



MINUTES OF A PUBLIC HEARING MEETING

Monday, March 21, 2022

7:00 p.m.

Remote Video / Teleconference

- Present: Deputy Mayor James
Councillor Albrecht
Councillor Martin
Councillor Pachal
Councillor Storteboom
Councillor Wallace
- Absent: Mayor 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. Kenney, Corporate Officer
P. Kusack, Deputy Corporate Officer
H. Gill, Manager of Engineering Services
C. Johannsen, Director of Development Services
S. Kennedy, Deputy Fire Chief
A. Metalnikov, Planning Assistant II

Deputy Mayor James began by acknowledging that the land on which we gather is the traditional unceded territory of the Katzie, Kwantlen, Matsqui and Semiahmoo First Nations

1. **CALL TO ORDER**

Deputy Mayor James calls the Public Hearing to order.

Deputy Mayor James read a statement regarding the procedure to be followed for the Public Hearing.

The Corporate Officer advised that notification of the Public Hearing had been publicized in the following manner:

Two newspaper advertisements for the bylaw were placed in the March 10th and March 17th editions of the Langley Advance Times and notices were mailed out to owners within 100 m of the subject property.

Notice of the Public Hearing was placed on the City's website and on the posting board on the first floor of City Hall.

Nine pieces of correspondence were received after publication of the agenda and so were circulated to Council via email.

2. **BUSINESS**

a. Bylaw 3206 - Zoning Bylaw Amendment No. 188 and Development Permit DP 01-22

A bylaw to rezone the property located at 20816 45A Avenue (outlined in bold on the map below) from the RS1 Single Family Residential Zone to the CD84 Comprehensive Development Zone to accommodate a 6-unit rowhouse development.

Carl Johannsen, Director of Development Services provided a summary of the development application, providing information as follows:

- the six-unit row house development is consistent with the new Official Community Plan (OCP),
- provided land use context by showing the OCP land use plan which sets out what kinds of land use types, densities, and heights are permitted in different areas of the city and what properties may be rezoned to;
- the subject property is designed ground-oriented residential which permits row houses and townhouses;
- this land use type was established under the new OCP to facilitate housing along major arterial streets where there's transit service, with the intent being to provide a broader and more affordable range of family-oriented housing options close to schools;
- this development is also consistent with the City's Housing Needs Report which calls for more affordable home ownership options to be developed in the city including row homes and townhomes;
- this land use designation only applies to the subject property, the OCP doesn't permit row home or townhomes further east;
- The ground-oriented residential land use was introduced in the initial stages of drafting the new OCP and, in response to public consultation feedback, was subsequently refined with the land area designated for this use reduced to ensure smaller scale developments and to support the idea of incremental development along major arterials;
- large scale redevelopments are not intended along the edges of these neighborhoods; the subject property is about 1/4 of an acre; while redevelopment in this area in the future could be one or two acres, it is much smaller than townhouse development in the Township where townhouse developments are typically well above 5 acres and sometimes exceeding 15 acres in size;
- from a zoning perspective, the existing single detached zoning RS1 would theoretically allow a subdivision of this lot into two lots which

would allow two single detached homes with a suite each for a total of four self-contained dwelling units possible on the site as compared to the proposed six-unit row house application;

- this application was reviewed by the City's Advisory Design Panel and the applicant has incorporated the Panel's recommendations (as outlined in the Explanatory Memo contained in the agenda) into the architectural and landscape drawings;
- with respect to parking:
 - the application includes double garages;
 - there are no parking variances proposed parking for this development;
 - parking provided is in accordance with the City's current Zoning Bylaw and includes an on-site visitor parking space and loading space along the frontage;
 - parking for this development cannot rely on on-street parking; however, the applicant will also be required to improve the street along 45A Ave; these street improvements will likely provide an additional two to three on-street parking spaces in the area that can be utilized not only for this development but also for residents in the neighborhood;
- the applicant will be required to do a traffic impact assessment as a part of their engineering servicing agreement to determine if any traffic upgrades need to be undertaken.

The Deputy Mayor invited the applicant to present the proposed bylaw.

The following individuals were in attendance on behalf of the applicant:

Dennis Chan, CEO, Leone Homes
Manny Janda, President, Leone Homes
Fred Adab, Owner, F. Adab Architecture
Azar Ahmadi, Architect, F. Adab Architecture
Steve O'Connell, Owner, Centras Engineering
Meredith Mitchell, Owner, M2 Landscaping

Mr. Adab provided information on aspects of the application, including:

- Context Plan
- Arial Map and Context Photos
- Site Plan
- Statistics
- Perspective view from corner of 45A Ave. and 208 St.
- West and East coloured elevations
- Exterior finish
- Floor Plans
- Sections
- Green measures employed in the design

Ms. Mitchell, provided information on the landscape plan.

