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South Coast British Columbia
Transportation Authority

February 20, 2025

Anton Metalnikov
City of Langley
20399 Douglas Crescent
Langley, BC V3A 4B3

Dear Anton Metalnikov,

Re: City of Langley | Development Permit Application DP 13-24, Rezoning Application RZ 09-24, and OCP Amendment Application OCP 01-24 at 19991 49 Avenue, 19990 50 Avenue, and 4951-4975 & 4991 200 Street

Thank you for your correspondence dated January 10, 2025 and for the opportunity to provide feedback on the proposed Pacific Nazarene Housing Society development at 19991 49 Avenue, 19990 50 Avenue, and 4951-4975 & 4991 200 Street.

We appreciate the outreach and provide our comments based on:

- Our legislated mandate to review major development proposals for regional transportation implications, and to support Metro Vancouver's Regional Growth Strategy (RGS);
- Policy direction in the [Regional Transportation Strategy \(RTS\)](#) to work with partner agencies in advancing shared regional objectives and integrated land use and transportation planning; and
- The [Transit-Oriented Communities Design Guidelines \(TOCDGs\)](#), a tool to support the planning and design of communities that integrate land use with sustainable transportation.

1. We have reviewed the proposed development and have the following key comments:

- a. The developer is proposing "Rapid" service level density in an area planned (but not funded) for "All Day Frequent" service.
- b. TransLink encourages provision of additional bicycle spaces as the development is located on the Major Bike Network (MBN).

- c. We ask for confirmation of intersection design with new access at 200 Street and Grade Crescent.

2. TransLink encourages focusing growth in designated Urban Centres, Frequent Transit Development Areas (FTDAs), and Major Transit Growth Corridors (per [Metro 2050](#)).

- a. Focusing growth in regionally designated centres and transit-oriented growth areas foster the development of walkable, vibrant, and mixed use communities that can support a range of services and amenities. The subject property is situated approximately 600 m outside of Langley Regional City Centre, and adjacent to the Major Transit Network (as shown in [Transport 2050, pages 114-115](#)), but not within a Major Transit Growth Corridor. D4: Density of the [TOCDGs](#) speaks to concentrating the highest density of homes and activities in Urban Centres and along frequent transit corridors, and scaling down in density, height, and massing as the distance to/from frequent transit increases.
- b. The Pacific Nazarene Housing Society development includes 6-storey rental apartment building with 302 units, a large childcare facility, a new church and community hall and the establishment of a greenway plaza and connection to a future trail. Based on the Transit-Supportive Land Use Guidelines in TransLink's [Transit Service Guidelines](#), the proposed density, estimated to be above 300 people and jobs per hectare, is within the range that might be expected for rapid transit corridors.
- c. As per the [Location-Efficiency Framework](#) in Transport 2050, the proposed development is in a location with good/moderate transit and good car/truck accessibility. Improved transit accessibility would be required to support uses with many visitors, such as the proposed large childcare facility, a new church and community hall.

3. Subject to funding approval, enhanced bus services may be implemented in the area.

- a. The area around the development site is currently served by the following bus routes with bus stops located on 200 Street:

Bus Route	Service Type	Service Characteristics
531	Standard	15 to 30 minutes' frequency throughout the day, every day; evening service provided
561	Basic	30 to 60 minutes' frequency on weekdays; may or may not operate throughout the entire day or 7 days per week
840	Peak Only – Limited	Service offered only in peak periods and only on weekdays; service frequency may vary

- b. The [Access for Everyone](#) plan identifies future Langley-White Rock (24 Ave) RapidBus service along this portion of 200 Street as part of Year 6-10 Priorities (i.e. tentatively 2030-2035, subject to funding). Per the [Transit Service Guidelines](#), RapidBus is an “All Day Frequent” service, operating every 15 minutes or better in both directions throughout the day.
- c. Given that the development site is located within the urban area, TransLink would consider potential new transit services for the area through our investment plan prioritization process, and as funding for transit expansion allows. Through future Area Transport Plan processes, we will work with local government partners to plan and implement the Langley-White Rock RapidBus service. Implementing new RapidBus service requires commitments from municipalities or relevant road authorities for bus lanes and other bus priority measures, (e.g., potential signal modifications at Grade Crescent), to achieve travel times 20% faster than local bus and bus lanes on at least one-third of the route.

