

**Paula Kusack**

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**Subject:** FW: TransLink Comments re OCP Amendment Bylaw No. 3146

**From:** Kip, Nathalie <[Nathalie.Kip@Translink.ca](mailto:Nathalie.Kip@Translink.ca)>

**Sent:** Wednesday, January 20, 2021 12:37 PM

**To:** Roy Beddow <[rbeddow@langleycity.ca](mailto:rbeddow@langleycity.ca)>

**Cc:** Carl Johannsen <[cjohannsen@langleycity.ca](mailto:cjohannsen@langleycity.ca)>; Brownell, Joanna <[Joanna.Brownell@translink.ca](mailto:Joanna.Brownell@translink.ca)>

**Subject:** TransLink Comments re OCP Amendment Bylaw No. 3146

We appreciate the opportunity to provide input on the Official Community Plan amendment, rezoning, and development permit applications for 20689 and 20699 Eastleigh Crescent, which we understand per the referral package dated November 25, 2020 is for a 6-storey, 88-unit apartment development.

The following are our comments in reply to the referral package provided:

### **Transportation & Land Use Alignment**

The proposed development is located in Langley Regional City Centre, within an approximately 5-minute walk of the Langley Centre Bus Exchange and 10-minute walk of the proposed future 203 Street SkyTrain station. The proposal to increase density at this location advances shared regional goals of the Regional Transportation Strategy and Regional Growth Strategy by increasing the total amount of housing available near frequent transit, allowing more people to live in places where they can rely on transit to meet their transportation needs. Further, the proposed reduction of vehicle parking for this development is supportive of shared goals related to sustainable transportation.

In addition to housing supply, housing tenure and affordability near transit is another important consideration. Phase 1 of Metro Vancouver's [Transit-Oriented Affordable Housing Study](#) found that renter households, particularly those with lower incomes, are more likely to use transit. Access to frequent transit lowers transportation costs and improves access to services and employment. The creation of rental housing near frequent transit, particularly affordable housing, would help meet the unmet demand that exists across the region and thus further shared regional goals. Our understanding is that the current development proposal does not include rental tenure and we would encourage consideration of its inclusion in support of advancing those shared regional goals.

Thank you again for the opportunity to provide comment on this application. If you have any questions regarding the above or wish to discuss further, please feel free to contact me.

Kind regards,  
Nathalie

**NATHALIE KIP**, LEED Green Associate  
Planner, Partner Planning  
*Transportation & Land Use Planning*  
T: 778.375.7597 | [translink.ca](http://translink.ca)

**TransLink**

400-287 Nelson's Court, New Westminster, BC, V3L 0E7, Canada