The Deputy Mayor invited those in attendance at the meeting who deemed their interest in property affected by the proposed bylaw to present their comments.

John van Tuinen, Uplands Drive, Langley, spoke regarding the following:

- asked what the projected sale price will be for these units and if it is considered affordable housing.

In response the question, Mr. Janda, President, Leone Homes advised that:

- as compared to single-family family housing which have been selling for over \$2 million, these row houses would be significantly less, making it an affordable option for families looking for a four bedroom home;
- the sale price hasn't been finalized yet but a ball park range would be \$1.3 to 1.4 million.

Mr. van Tuinen continued:

- asked if the City considers that affordable housing;
- expressed concerns regarding the following aspects of the proposed development:
 - seems a strange place to put 6 units on one lot;
 - is on a busy street;
 - only one visitor spot;
 - double garages likely won't be used for both cars, one will used for storage, resulting in increased on-street parking.
- likes the aesthetic of the building design.

Mr. Johannsen advised that :

- there is a crosswalk with beacons adjacent to the property that allows access to the school to the west;
- there are two parks in the area, one to the east and one at the school within easy walking distance;
- affordable housing in the Housing Needs Report is a range of housing that fits for various households, income types, and tenures; on the family side, more townhouses and four-bedroom opportunities, like the applicant was mentioning, which are priced below single-family homes, are needed; the intent of this type of housing is to fill in that part of the housing spectrum by providing options for families to get into ownership.

Mary Reeves, 45808 209th St., Langley and Helga Strand, 20890 46 Ave.,
Langley

Ms. Reeves expressed concerns regarding the following aspects of the proposed development:

- parking on 45A and vehicles coming in and out so close to 208 St., with limited visibility there is potential for accidents;
- one visitor parking space for all six units is not sufficient, so there will be an increase in people parking on-street in the residential neighbourhood;
- one side of double garage will likely be used for storage, resulting in need to park on-street;
- Is it already zoned for row housing?

In response to the question, Mr. Johannsen advised that:

- the OCP is the vision for land use in the city; regardless of what the Zoning currently is, which is single detached home, the OCP would permit a rezoning of that property to a townhouse or row house; the OCP was adopted in fall of 2021; what is being proposed to rezone this property from single detached home to one that allows townhouses is consistent with the OCP;
- with respect to parking:
 - the application meets the requirements for town houses in the city;
 - the intersection design will have corner bulges that will create a protected area when people turn so they will stay in their lane; any kind of on-street parking will be behind that bulge; safety is paramount and will be part of the design of that intersection;

Ms. Reeves continued:

- asked how much opposition there would need to be from residents for the City to stop this development from proceeding as only 1 in 10 or 15 people she has talked to in her neighbourhood see a benefit to the neighbourhood;

In response to the question, Deputy Mayor James advised that there is no specific threshold; the purpose of the Public Hearing is to provide an opportunity for Council to hear from community members who deem their interest in property is affected by the proposed development so that they can then make an educated decision on the development going forward.

Ms. Reeves continued:

- asked what amenities there will be for children; with no yard space or playground; asked where they will spend their time.

In response to the question, Mr. Johannsen advised that:

- row homes will have some greenspace areas in front of the homes that are fenced off and there will be the double row street tree treatment from the street;
- similar to other cities like Richmond, Vancouver, and Surrey that have street fronting developments along major streets, it was felt that this was a good location for this type of development because it's close to the local school, there's a crosswalk that provides safe and ready access across 208th St. and through a catwalk to the Uplands school and there's also a park down the street; the combination of those three elements is something that's very similar to multifamily housing in other areas of the city.

Ms. Reeves continued:

- believes the park staff referred to is a toddler park, and too small for most older children's activities such as baseball or tag;

Mrs. Strand spoke regarding the following:

- agrees with concerns raised by Mr. Tuinen;
- they look like lovely homes with lots of square footage but asked if there was enough room for people driving in and out of the development at the same time.

In response to the question Mr. Adab, Owner, F. Adab Architecture advised that:

- with respect to storage – every unit has a room on the ground floor behind the garage that can be utilized for storage to eliminate the need to use part of the garage for storage;
- with respect to proximity to the play area – very few sites are that close to the neighbourhood parks;
- with respect to traffic – the City has asked the developer to conduct a traffic study.