4. TransLink supports the development of protected cycling infrastructure and sidewalks.

- a. TransLink’s [Access for Everyone](#) plan aims to make active transport the convenient choice for shorter trips.
- b. D3.1.2 in the [TOCDGs](#) speaks to designing multi-modal streets that improve pedestrian and cyclist safety and comfort, and D3.1.2 speaks to providing secure, abundant bicycle parking to support bicycle use.
- c. TransLink supports the development of “Comfortable for Most” bikeway along 200 Street, as it will contribute to completing the MBN, as shown in [Transport 2050, pages 102-103](#). Further information about the MBN can be found in the [TransLink State of Cycling in Metro Vancouver 2024](#) report.
- d. The developer is currently proposing 204 bicycle spaces, of which 152 are Class 1 spaces and 52 are Class 2. Given that this development is on the MBN, has 302 rental units and is expected to draw a large number of people for temporary uses (e.g. childcare facility, church and retail units), we encourage the provision of additional bicycle spaces.
- e. Upgrades along 200 Street may be eligible for cost-share funding through TransLink's Local Government Funding (cost share) programs. Please see [Road, Cycling, and Pedestrian Improvements](#), [the interactive BICCS/WITT Eligibility Map](#), or email ipme@translink.ca for more information.

5. TransLink encourages implementing Transportation Demand Management (TDM) measures to discourage unnecessary driving.

- a. The developer is currently proposing 429 parking spaces in a shared parking arrangement to reduce the number of parking spaces provided. This aligns with D3.4.2, D4.1.2, D6.1.2 in the [TOCDGs](#) to design parking to support a pedestrian-oriented urban realm and manage parking supply and demand.
- b. D6: Demand Management of the [TOCDGs](#) further speaks to unbundling parking costs from housing costs, and exploring shared mobility services to discourage unnecessary driving. We encourage the City to consider implementing additional TDM strategies as appropriate to increase housing affordability and reduce demand for driving (Transport 2050 Action 3.1.3).
- c. We encourage reference to TransLink's [TDM Guidelines for Development in Metro Vancouver, a tool to](#) improve the process, strategic development and implementation of TDM across the region.
- d. We also encourage participation in [Compass for Developments](#) if eligible. Compass for Developments is a program that allows developers to make a one-time bulk payment to TransLink to satisfy municipal TDM requirements for transit benefits, while allowing stratas and/or property managers to facilitate the distribution of the transit benefits to occupants. For more information, please see Compass for Developments or email tdmdevelopment@translink.ca.

6. Development may trigger TransLink's review and approval process under the [South Coast BC Transportation Authority \(SCBCTA\) Act, S.21 \(1\) for Major Road Network \(MRN\)](#).

- a. TransLink is in the process of formalizing guidelines associated with people-moving capacity changes on the MRN.
- b. While there are no concerns at this moment with the proposed access onto 200 Street at Grade Crescent to use the existing traffic signals, introducing new road / access approaches to an intersection may trigger a review to confirm intersection geometric design and operational changes.
- c. TransLink requests that the City ask the applicant to confirm that their intent is to convert the T-intersection at 200 Street and Grade Crescent to a four-legged signalized with additional traffic signal pole and with the driveway access acting like the fourth leg of the intersection.

- d. There are no concerns for the secondary access to use the existing traffic signal at 50 Avenue, which already has a left turn arrow.

7. Development does not trigger TransLink's review and approval process under the [SCBCTA Act, S.21 \(2\)](#) for Regional Goods Movement.

- a. Given that there are no proposed prohibitions on the movement of trucks, TransLink's review and approval under SCBCTA ACT S. 21(2) are not required.

8. Please submit any detours required during construction or new/temporary/relocated bus stops to CMBC for review prior to implementation.

- a. CMBC's notice periods and procedures for road closures, detours and stop closures are set out on TransLink's [Temporary Transit Changes web page](#).

Continued Collaboration

We appreciate the opportunity to provide comments on the proposed Pacific Nazarene Housing Society development. We look forward to continued coordination with the City of Langley. Please feel free to contact me at charis.loong@translink.ca should you have any questions or wish to discuss further.

Kind Regards,



Charis Loong
Senior Planner, Transit-Oriented Communities Planning