

April, 3<sup>rd</sup>, 2025

Attn: Mayor Pachal and all Councilors  
Langley City Hall  
20399 Douglas Crescent  
Langley, BC V3A 4B3

Delivered in person and by email to Councilmeetings@langleycity.ca

**Regarding:** Bylaw No. 3305 – Official Community Plan Bylaw Amendment No. 1 (OCP 01-24)  
Bylaw No. 3306 – Zoning Bylaw Amendment No. 218 (RZ 09-24)

This letter is in regards to the above Bylaws 3305 and 3306 proposed amendments. We request that these bylaws be postponed or cancelled until the questions and comments herein have been addressed.

A petition with 460+ signatures opposing this project has been submitted to City Hall.

There has been poor communication (little to none) with area neighbours that will be significantly affected by this project. Local area residents only became aware of the proposed project via a leaflet from the Church of Nazarene and Facebook groups. The signage on 200<sup>th</sup> street was not possible to view there as it is not possible to stop on the street. The sign on 50<sup>th</sup> street was barely visible and frequently blocked by a vehicle. We are not aware of any open house hosted by The City and it is our understanding that this project was initiated by The City and not the church. The open house at the Church of Nazarene in Dec. Was misleading because local homeowners were left with the impression this was put on by the church.

**Area homeowners, residents and concerned citizens have NOT been afforded adequate time to review all relevant issues and documentation in order to respond to the mayor and council in time for the public hearing.**

**Overall concerns:**

This is in a large area of entirely single-family houses. There are no other nearby institutional, multi-residential or commercial buildings except for Simonds elementary school and HD Stafford middle school. The proposed project will destroy the neighbourhood character and peace and quiet forever and decrease property values. Homeowners in the area have worked hard to own their houses and build equity.

There are MANY other more appropriate locations for more apartment buildings, such as along and also north of 53rd Ave. The bypass has continuous single- and two-story retail/commercial buildings. Why isn't the space above them utilized for housing so that established residential neighbourhoods aren't destroyed. There is no logical or any reasoning as to why the OCP is proposed to be changed to allow 6 storeys and who other than the church will benefit from this change.

We are planning on filing a Freedom of Information (FOI) request for the City to release ALL documents, handwritten notes and other contemporaneous records related to this project. This is because we and neighbours believe the City and the church have not been transparent and forthcoming.

## SPECIFIC CONCERNS:

### Traffic:

From the City's staff report:

**At the Developer's expense, a Traffic Impact Assessment (TIA) will be completed by the City's standing traffic consultant per the DCM Section 8.21. The applicable fee toward completing the TIA must be paid via a cheque issued to the City's selected traffic consultant and delivered to the City. TIA reports must be approved by the City Engineer prior to taking the application to Council. The TIA completion timing must be: a. For OCP Amendment / Rezoning Applications: Prior to Council's first and second readings.** The church and City are not in compliance with DCM Section 8.21. Why has a TIA not been finalized and made accessible to the public? I spoke to Mr. Steven Harang at City Hall on April 1<sup>st</sup> and was told that the TIA was still in draft form. When asked when it would be released, he advised that he would look into it and call me back and he has refused or neglected to do so as of April 3, 2025.

The City's staff report states **"It appears 49 and 50 Ave. meet the required road ROW width for a collector road."** This is not true. 50th Ave. is only 18' wide east of 200th to Conder park in each direction. This has parking for residents on each side of 50th and one lane in each direction. Are residents going to lose street parking? Where will overflow parking from the development go?

The double intersection at 200th and Grade crescent and 50th Ave. (east and west) is already very dangerous. Drivers regularly speed up to 80 to 90 kmh southbound approaching 50th Ave. in an attempt to get through both sets of traffic lights (at Grade crescent and at 50th). Drivers also speed significantly going north through these intersections. With hundreds of additional vehicles coming and going from the building on 200th and 50th Ave., that will create a very dangerous intersection, and at the least, a significant traffic backup on 50th Ave., 20<sup>th</sup> and Grade Crescent. There will also be significantly more vehicles coming north from Brookwood and farther south. There will undoubtedly be vehicle and pedestrian accidents resulting in injuries or worse.

With hundreds of new children and adults walking on 200th, 50th Ave. and Grade crescent, that will also create a very dangerous intersection. Someone will very likely get seriously injured or killed.