Mrs. Strand continued:

- there are long term residents in this area, it's like a small town next to a big city, everyone knows each other; believes this is the start of a change to all of that.

Alvin, Lei, 4554 209 St., Langley asked if the development would be freehold or strata.

In response to the question, Mr. Janda, President, Leone Homes advised that all six units would be fee simple.

Mr. Lei continued:

- expressed concerns regarding the following aspects of the proposed development:
 - single visitor parking not adequate for six homes; will cause more on-street parking
 - traffic will be routed to 45 Ave. as no southbound turns can be made on 47 Ave., 46 Ave., and 45A.; these six row homes will add to that traffic and the line up at the intersection.
- asked how the south bound turning challenges being experienced can be mitigated.

Mr. Hirod Gill, Manager of Engineering advised that:

- the City has done some traffic counting and determined that the west bound traffic along 45A in am peak is about 30 cars, in the pm it is less than that, the main concern is am hours; a traffic impact study will be undertaken there to find out what the impact of this new development will be on this intersection and 10 years from now. Staff can then determine if any changes are necessary.

Mr. Lei continued:

- the proposed Zoning also allows for a duplex or triplex; suggest the developer look into triplex or duplex design that may lend itself to a more natural fit to the neighbourhood.

Mr. Johannsen advised that:

- in the OCP townhomes and row homes are emphasized for ground-oriented land use along major arterials such as 208th St. and 200 St. as vehicle access to these types of developments can be provided from the back of the development rather than requiring a driveway off of the main road, the intent being to remove driveways from these busy roads as they can be quite dangerous for access; duplexes and triplexes may not provide the ability to have this rear lane for access;
- row home development is also desired along arterials because of the transit corridor and also the ability to improve the street frontage to create a double row of trees;
- there is also a density maximum in terms of floor area ratio and this application meets that.
- Parking was looked at very seriously to ensure this application came forward with parking spaces that are required in our Zoning Bylaw.

Emily Ottewell, 20931 45A Ave. Langley spoke regarding the following:

- Is very disappointed to see a proposal like this on her street as this large development doesn't fit with the rest of the street which has a park-like setting with many of trees and is a very quiet street; there are very few streets left in Langley city that have what they have on 45A Ave.;
- there is redevelopment on one side of 208th with massive houses and on the other high-density housing, should keep the neighbourhood single-family;
- believes \$1.3 to 1.4 million for a row house is not affordable housing for families and better option for families would be to build two homes with basement suites on the lot with backyards for children to play in rather than having only small patches of grass fronting the row houses on 208 St.;
- the row house design looks beautiful but is not in the right place;
- expressed concerns regarding the following:
 - loss of community feel in the neighbourhood;
 - increased traffic in addition to increase already experienced by the neighbourhood when the City cut off access from the street on 208 St.;
 - garages won't be used to store cars as the families these units are being marketed to will have a lot of stuff to store; as a result there will be an increase in on-street parking on her street;
 - proposed parking lane is not adequate for number of vehicles, will likely result in vehicles being parked in front of people's houses on her street;
- asked if there will be compensation for her neighbour at 20830 whose front and side yards will likely be used for on-street parking as a result of this development.

Tricia Anderson, 4464 208A St. Langley spoke regarding the following:

- agrees with all the comments made by Mr. van Tuinen and Ms. Ottewell;
- believes Linda Carlson Park is an off leash dog park so children can't play there; Iris Mooney Park is for young children and not suitable for older children;
- 208 St. since being paved and being made a two-way road has become a place for cars to drag race in the summer;
- found using the new crosswalk that was just put in a couple of months ago quite dangerous as people are still not used to it being there, a car didn't stop when she tried to use it even though other cars had stopped;

- would be concerned for safety of children living in row houses fronting that road if they go out of their front yards and made their way onto that road;
- agree with other speakers that the garages will not be used for vehicles but rather for storage;
- believe the extra room may get used for a tenant as a mortgage helper or owners may find another way to get a mortgage helper in the homes as anything over \$1,000,000 is not affordable for young families;
- lives directly south of this project in cul-de-sac where monster homes have been built recently behind them which has increased the value of their properties but they are not attractive;
- loves the area that she live in, does not wish to see this project put here; doesn't think it fits with the community.

