staff took extra measures in the design of the project to reduce construction risks such as verifying the utility locations and completing a soils test hole so we have a higher level of confidence that any extra unforeseen costs will be kept to a minimum.

BUDGET IMPLICATIONS:

The 2018 Capital Improvement Plan has the following budget for this project:

- 50 Ave Culvert Replacement	\$713,927.00
- Sewer and Drainage Replacements	<u>\$50,000.00</u>
Total budget	\$763,927.00

Tender Price	\$609,000.00
Pre-purchased Culvert	\$49,079.28
Design & Contract Administration	<u>\$60,171.15</u>
Total Costs	\$718,250.43

<i>Contingency</i>	<i>\$ 45,677.57 (6.4%)</i>
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ALTERNATIVES:

None

Respectfully Submitted,



Kara Jefford, P.Eng.
Manager of Engineering services

Concurrence:



Rick Bomhof, P. Eng.
Director of Engineering Parks & Environment

CHIEF ADMINISTRATIVE OFFICER'S COMMENTS:

I support the recommendation.



Francis Cheung, P. Eng.
Chief Administrative Officer



REPORT TO COUNCIL

To: **Mayor Schaffer and Councillors**

Subject **Proposed Fence at East side of 20897 57 Avenue**

From: Rick Bomhof, P.Eng.
Director of Engineering, Parks & Environment

Date: July 18, 2018

File #: 5210.00
Doc #:

RECOMMENDATION:

1. **THAT** Council agree to contribute up to a maximum of \$12,000 towards a fence at 20897 57 Avenue which represents 40% of the total cost of the fence, subject to the Arbour Lane Strata Council agreeing to pay the other 60% of the cost;
2. **THAT** funding of the City's share comes from the Council Enterprise Fund.

PURPOSE:

The purpose of this report is to request authorization to use the Council Enterprise Fund to pay 40% of a proposed fence at 20897 57 Avenue.

POLICY:

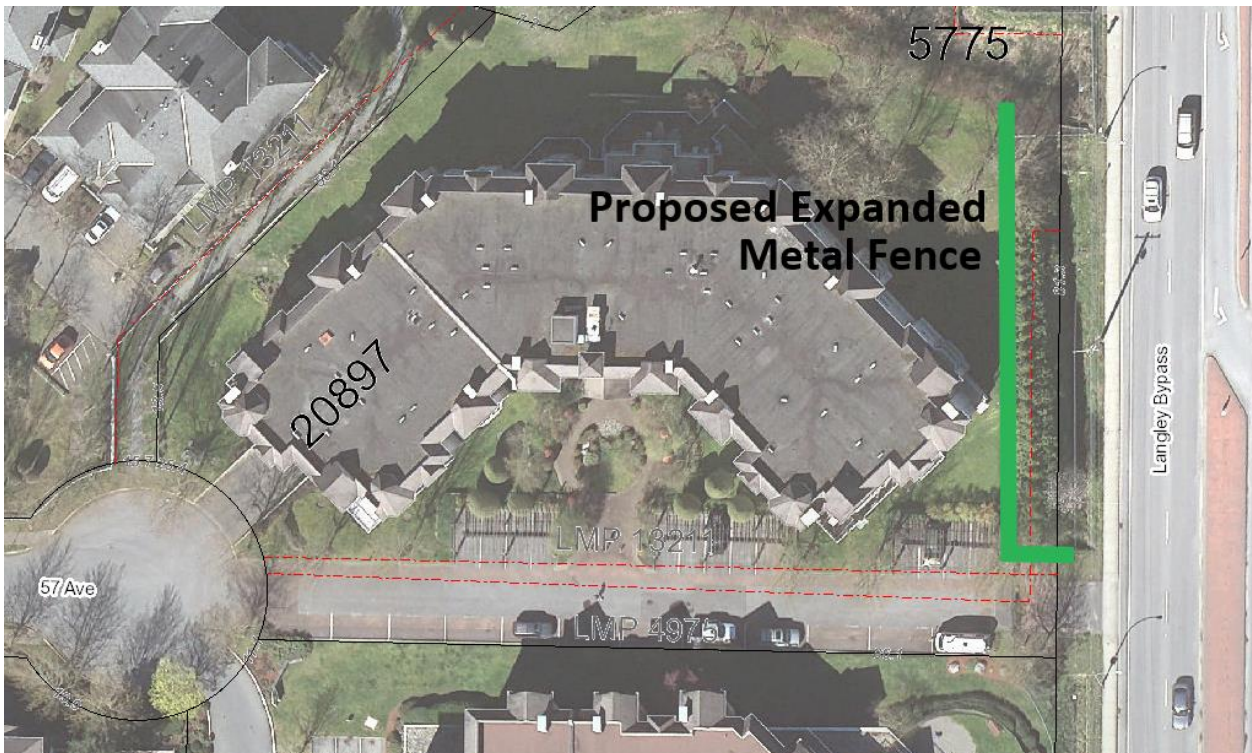
N/A

COMMENTS/ANALYSIS:

The condominium building at 20897 57 Avenue, Arbour Lane, is located just south of the Gateway of Hope facility which provides support to homeless individuals and those at risk in the community. The owners of the building have been in discussion with the City over the past several years regarding the erection of a sturdier and higher fence to prevent homeless individuals that regularly camp out on the trees just

east of the current fence, from accessing the area that is in close proximity to their building. The existing fence has been regularly cut which led to trespassing issues. This area has been prone to issues such as defecation, drug consumption, discarded needles, littering, loiter, etc. The owners on the side facing Langley Bypass regularly deal with unsightly activities and are concerned for their safety. The proposed sturdier and higher fence will mitigate these concerns and make it more difficult for individuals to cut through the fence.