There are NO bike lanes on 200th, Grade crescent or 50th Ave. Occupants of the building will not be able to cycle to/from the building in any direction without illegally riding on the sidewalks. A bike lane only along 200th in front of the building is of no value. This will be a dangerous scenario and likely end up in a tragedy. A bus pullout cannot be seen on the proposed plans. What, if anything, will happen to the northbound bus stop on 200th on the north side of 50th? 50<sup>th</sup> Ave. Is too narrow to add a bike lane and sidewalk. The project proponents state that it will be a 30-minute walk to the SkyTrain. Would that be for a young person or all working age people?

The City planner has stated the City will not be spending ANY funds on upgrading infrastructure in the immediate area beyond what is included in the development charges for this project. This means NO bike lanes, NO sidewalk on the south side of 50th, NO road widening of 50th Ave. west of 200th, NO road improvements on Grade Crescent and NO realignment of Grade and 50th. This is unacceptable. If and when the City realizes this is required, taxpayers will pay for this, not the church/developer.

50th Ave. west of 200th is a substandard width and does not meet municipal standards. From 200th west to Conder park, it is only 18' wide each way. Vehicles frequently cross the center line to avoid hitting a parked vehicle. This section of road needs to be widened, including as needed for a sidewalk and bike lane. 50th Ave. from Conder park west is in extremely poor condition and needs repaving. There is no sidewalk west or east of Conder park on the south side.. There is no parking permitted on the south side of 50<sup>th</sup> Ave. Along Conder park but people park there regardless. The small parking lot for Conder park is woefully inadequate.

There is an unmarked "catwalk" access from the north side of 50th near 197 Ave. for access to 50A Ave. This is a potentially dangerous location and is unlit as well.

Will the existing resident parking on 50<sup>th</sup> Ave. be removed and/or the road widened? Have residents been notified of any change?

The City originally purchased the residential properties on the southwest corner of 200th and 50th in order to re-align Grade crescent with 50th. If the streets are not re-aligned, it will seriously affect the safety of the intersection permanently. Once the proposed building is constructed, there would be no possibility of re-aligning these streets. The double intersection design is dangerous and drivers are forced to change lanes in an intersection to get across 200th onto 50th Ave. West. While this is not against the Motor Vehicle Act, it is considered a potentially dangerous maneuver.

200th street is a very busy major route from north Langley to 16 Ave. and the border. Hundreds of new houses are being built in south Brookwood along the 200th corridor and there are more to come. Up to 100,000 new homes are envisioned. A shopping center is planned at 32nd and 200th which will have 400+ apartments. This will all significantly increase traffic through 200th in the area of the proposed project. 200th street south of 50th Ave. south through Brookwood is narrow. BC Transit has no plans for a rapid bus service on 200th south of Hwy. 10. This all means residents of the building and others visiting it will all be using vehicles.

50th Ave. west of 200th is a busy route from 200th over to 192nd in Surrey. This is only getting busier with all the development along 192nd. Many drivers speed there, despite traffic calming. Unless going up to the bypass/56th Ave. or down to 36th or 32nd, this is the only route to 192. Vehicles coming and going from the proposed project onto 50th will significantly impact this traffic. It is so busy at times, some drivers already take a shortcut on 50A Ave. in Eagle Heights beside our house. There are many young children that play along this street. The Colebrook Road and 192nd street intersection (in Surrey) is extremely busy and it is often difficult to turn onto or off 192<sup>nd</sup> and traffic will increase substantially. Has the City of Surrey been advised of the increased need of traffic control that will be required?

The proposed project would have 5 retail spaces with access off 50th Ave. This is already a difficult section of road to navigate, especially with the sub-standard width of road (18' each way). 50th is not marked as two lanes but drivers constantly drive side by side at 200th to turn north and to turn south. To make matters worse, the road grade is approx. 10% and drivers cannot see over the crest of the hill. How would 50th be re-graded to accommodate access into the retail spaces? What businesses exactly would occupy the retail spaces? Added traffic from these retail spaces would be seriously detrimental to traffic on 50th and 200th. This will increase the risk of vehicle, pedestrian and cyclist accidents there. This is NOT acceptable.