Mr. Johannsen advised that:

- with respect to places for children to play:
 - there are on-site yards, but as mentioned before there is a crosswalk with rapid flashing beacon at the intersection of 208 St. and 54A Ave. which provides access to the elementary school with a full playground and sports field within less than a 5 minute walk; accordingly any children living in this development will have ready access to these play areas and will likely attend this school;
- with respect to the interface with the property to the east:
 - the space between the property line and the building face is about 7.3 metres, in comparison, if someone wanted to build a single detached home on that lot, it would only have to be 1.5 metres from the wall which might actually result in a more shallow set back and more massing impacts to the neighbor than the row house development;
- believes the applicant has also done an arborist report for the trees on the east side to ensure that they are going to be protected during construction so that they maintain that screening benefit.

Ms. Anderson continued:

- would not want her child to have to continually cross 208 St. to access an area to play given the speed of the cars in that area.

Brent Brocklebank, Uplands Drive, Langley spoke regarding the following:

- only heard about this development proposal 10 days ago; some of his neighbours were also unaware of the proposal;
- suggested that when a proposed development like this is going to have a large impact on people's lives, that the City go over and above the standard notification requirements for proposed developments and notify surrounding properties about the plans earlier in the planning process as it appears at this stage of the process a lot of work has already been completed.

Mr. Johannsen advised that:

- the City recently completed a public consultation and development process on the new Official Community Plan (OCP) that started in the Fall of 2019 and which included three stages of consultation:
 - workshop
 - two online surveys
 - public hearing
- a common theme through that process was identification of 200 St. 208 St. as candidates for this type of ground-oriented development;
- the intent is to support this type of development on the very edge of the arterials; it's not meant to intrude into the neighbourhoods that Ms. Ottewell was referring to;
- this is something that has been in process for a number of years and is now in the Official Community Plan as land use;
- this process tonight is for those individual properties that come forward to seek a rezoning that's consistent with the OCP Land Use which is ground oriented;
- we want to ensure that there's been as much notice as we can provide for this type of change in these neighborhoods.

With the permission of the Chair, Councillor Martin advised Mr. Johannsen that she believed that what Mr. Brocklebank was saying was that the notification for this public hearing and development was insufficient and asked Mr. Johannsen to clarify whether the notification was insufficient.

Mr. Brocklebank continued:

- clarified that he was aware in general of the notification requirements, for example to publish a notice twice in the newspaper; what he was suggesting was that, given the effect a development of this magnitude will have on individuals living in the neighbourhood, the standard notification is insufficient and more targeted notification is warranted, for example, individual mailings to all properties that have contiguous lot lines or are within 100 feet of the proposed development.

Mr. Johannsen advised that:

- the City did follow the standard notification procedure for a rezoning application:
 - the application comes forward for first and second reading to Council and if Council gives it first and second reading, the notification process starts which involves notices in the paper, signs going up on the property, mailouts to property owners within 100 metres of the subject property;
 - is something that we don't take lightly there's a whole public consultation and land use planning exercise that preceded this rezoning: those are in response to the new OCP that was adopted in 2021;
 - each property that comes forward still needs to go through a rezoning process; this is part of the public consultation process for each of those individual properties;
 - even though there is the opportunity for townhouses and rowhouses along 208 St., for example, each of those properties have to go through this public hearing process and the City did follow the standard procedure.

Mr. Brocklebank continued:

- clarified that his previous statements were in reference to the OCP planning and development process not just this public hearing process; reiterating that the City should have notified affected properties once the decision was made to have strip zoning along 200 St. and 208 St. and other areas of the city as part of the OCP as he believes a lot of people who live in these areas are unaware of this change;

Tim and Laura Ireland 4560 209 St., Langley spoke regarding the following:

- reiterated concerns raised by previous speakers with respect to:
 - the amount of traffic turning left off of 45A Ave. onto 208 St. which has increased due to the inability of vehicles heading east on Grade Crescent to turn left, resulting in them turning onto 45A Ave. and making a U-turn;
 - the potential hazards created by cars coming in and out of the small laneway at the back of this proposed development onto 45A Ave which is already experiencing increased traffic;
 - the hazards faced by motorists turning left at the intersection of 45A Ave. and 208 St. and pedestrians using the cross-walk there due to the high speed of vehicles travelling along 208 St.; a traffic light is needed at this intersection;
 - further developments in this area will increase the traffic issues currently being experienced.

Roland and Nicola Fox, 20902 47 Ave, Langley spoke regarding the following:

- reiterated concerns raised by previous speakers with respect to the high speed of vehicles travelling on 208 St.; noting that he has observed some travelling in excess of 100km per hour as indicated by speed monitors set up in the area;
- asked if it was possible to install a traffic light at the intersection of 208 St. and 45A Ave.

