

Local Government Development Approvals Program

2021 Application Form

Please complete and return the application form and all required attachments. All questions are required to be answered by typing directly in this form. If you have any questions, contact lgps@ubcm.ca or (250) 356-0930.

SECTION 1: Applicant Information	AP- <i>(for administrative use only)</i>
Local Government: Langley City	Complete Mailing Address: 20399 Douglas Crescent, BC, V3A 4B3,
Contact Person: Kyle Ford, P.Eng.	Position: Infrastructure Engineer
Phone: 6045142827	E-mail: kford@langleycity.ca

*Contact person must be an authorized representative of the applicant.

SECTION 2: Project Information
<p>1. Project Information</p> <p>A. Project Title: Major Storm Overland Flow Path Development</p> <p>B. Proposed start and end dates. Start: August 2021 End: June 2022</p> <p>C. Total proposed project budget: \$150,000</p> <p>D. Total proposed grant request: \$150,000</p> <p>E. Have you applied for, or received, funding for this project from any other sources? No</p>
<p>2. Project Summary. Provide a summary of your project in 150 words or less.</p> <p>The City of Langley (the City) is a vibrant and rapidly growing community in the Metro Vancouver. With a current population of approximately 28,000 residents, the City is experiencing a period of rapid growth and is anticipating its population to increase to 44,500 in 2050.</p> <p>The City has identified the need for, and seeks to undertake a comprehensive mapping study of the Major Storm Overland Flow Paths and propose road upgrades to rectify overland flow conveyance deficiencies to accommodate overland flow path and storage to support new developments and growth in the City. Many of the roads in the City were built in the 1950 with ditches that have since been infilled over time from various sources. This has created a major storm route deficiency, especially with the increase in desiccation due to the surge in development activity. The City has limited storm sewers in some areas which are only designed for the road drainage and are not designed to handle the 100 year major storm and therefore the developers cannot connect. This creates the need to provide onsite storage.</p> <p>This project will help speed up the development application process by providing an overland flow path that would be required to be determined by the developers engineer. This project will greatly facilitate the development application process by identifying the major storm overflow</p>

paths prior to the application review process. It will also save developers costs as underground tanks size would be greatly reduced in areas of the city with no road infrastructure currently.

SECTION 3: Detailed Project Information

3. Local Development Context: Please provide the following information:

A. Current population (2016 census):

25,888

B. Population growth rate (2011 – 2016 Census, Stats Can):

3.2%

C. Description of the development trends in your community in last 5 years. This could include scale and typical type of developments, number and type of applications and permits, and/or type of applicants (large developers, builders or contractors, property owners):

Development in Langley City has increased significantly in the last 5 years. There have been many large multifamily developments constructed from single family land assemblies and there are currently approximately 15 development applications for large multifamily developments in the queue.

D. General community awareness or engagement regarding development processes:

Minimal

4. Rationale for Proposed Activities. Based on the local development context identified in Question 3, identify the current challenges facing your local government regarding development approvals.

The City is at the final stages of completing its updated OCP and Zoning bylaws, which accomodates higher density developments. The City has been working very closely with Translink, City of Surrey and the Township of Langley on the extension of rapid transit (Skytrain) to Langley. Provincial & Federal announcements supporting this extension have been driving a surge of development interest in the City. This surge has highlighted the need to streamline the development approval process.

The City has recently completed a review and update of it's development approval process; this involved streamlining the pre-application process by way of using a standardized response approach that provides a comprehensive set of comments to prospective applicants's early concept drawings, prior to the applicant making a formal application with complete, detailed drawings. This approach enables the applicant to ensure key and accurate features in their application, such as preliminary road dedications, fire access requirements, unique building and site design features and access, parking and loading approaches, which results in more complete applications that can proceed through the formal application process in a timely manner, without needing to delay progress by needing to incorporate dedications or design changes after the application is made, which can result in significant process delays and additional costs for the applicant (ie. having to redesign buildings and sites, redo drawings etc).

This approach augments the City's already streamlined formal development process, which features a 'three meeting process', including 1.) formal City staff review meeting (includes the provision of preliminary Servicing Requirements to applicant), 2.) Advisory Design Panel, and 3.) Council consideration of Bylaw readings (to proceed to Public Hearing) or Council consideration of Development Permit approval. This process typically takes 4 to 6 months for a rezoning

application, to proceed from formal application to Council consideration of 3rd Reading of rezoning Bylaw (approval-in-principle).

Introducing a streamlined pre-application approach reduces the the lead in time prior to formal application and greatly reduces the likelihood of delays during the formal application process. Once 3rd Reading is granted by Council, the formal servicing agreement process is initiated, where the applicant is required to complete a Servicing Agreement, for approval by the City. Once this Servicing Agreement is approved, the application can proceed back to Council for consideration of 4th and Final Readings and adoption of the rezoning bylaw. Once this is complete the applicant can submit their full Building Permit for processing.