## Neighbourhood Safety

The proposed community kitchen and hub will likely attract undesirable people to the area in our opinion and that of neighbours. There are NO support services in the area of the proposed project for clients of the community kitchen and hub. It is not stated if the kitchen is for building residents only.

We already have had homeless encampments on Colebrook Road and along the north side of Nicomekl river. The RCMP has had to clear out encampments on Colebrook Road. There have been crimes committed in our residential neighbourhood of Eagle Heights. For example, a partially naked, missing underaged girl was found alone on the trail to Brydon Lagoon by a neighbour. The RCMP once located a dead body in High Knoll Park. Someone had their work van stolen. Another homeowner had the catalytic converter stolen from their car. Someone tried to break into our house when we were away. We do not want crime to get worse than it already is.

A police officer has advised neighbours in our area to call in any suspicious individuals. We currently have some local residents that currently walk on our street to get to the trail near High Knoll park to Brydon Lagoon. Some come from across the south side of 50th via a catwalk access. We do not want high risk or unknown strangers wandering in our area.

## Schools

Contrary to statements by the manager of development in the council meeting on Mar. 24th, the nearby elementary schools are already filled to capacity. Students that would normally attend Nicomekl elementary have been shuffled to Douglas elementary. To suggest that there would only be 31 kids from 300+ units is an insult to us. The catchment boundary for Simonds elementary has been extended to the north side of 53rd Ave. and west of 200th to allow for the lack of space in Nicomekl elementary.

Why isn't the school district purchasing the houses on the east side of Nicomekl elementary for short- and long-term school expansion instead of building apartments there? This does not serve the long-term needs of the area.

Why is there no discussion of the nearest high school? Why will students have to walk or bus 6-9 km. each way to/from Langley secondary schools where there are limited sidewalks, unless they are driven? This could significantly increase vehicle traffic in the vicinity of the building. Is there capacity for all the existing and new secondary students in the catchment area, considering all the other housing that is being built and planned? Why isn't there a new high school planned for the west side of Langley City?

## General

80% of the units would be market rental. 20% would be at 80% of market rates, or approx. \$2,000 a month (conservative estimate). The remainder would be at approximately \$2,500 to over \$3,000 per month at current "market" rates. How is this possibly helping lower income people? This is a substantial amount of revenue for the church.

200th, Grade crescent and 50th Ave. would have to undergo substantial upgrading of sewer, water, storm sewer, natural gas and power. The roads will require substantial upgrading to municipal standards. Bike lanes and sidewalks should be added. Who will pay for all this? How much will the developer **not** be covering? What

about the disruption to the roads and traffic? How long will this be for? Would Langley residents on the west side of 200<sup>th</sup> have access to 200<sup>th</sup> cut off and be forced to drive to 192nd? What about emergency vehicle access?

The project is being billed as non-profit. How is this possible given the rent amounts that will be charged? Where is a financial breakdown of the project, given that public funds and properties are involved? It is apparent that any profits would go to the Church head office in Kansas in the USA. Where is the benefit to the Langley community. **N/A to bylaws**

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Who paid for the preparation of the architectural plans and related work?

We contacted the phone number of the Nazarene church on the information flyer that was distributed to our neighbourhood. The lady had no idea why I was calling, and although she said she would return my call, **she did not**. So much for helping the community.

Who is the 49-space daycare going to serve? Residents of the building only or the public at large. If the general public, this will also only worsen traffic.

Would building residents, employees and others be restricted in parking spaces? How many renters could or would have two or more vehicles? Where would more vehicles than there are available on-site parking spaces park? There is no room on 50th Ave., plus the width of 50th Ave. is substandard and the road is busy.

There is a serious doctor shortage in Langley. Wait times at Langley Memorial hospital ER are up to 18 hours with an average range of 8-10 hours. How would anyone without a vehicle get to the hospital in a reasonable amount of time?

The church does not maintain their church building or grounds now which is an indicator they will not maintain a new development.

Since the church property is presently tax-free, what if any portion of the new development would be tax-free. What, if any, profits from rental income will go back to the local community. Will **ALL** net profits go to the church's head office in Kansas City in the USA?

With the new economic uncertainty being created by the USA due to tariffs and other issues, this could not be a worse time for The City to become involved with a church/developer that has its head office in the USA.

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