In response to the question, Mr. Gill, Manager of Engineering advised that:

- it is possible to install a traffic light in this area, the results of the traffic impact study will inform what is needed in terms of traffic control for that intersection;
- clarified that he did not say there were only 30 cars travelling along 45A in am peak hours, he stated there were 30 cars leaving this street and meant to imply was that of these 30 cars, most of them are turning right going north in the morning and a fraction will turn south.

With the permission of the Chair, Councillor Pachal spoke regarding the following:

- with respect to the issue of speeding along 208 St., Council passed a motion in the Fall of 2020 to investigate the speeds along 208 St. and a staff report was provided to Council which noted that there are serious concerns; Council and staff are acutely aware of the problem;
- Council has passed motions directing staff to work with the RCMP and the province to investigate solutions to the issue from more enforcement to fix speed cameras at the intersections.

Roderick Chan, 45A Ave, Langley, spoke regarding the following:

- agreed with concerns raised by previous speakers;
- expressed concern with the potential for more development in the area to cause even more traffic congestion and increase in on-street parking in the neighbourhood;

Mr. Johannsen advised that:

- the only properties in this area that are identified in the OCP Land Use Map for townhouses and row houses are those properties directly adjacent to 208 St., however, each property has to go through a rezoning process like the one we're having tonight;
- those properties that are for sale are within that land use designation; if the owner of those properties chooses to make an application to the City to rezone, it would have to go through the same process as this

property is tonight and approval to rezone is not automatic, the decision is up to Council;

- from a staff perspective, the OCP requires the use of lanes and we would be very strict on requiring the parking for these new units to be consistent with our existing Zoning Bylaw so each unit would need two parking spaces and there would need to be a visitor parking rate of .2 per unit;
- on-street parking is actually on the City right of way and provides parking for everyone that lives on the street but typically when staff bring forward these applications we require the developer to improve the streetscapes and the curbs further than their development which provides opportunities for on-street parking not only for the people in the new development but also for existing residents.

Mr. Chan continued:

- the parking provided in the development will not be enough for the residents of the six units given the likely number of cars that each family will have which will result in their parking on the side streets.

Brent Brocklebank, Uplands Drive, Langley spoke regarding the following:

- believes people living in these row homes and future developments built fronting 208 St. will have poor quality of life given how busy and noisy 208 St. is;
- suggested these types of developments be placed near greenspaces to provide better quality of life for residents;
- this location is the wrong place for this type of development;
- agrees with traffic concerns raised by previous speakers;
- is concerned about loss of property value for his property as a result of being located directly next to a future potential townhouse development that is proposed behind his property due to potential issues such as:
 - increased traffic
 - monoxide fumes
 - noise from neighbours
 - loss of privacy
- agrees with previous speakers that parking will be a big problem; this is a family neighbourhood, this development is out of context;
- is poor planning.

Alvin Lei, 4554 209 St., Langley spoke regarding the following:

- believes given the price of the units the owners will be looking for a tenant or mortgage helper and the layout of the ground floor of the units seems to have been designed with this in mind, which would potentially double six families to twelve families;
- agrees with concerns of the previous speakers with respect to traffic and parking
- with respect to the number of cars reported to be leaving 45A Ave. in peak morning hours, it's not so much the quantity of vehicles that is an issue, but rather the time it takes for vehicles to turn left off 45A Ave. onto 208 St.;
- there are a number of schools in the area that parents are driving their children to which increases the volume of traffic in the area;
- with respect to making decision based on planning principles: just because you can doesn't mean you should;
- would be good to have a cohesive plan for the Uplands Neighbourhood;
- was impressed that the City articulated different neighbourhoods in its OCP;
- Uplands neighbourhood is suburban, residential; a jewel of Langley City; hope City keeps this in mind;
- hopes the developer can redesign the development to match the spirit and character of the neighbourhood.

Mr. Johannsen advised that:

- these units do not have suites and they are not permitted and won't be permitted if the rezoning is approved by Council;
- if the rezoning is approved and development proceeds to the construction phase, the City's building inspectors will do on-site inspections to ensure that suites aren't being built in the units;
- the need for a broader range of housing types that fit various housing and affordability brackets was identified by the City through various public processes in developing the ground-oriented land use in the OCP;
- as the City grows and evolves it's important that we're providing that range of housing through redevelopment;
- the areas that were identified for row homes was very strategic and staff did look at other communities in the Lower Mainland where they were doing this;
- if we left the those areas without that edge condition, when those single homes got redeveloped they would still be unaffordable to many families;
- with respect to noise issues:
 - the building code and sound insulation and advancements technology-wise are lot better for sound attenuation

- the City requires, through the design guidelines in the OCP, improved sound insulation and triple glazed windows for developments proposed along these arterial streets;
- many developers are now including air conditioning in their developments which helps with allowing windows to be closed and keeping noise down.