Staff entered into more discussions with the Strata Council of Arbour Lane over the past few months and we have worked out an agreeable solution to deter individuals from cutting their fence, camping in the hedge area and to block the view to the eastern hedge and bypass. The agreed solution includes the installation of a 2.44m (8') vandal resistant galvanized expanded metal fence to replace the current regular chain-link fence highlighted in green below. An extension would also be added at the south end of the fence that lead to the bypass fire access lane to prevent individuals from easily rolling their shopping carts into the hedge area to camp out. The 2.44m height is needed to deter people from climbing over it. This is the same height as the noise attenuation wall that was installed along 208 Street south of 51B Avenue.



Normally, we would approach this as a local area service where the residents petition the city for the service. If approved the city would pay 40% of the cost and residents pay the other 60%. The petition process can be a long process and would mean a

delay in installing the fence to later this year or into 2019. Arbour Lane residents have been dealing with this issue for many years and have noted the problem has been getting worse lately and they have expressed a desire to have the fence installed as soon as possible. It is therefore proposed that Council approve the 40% cost share but not require the petition process. The Strata Council will present the fence cost estimate to their board and it is expected that it will be approved.

BUDGET IMPLICATIONS:

The City's share of the fence cost is estimated at \$12,000 with recommended funding from the Council Enterprise Fund.

ALTERNATIVES:

Do not approve the City sharing the cost for the fence.

Respectfully Submitted,



Rick Bomhof, P.Eng.
Director of Engineering, Parks & Environment

CHIEF ADMINISTRATIVE OFFICER'S COMMENTS:

I support the recommendation.



Francis Cheung, P. Eng.
Chief Administrative Officer



OFFICE OF THE MAYOR

Langley City Hall, 20399 Douglas Crescent, Langley, BC Canada V3A 4B3
mayor@langleycity.ca

June 22, 2018

Honourable Adrian Dix
Minister of Health
Room 337 Parliament Buildings
Victoria, BC V8V 1X4

Dear Minister Dix:

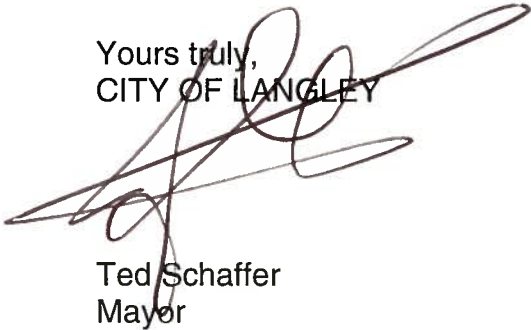
Re: Request for Additional Resources for Langley ICM Team

Langley City Council recently met with the Officer-In-Charge of the Langley RCMP Detachment, Superintendent Murray Power, to discuss various issues. One of the items that came up was the success that the Langley ICM Team (the Team) has experienced in providing treatment to individuals in need within the community.

The Langley ICM Team launched on September 29, 2017, and the case load reached staffing capacity of 72 opened files in February 2018, within just five months. As shown in the attached statistical report provided to us by the Team, there are currently 23 referrals on the waitlist with continued daily referrals received from various community agencies and community members. It is our understanding that the Team has been in discussion with the Fraser Health Authority to increase the Team's capacity in order to be able to provide the treatment necessary to the homeless population in the Langleys, officially 206 according to recent B.C. Housing statistics. It is anticipated that there will be an addition of another Registered Nurse and an increase in Administration Assistant hours from half-time to full-time for the remainder of this fiscal year through March 31, 2019. However, the expansion of the team with another full-time peer support worker, two trauma counselors, three additional case managers and continued funding to retain the Registered Nurse and full-time Administration Assistant beyond March 31, 2019, will provide staffing and capacity to support the Team to eliminate any need for a waitlist while continuing to provide optimal care to Langley's community members. To this end, Langley City Council is formally requesting that the Ministry of Health and the Fraser Health Authority provide additional resources to the Team so that they are able to provide treatment to those individuals in the community who are desperately in need of these services.

Thank you in advance for your consideration. If you have any further questions, please do not hesitate to call me at 604-514-2801.

Yours truly,
CITY OF LANGLEY

A handwritten signature in dark ink, appearing to read 'Ted Schaffer', is written over the typed name and title. The signature is stylized with loops and a long horizontal stroke.

