

May 26, 2023

Via Email [nelson@tol.ca](mailto:nelson@tol.ca)

Township of Langley  
20338 65 Avenue  
Langley, BC  
V2Y 3J1

Attention: Russell Nelson, Senior Planner, Community and Policy Planning

**Re: Staff Comments Regarding Proposed Booth, Fernridge and Rinn Neighbourhood Plans – Official Community Plan (OCP) Amendments**

Dear Mr. Nelson,

Thank you for your letter regarding the proposed Booth, Fernridge and Rinn Neighbourhood Plans. City staff have reviewed the proposed plans in the context of the City's OCP and other plans and policies, including the Transportation Plan which is currently under development.

**Increased Population and Traffic Impacts**

The proposed neighbourhood plans project a population of 63,000, which is 24,000 residents or 62% more than the 39,000 residents in the 2017 Brookwood-Fernridge Community Plan (BFCP).

The draft City's Transportation Plan has considered the residential growth originally envisioned in the 2017 BFCP. Over a 25-year period, this residential growth is anticipated to generate 17% more traffic volume on 200 Street and 28% more traffic volume on 208 Street.

200 Street and 208 Street are primarily affected by travel demand and growth to the south of the City, and the increased population in these neighbourhood plan areas will generate higher volumes of traffic than previously anticipated. This will significantly impact the performance of the broader road network, and especially the performance of streets within the City's Downtown. This population increase could also require the introduction of the 200 Street rapid bus service earlier than planned, to reduce pressure on roadway capacity for single occupancy vehicle trips.

Based on this, City staff requests that the Township commit to completing a traffic impact and area planning study and involve City staff throughout the study process. This study is necessary to identify the magnitude and extent of the traffic impacts that will be generated from the proposed population increase, and the study scope should include the broader transportation network, consider multi-modal needs, and include consultation with TransLink regarding the implementation of potential traffic volume mitigation measures and transit expansion. This study should also identify how the Township will be managing increased traffic within the BFCP area and the broader regional road network, including connections to the west and east.

***200 Street and 208 Street***

In terms of road network, 200 Street is currently the only regional Major Road Network (MRN) corridor that connects the Brookwood-Fernridge area to the City, and it will continue to play a

major role in accommodating traffic generated by population growth, including the proposed increase in the new Booth, Fernridge and Rinn neighbourhood plans.

Given the proposed population increase in these plans, and based on the outcomes of the requested study noted above, City staff requests that the Township contribute toward the costs of increasing roadway capacity to accommodate higher traffic volumes and implementing rapid bus service, and the provision of multi-modal mitigation measures along the 200 Street corridor.

Staff also anticipate that more traffic volume will be generated on 208 Street due to the population increase. This is contrary to the Transportation Plan's vision for this corridor, which is to maintain existing traffic volume, provide new multi-modal infrastructure and implement safety and intersection upgrades. Due to this anticipated condition, City staff requests that the Township:

1. contribute to the cost of implementing traffic flow, safety and intersection capacity upgrades and installing new multi-modal infrastructure along 208 Street;
2. support the City in designating 208 Street as a part of the MRN; and
3. consult with TransLink and the City regarding expanded and rapid transit service along 208 Street, between the proposed plan areas and the 203 Street SkyTrain Station.

Staff note these requests are not intended to be onerous, as they reflect cases where traffic flow, safety, intersection capacity and multimodal improvements are made to major roads that serve other high growth areas in the Township and elsewhere, in response to increased traffic volume.

#### **Increased Population and Servicing Implications**

The proposed population increase in the Booth, Fernridge and Booth Neighbourhood Plans also has servicing implications. Based on this, City staff requests that the Township:

1. commit to completing water, sewer and stormwater modelling to understand the exact nature and extent of servicing requirements for the Booth, Fernridge and Rinn neighbourhood plans, and involve City staff throughout the modelling process;
2. ensure all water, sewer, and stormwater servicing for these new plan areas be designed to rely solely on Township or regional utilities and not rely on City services in any way;
3. complete an Integrated Watershed Management Plan (IWMP) study, that includes an implementation schedule for storm water management facilities that minimize downstream impact on the City resulting from these neighbourhood plans. If this study identifies adverse impacts on the City from these plans, then the Township will assume responsibility for upgrading drainage infrastructure that mitigate these impacts. Such planning and construction should proceed in advance of development in the area that derives access through the City; and
4. renew the existing sanitary discharge agreements between the City and Township, by way of including the clauses that were discussed and agreed on by the head of the Engineering Departments in both municipalities in December 2021.

#### **Further Discussion and Memorandums of Agreement**

Based on the above comments and requests, further discussion is necessary between City and Township staff regarding the anticipated traffic impacts and servicing implications associated with the Booth, Fernridge and Rinn Neighbourhood Plans.

This discussion should include consideration of entering into Memorandums of Agreement (MOAs) between the City and Township that clearly outline roles and responsibilities, expectations, implementation/construction timelines and funding requirements for:

1. transportation and transit infrastructure and measures that are necessary to support the population growth in these neighbourhood plans; and

2. new services that require access through the City, based on the findings of the IWMP and servicing strategies related to sanitary sewer and water distribution systems for the neighbourhood plan areas.

An MOA-based approach will create a clear 'game plan' for effectively and collectively mitigating traffic impacts on key road corridors in both municipalities, and identifying and implementing potential new servicing corridors through the City.

Thank you for the opportunity to comment on the proposed new Booth, Fernridge and Rinn Neighbourhood Plans. Please contact the undersigned or Hirod Gill, P. Eng., Manager of Engineering Services to discuss how and when City staff will be contacted to initiate discussions with Township staff, and if you have any questions.

Yours truly,  
CITY OF LANGLEY



Carl Johannsen, RPP, MCIP  
Director of Development Services

- c. Francis Cheung, P. Eng., Chief Administrative Officer  
Hirod Gill, P. Eng., Manager of Engineering Services