Mr. Janda, President, Leone Homes advised that:

- the design for the row homes was developed based on feedback received from homeowners in a 41-unit townhouse development that he built in Langley a year ago where units ranged from 1400 to 1600 sq ft.. Feedback included:
 - wanting more space, so to accommodate this there was a mix of tandem car garages, which may not always get utilized for parking; side by side parking garages are preferred;
 - would like a rec room on the main floor, somewhere where their kids could play;
- the row houses, though not massive single-family homes, are intended to bridge the gap between somebody who's in a townhouse and now wants to go and get more space but at an affordable price;
- some speakers have been referring to the estimated price for the row houses as being \$1.5 million, but he did not state that figure, he said in the range of \$1.3 million;
- we're trying to have a green focus:
 - the windows facing 208 St. will probably be triple glazed;
 - use of Roxul (rockwool) we are looking to use roxul insulation for soundproofing that reduces it by 30%;
 - there is a buffer from 208 St. to the actual front yard spaces;
- although the front yard spaces are not large like those of the neighbouring single family homes, the cost of those single family homes is well over \$2 million and they're older, not updated or renovated, the city streets are currently not updated, we are going to be improving the streetscape;
- believes the owners of these units are getting more space, this type of development bridges the gap between townhouses and single family houses, and this is a great location for it because of the schools in the parks;
- these units are going to be marketed to young families with one or two children so the number of cars these families have should not be a problem;
- we wanted to base our design for these units on the feedback that we got on our last development which was a lot tighter and didn't provide side-by-side parking for every unit.

Dennis Chan, Dennis Chan, CEO, Leone Homes spoke with respect to concerns raised regarding traffic flow and parking, advising that:

- there's close to 100 homes in that block from 45A. Ave. to 47 Ave. and this six unit development would increase it at most by 5% so will not dramatically affect the traffic at all;
- as previously mentioned by Mr. Janda, the families that are going to be purchasing these homes are used to smaller living, he, himself grew up in a two-bedroom apartment with one parking space and two young kids;
- believes the new generation of families who are moving into a townhouse or row home don't have RVs, trucks or multiple vehicles and that most families nowadays are happy with a maximum two cars; so as this development has only six units, it won't negatively impact the neighbourhood;
- believes that while owners of single family homes may not think these units and nearby parks and school provide adequate or convenient outdoor recreation space for children, drawing from his own experience, for children who have grown up in smaller homes it's sufficient and is an acceptable compromise for a more affordable home;
- although \$1.3 to 1.4 million doesn't sound affordable to some people, as compared to a \$2 million dollar home, that represents a difference of \$3000 on monthly mortgage payments.

The Deputy Mayor called a second time for speakers on the Bylaw 3206.

John van Tuinen, Uplands Drive, Langley, spoke regarding the following:

- visitor parking ratio should be .2 per unit;
- believes if this six unit development is approved, then there will be no real argument to stop the land assembly of the four blocks across the street on 208 St. which would probably result in approximately 30 units which would exacerbate the traffic issues in the area quite dramatically as residents of those units would have to access from 45A. Ave. as well;
- a traffic light at the intersection would potentially cause vehicles stopped at the light to be rear-ended by vehicles speeding up the hill;
- encouraged Council members to try using the cross-walk at that intersection at dusk to see what the challenges are;
- some of the areas on the OCP Land Use map that are designated for ground-oriented use make sense; however, in this area, with one row of houses along either side of 208 St. with no real access to the development except a couple of side streets, it doesn't seem logical

- Langley City should densify the downtown rather than starting on the farthest perimeter of Langley;
- with respect to traffic flow, has the City taken into account the development taking place further up 208 St. as that will draw traffic down 208 St. to Langley Bypass?

Mr. Johannsen advised that this issue has been looked at before with previous studies and that a traffic study will be required for this application and any other application coming forward to look at those turning movements.

Mr. van Tuinen continued:

- reiterated that the increase in densification happening in Brookwood and Fern Ridge is going to draw more traffic through the area in addition to city traffic.
- lives very close to this development in an older home that doesn't have a basement and he has no desire to put in a basement suite but would like the opportunity to put in a detached secondary dwelling but he is not zoned to allow this, but yet six units can be put on the same size lot because that lot is zoned for it.