Ted Schaffer
Mayor

cc: City Councillors
Francis Cheung, City of Langley
Kim Hilton, City of Langley
Supt. Murray Power
Michael Marchbank, FHA
Andy Libbiter, FHA
Sanjeev Nand, LCSS

Statistical Report from September 29, 2017 - June 13, 2018

127 referrals received	49% over 44 years old
41 ineligible referrals	Average age 43.07 years old
72 opened files	66% male
14 discharged files	34% female
23 Waitlisted referrals	
*Capacity reached February 2018 based on staffing	

59.3% Previous Mental Health Treatment	
39% Assessed by ICMT Psychiatrist	22% Subsequent Consultations with ICMT Psychiatrist
83% Attending ICMT NP	

Substance Use	Primary Drug of Choice	Other Substances Used
72% Poly Substance Use	41% Meth/Amphetamines	35.21% Meth/Amphetamines
17% IV Drug Use	22% Heroin	15.49% Alcohol
7% Methadone Maintenance	16.28% Alcohol	15.49% Cannabis
4% Suboxone Treatment	7% Cannabis	11.27% Tobacco
	5% Cocaine/Crack	11.27% Heroin
	2.33% Prescriptions	4.23% Cocaine/Crack
	1.1% Fentanyl	4.23% Other Opiates
	1.1% Hallucinogens	1% Fentanyl
		1% Other

61.6% Previous Substance Treatment	31% Engaged in ICMT Substance Counsel 5% Engaged in Residential Treatment
70.73% Trained to carry and use Naloxone	51.22 % Naloxone kits provided 4.88% provided IDU HR supplies
2 Fatal Overdoses	

- 11% Housed, 89% Homeless
- 3,568 hours of service, 2,344 hours of Direct Client Contact



RESOLUTIONS – RAPID TRANSIT TO LANGLEY CITY

WHEREAS the Mayors' Council on Regional Transportation and TransLink Board have finalized more than \$7 billion in transportation improvements under Phase 2 of the Mayors' 10-Year Vision on June 28, 2018;

WHEREAS the approved funding for Phase 2 of the Mayors' 10-Year Vision includes a \$30 Million investment for project development and potential early works for the Surrey-Langley Light Rail Transit Line;

WHEREAS Langley City Council will continue to lobby the Federal and Provincial governments and TransLink to secure additional funding for SkyTrain Technology; and

WHEREAS Langley City Council fully expects the Federal and Provincial governments and TransLink to fulfill their commitment to fund Phase 3 of the Mayors' 10-Year Vision to construct the Surrey-Langley Light Rail Transit Line within the next eight to 10 years;

THEREFORE BE IT RESOLVED THAT Langley City Council publicly release the following resolution with respect to the extension of the light rail transit line from Surrey to Langley that was adopted by City Council at the December 11, 2017 Closed Meeting of Council, with amendments that remove confidential information:

WHEREAS Langley City Council supports the principle that the preferred South of Fraser Rapid Transit (SoFRT) be based on a comprehensive regional perspective and that the preferred rapid transit network selection criteria include performance, affordability, deliverability and connectivity.

WHEREAS Langley City Council concludes that the SkyTrain technology for Stage 2 – Fraser Highway Corridor between King George Station and Langley is superior to Light Rapid Transit (LRT) based on the perspective of safety, travel time, reliability and potential for future extensions.

WHEREAS Langley City Council recognizes the capital cost and annual operating cost differential between SkyTrain technology and LRT technology is significantly higher and that the Federal funding is based on a set allocation model which will not be increased if SkyTrain technology is chosen for Stage 2 – Fraser Highway Corridor between King George Station and Langley.

WHEREAS Langley City Council would desire the Province and the region to secure the additional funds for the SkyTrain technology for Stage 2 – Fraser Highway Corridor between King George Station and Langley.

WHEREAS Langley City Council recognizes that securing the additional funds for the SkyTrain technology for Stage 2 – Fraser Highway Corridor between King George Station and Langley may not be forthcoming or possible and hence delaying the funding approval for the Phase Two Investment Plan.

THEREFORE BE IT RESOLVED THAT Langley City Council accepts the LRT technology for Stage 2 – Fraser Highway Corridor between King George Station and Langley, with the track being elevated between Willowbrook Mall and east of 200th Street, subject to the following conditions:

- a. Inclusion of funding to procure the Stage 2 – Fraser Highway Corridor between King George Station and Langley City as part of Stage 1 – Surrey City Centre to Guildford and Newton.*
- b. Inclusion of sufficient road right of way width on Fraser Highway to facilitate cycling lanes in the future.*
- c. Inclusion of adequate pedestrian connectivity and interface infrastructure between the terminus station and the proposed bus depot north of Fraser Hwy and east of 203rd Street.*
- d. Inclusion of a park and ride facility adjacent to the terminus station.*
- e. Provision of appropriate infrastructure at the terminus station to extend the rail line to communities east of Langley City.*
- f. Consideration of a rapid transit maintenance facility in Langley City.*
- g. Consideration of a rapid transit security satellite office in Langley City.*