Designing and maintaing underground storage facilities to contain the 100 year storm onsite increases the cost of development in the City and this additional cost is usually transferred to the bhome buyers. With this project the City will identify major storm overflow paths that the developer can utilize rather than detaining the major storm. This project would allow for a single consistent approach for the analysis that would likely be missed if each developer required to analyze their catchment with their application. The City would also include climate change for the long term planning of these major flow routes and infrastructure required to accommodate the flow. This would help the City adjust its capital plans to upsize the required infrastructures ahead of time, so the developers do not have to individually pay for this analysis and system upgrades, as the City could initiate the projects well ahead from the DCC's collected which fairly distributes the upgrade costs to all developers rather than imposing costs onto one developer.

5. Evidence and Readiness. Based on the challenges identified above provide an overview of any additional evidence for making changes to the development approval processes. This may be derived from existing internal development approval process review, strategic plan, other relevant staff report, increase in development applications, projected increase in housing need based on recent housing needs assessment. *Copies of documents should not be submitted with the application.*

This change will greatly speed up the engineering review portion of the development application process. The City has spent countless hours reviewing and working with developers to provide the required storage for these storm events. With the increase in development activities in the City, staff have already challenges in keeping up to the same level of service we were providing before. The completion of this project provides the City staff the required tools to expedite its review and approval process despite the significant increase development applications that the City is experiencing. The need to keep up with the incoming development applications is expected to become more crucial very soon, once the Surrey-Langley Skytrain project is implemented.

6. Proposed Activities. Refer to Sections 4 to 6 of the *Program & Application Guide* for funding requirements and eligibility and provide the following information:

A. Describe the specific activities you plan to undertake:

This project will involve analyzing the City's 2020 LiDAR data and storm infrastructure to map catchments and major storm flow paths that could be used by developmers, and also identifying road grade modifications, when warranted and infrastructure upgrades that would be included in the City's 2022 DCC bylaw update. The City's design criteria manual would also be updated after this project to reduced the requirement for 100 year storm onsite storage.

B. How will the proposed activities meet the intent of the funding program and the challenges identified in Question 4:

The proposed activities will be overall City wide mapping of the major flow routes and deficiencies, list the required road upgrades and their capital project timings and costs. This will allow the City to provide infrastructure services for the new development applications

well ahead of time. This approach would be different from the current practice in the City which is a reactionary approach, in that we wait for an application, then require them to detain the 100 year storm onsite, which is a additional cost to the developer. During this process, often times, the developer is unable to fit the infrastructure onsite and negotiations are required. Once this plan has been completed the identified infrastructure upgrades will be included with the City DCC program which more fairly distributes the cost to all development. This will also help reduce the unknowns in the development process which further serves to speed up the development review process.

7. Outcomes & Performance Measures. Please describe the proposed outcomes and performance measures.

- A. What outcomes will indicate project success (addressing challenges identified in Question 4):

The project success will be immediately evident upon first development application as there will be no need for back and forth with the developer regarding the management of major storm flow paths.

- B. What performance measures will be used to assess these outcomes:

Developer feedback on the new process will be used by the City to gauge their acceptance of the City's new procedure.

8. Internal & External Partnerships. Please indicate how you intend to consult, engage, or collaborate with the following and what specific role they will play in the proposed activities. If possible, please identify the specific agencies or organizations you intend to work with.

Internal partners (i.e. local government departments):

Engineering has and will continue to consult with Development Services on this project so they are aware of the upgrades required from the new OCP and so they can inform developers of the change to the process. Engineering will also coordinate with the City's Finance to include capital projects for the next 10-years to accommodate upcoming development applications' stormwater infrastructure needs.

External partners (i.e. development community, provincial Ministry, other local governments):

Development community and their engineering consultants will be notified via a bulletin of these changes in the City's current practice and how the completion of this project will expedite their application process and servicing agreements.

Other:

The company performing the major storm overland flow path mapping plans will be consulted with throughout the project. This will be via meetings and mainly email correspondence, reports, etc.

9. Additional Information. Please share any other information you think may help support your submission.

The creation of this plan is a large cost for a small municipality like Langley City. The funds that could be saved if successful would be put into implementing other projects that the City needs such as infrastructure renewal, which in turn will service the growth and new development applications in the City.

SECTION 4: Required Attachments

Please submit the following with the completed Application Form:

- Detailed project budget
- Council or Board, or Local Trust Committee resolution that indicates support for the proposed project and a willingness to provide overall grant management
- For projects with external partners: written confirmation from the external partner confirming their role and willingness to participate.

Submit the completed Application Form and all required attachments as an e-mail attachment to lgps@ubcm.ca and note "2021 LGDAP" in the subject line.

SECTION 5: Signature. Applications are required to be signed by an authorized representative of the applicant. Please note all application materials will be shared with the Province of BC.

I certify that: (1) to the best of my knowledge, all information is accurate and (2) the area covered by the proposed project is within the applicant's jurisdiction (or appropriate approvals are in place).

Name: Kyle Ford, P.Eng.

Title: Infrastructure Engineer

Signature:

Date: June 30, 2021