Helga Strand, 20890 46 Ave., Langley expressed concern with traffic in the area and asked if this development goes through whether there will be more of this kind of development all the way down 208 St.

Mr. Johannsen advised that:

- the Future Land Use plan in the Official Community Plan identifies areas along 208 St. to the north across the street and further north for possible future ground oriented development that being townhouses and rowhouses, but each of those properties would have to come forward as part of the rezoning process to Public Hearing, as is happening tonight, and be judged on their own merits;
- part of the rationale for having this type of development on 208 St. is to remove driveways that are directly accessing 208 St. which can be quite a dangerous situation:
- a very busy arterial street in Abbotsford, Clearbrook Road, where there's a number of driveways directly accessing the street; they are also going through a similar process where they're converting a lot of those properties along these arterials and removing those driveways and using lanes in the back because then you're able to bring the traffic off the arterial and onto the local, but where that traffic is coming onto local it's very close to an intersection with the arterial so it may seem like that this development and the traffic is intruding into the neighborhood but part of the intent here is to

introduce new housing types and a range of housing types with the least impact to these existing neighbourhoods;

- the majority of land use in this area is being maintained;
- as part of our Zoning Bylaw update, the City is looking to allow detached suites on single family homes; so it's not just ground-oriented.

Ms. Strand continued:

- due to the limited exits and blind hill in the neighbourhood, suggested there needs to be a traffic light at the intersection with a left turn lane and a warning light at the top of the hill to let the drivers coming up the hill know when the light is red and they need to stop.

Roland and Nicola Fox, 20902 47 Ave, Langley, asked how the garbage would be picked up at these units.

Dennis Chan, Dennis Chan, CEO, Leone Homes, advised that it would be the same as with any townhouse development; the garbage truck will drive into the back and individual owners will open their garage and push their bins out; it won't affect traffic on 45A Ave.

In response to further questions, Mr. Chan advised that;

- garbage and recycling would remain on the property, it won't be on 45A Ave.;
- there are balconies on the backs of the units.

Tricia Anderson, address not provided, expressed concerns regarding the following:

- the possibility of other similar types of development being built in this neighbourhood and the impacts they would have on traffic and infrastructure
- asked how the prohibition against suites in these units will be enforced?

Mr. Johannsen advised that firstly, if Council approves the zoning on the site, suites are not permitted under that zoning and if a homeowner had an illegal suite on their site they would have to remove it.

Emily Ottewell, 20931 45A Ave. Langley spoke regarding the following:

- although these units will be high efficiency homes and environmental consideration is being given to new construction, believes the house on the lot was habitable and that there are negative environmental impacts in tearing down perfectly good housing to build more housing; suggested redevelopment of a property occur only when a house is in disrepair;
- expressed concern that this new type of ground-oriented housing in the City is starting in her neighbourhood which is at the very edge of the city and more will be built as for sale signs have recently gone up on properties nearby that are also identified in the OCP for this type of housing;
- asked how long construction will take and whether residents will have access to 45A. Ave.

Fred Adab, Owner, F. Adab Architecture advised that it will probably take nine to ten months to complete construction during which time there will be traffic control from 45A Ave, based on City Engineering guidelines that will be enforced.

Ms. Ottewell continued:

- asked if 45A Ave. will be blocked during construction.

Mr. Johannsen advised that:

- 45A Ave. will not be blocked as it provides access to the neighborhood;
- staff have been working with the applicant to ensure that trades parking occurs on the property as much as possible;
- he believes that if this development gets approved by Council and it goes to construction, the lane portion of it would be constructed first and that's where the trades would park while they construct the project so that takes the trades vehicles off the street;
- with respect to the properties to the north that have for sale signs on them:
 - those properties have to go through a process and it would be up to Council to decide if they should be rezoned or not but those are also in a long-term plan that's meant to guide growth for the next 25 to 30 years so to be clear those properties are part of the plan and the rest of the neighborhood is to stay the same;
 - if property owners and developers approached staff asking if townhouses could be built further into the neighbourhood the answer would be no because the Official Community Plan is Council's vision for the future that guides land use and you have to stick to the plan.

- the main reason cities have these plans is to provide certainty to residents and neighborhoods and property owners and developers in terms of what they might be able to do with their property;
- with respect to concerns regarding the environmental impact of tearing down a home and redeveloping it:
 - as cities age, mature, grow and change redevelopment is going to happen;
 - the opportunity that we have here is to enable a little bit more units on the land which improves the use of the land and makes more efficient use of it because we are definitely scarce of land in the city, it's basically all redevelopment;
 - it also provides opportunities for more efficient building standards so our building code is a lot more energy efficient than it used to be;
 - the applicant is looking at energy efficient approaches;
 - it is also on a transit route where the transit service will improve over time;
 - children can walk to school rather than be driven which helps the environment.

The Deputy Mayor called a second time for speakers on the Bylaw 3206.

Anne Lei, 4554 209 St., Langley spoke regarding the following:

- asked what the purpose of this public hearing was as it sounds to her that there is no opportunity at this point for any modification or reduction of the units, or is it six units or nothing?

Deputy Mayor James advised that the purpose of this hearing is to listen to everyone who has taken the time to attend and is not indicative of a decision having been a done deal. Council will take into consideration all the information received tonight and converse with staff to come up with a decision that is in the best interests of the community going forward.

Ms. Lei continued:

- asked that Council stand up for the residents of Uplands and spend time to process all their different concerns as previously stated.

John van Tuinen, Uplands Drive, Langley, spoke regarding the following:

- the crosswalk at the intersection is not safe for kids even with parents on the way to school; it is not the answer to all the problems here;
- hopes that the crosswalk wasn't put in a few months ago with the intent of this development going here.

Helga Strand, 20890 46 Ave., Langley spoke regarding the following:

- traffic gets backed up on 45A Ave. even with only a few cars turning north because traffic gets backed up on 208 St.;
- reiterated the need for street light and warning light at the top of the hill on 208 St. to warn drivers that the light is red and they will need to stop;
- reiterated need for left turn lane so people can turn safely on that street as it is a blind hill;
- judging by the for sale signs in the area, if those properties all get developed it will bring about 30 to 40 new families into the area which is only two blocks deep with no through streets, which is why it is a nice quiet neighbourhood;
- 45A. Ave. is the only street which allows vehicles to turn north on 208 St.; if that gets congested it's going to be a lot more people taking risks to get out of there;
- believes there could be as many as four cars per unit in the proposed development if there is a husband wife, possibly a teenager and a roommate that they're sharing the home with to help with;
- believes the only people who would be going to benefit from this development are the City and the developers.
- questioned how the developer thinks the units on 208 St. with no yard will sell for \$1.3 million as her freestanding home with yard was assessed at \$1.4 million; if there is only \$100,000 difference between buying that row home or buying her home how does that make it affordable; if there is only \$100,000 difference between buying that row home and buying my home how does that make it affordable housing?
- there are no activities for children in the neighbourhood within walking distance;
- believes these new developments will destroy the neighbourhood; hopes Council reconsiders.

Brent Brocklebank, Uplands Drive, Langley spoke regarding the following:

- feels everyone's concerns here are being downplayed and this is a done deal;
- believes despite what the stated regulations are or the optimum situation might be that, over time, parking and traffic issues, illegal

suites will become worse and worse and the city won't have the resources to fix the problem after it has started;

- asked what other areas the City looked at before selecting this strip along 208 St.;
- questioned why it is necessary to do it at all, if Council is working for the residents he doesn't see any desire from the residents of Langley for densification;
- although there are steps being taken to try to mitigate the issues with living on 208 St., believes it would be better to put the development somewhere where people can have a better quality of life and in turn not lesson the quality of life of people currently living in the neighbourhood.

Mary Reeves, 45808 209th St., Langley spoke regarding the following:

- has lived in this neighbourhood 20 years and seen generations grow up in a safe and quiet neighbourhood so can't imagine having thirty more families added here all facing along 208 St.;
- is concerned about what this will do to the neighbourhood and that once this development is built more single family homes in the neighbourhood will be redeveloped;
- suggested developments like this should be done in a neighbourhood that is much larger;
- reiterated concerns with respect to:
 - increase in on-street parking;
 - lack of traffic signal and left turn lane at 45A Ave. and 208 St.;
- likes the friendly, quiet, small-town atmosphere of her neighbourhood and believes what is being proposed will destroy that.

The Deputy Mayor called a third and final time for speakers on Bylaw 3206.

There were no further speakers.

3. MOTION TO CLOSE PUBLIC HEARING

It was MOVED and SECONDED
the Public Hearing close at 9:27pm.

CARRIED

Signed:

DEPUTY MAYOR

Certified Correct:

CORPORATE OFFICER