

Mayor Nathan Pachal  
Langley City Hall  
20399 Douglas Crescent  
Langley, BC, V3A 4B3

April 3, 2025

**OCP Bylaw 2021 No. 3100 Amendment No. 1 2025 Bylaw No. 3305**

Dear Mayor Pachal and Councilors:

I am writing this letter in regards to the above Bylaw No. 3305. I encourage you to negate this bylaw until further input from residents are heard and communicated with. I have only become aware of this bylaw through neighbourhood communication and have since reviewed the documents on the website and a brief personal discussion with a city planner. I have walked around the proposed development area.

I do not believe there was an open house sponsored by the City. There are many questions and concerns that have arisen from my contact with various neighbourhood people. I am sure that others have submitted letters to the City regarding their concerns.

A list of the some personal concerns are as follows:

- 1. Affordable Housing Provision**
- 2. Bicycle Lanes**
- 3. Ditches**
- 4. Traffic Calming**
- 5. Development Time Lines**
- 6. Schools**
- 7. City Taxes**
- 8. Development Height**
- 9. Multi use Pathway**
- 10. Communication**

**1. Affordable Housing Provision**

I would strongly suggest that the 20% number be increased to 30% as discussed in the Explanatory Memo. The 20% number is low and really does not adequately cover the number of proposed rental units and the cost of perceived rent, especially for any low income people.

**2. Bicycle Lanes**

Grade Crescent is not conducive for bicycles for children and students as they have to ride on the only paved sidewalk on the north side of the street. The street also poses a risk for adult bikers. There is NO apparent designated bicycle lane shown in the various documents for this development.

#### *SOLUTIONS*

- Enhance the safety for cyclists. With no bicycle lanes and no shoulders on Grade Crescent cyclists are at the mercy of speeding vehicles. There is little use of Grade Crescent for cycling.
- Create a designated bicycle lane similar to that on 203 Street and reduce potential liabilities.
- The bicycle lane(s) should be integrated with the downtown city bicycle route that is also designed for the arrival of Skytrain in 2028.

### **3. Ditches**

The open ditches on 49<sup>th</sup> Ave in vicinity of development are a potential hazard.

#### *SOLUTIONS*

- Enclose all ditches up to their drainage into Willow Creek.

### **4. Traffic Calming**

There are neighbourhood traffic calming concerns along Grade Crescent, specifically from 200 to 203 Streets. With the access of this development in line with Grade Crescent there will be increased traffic on Grade Crescent with the potential for speeding.

Several neighbours on Grade Crescent have expressed a major concern regarding speeding and subsequent noise along this section and indicated that they would participate in a City of Langley traffic calming petition.

#### *SOLUTIONS*

- Reduce vehicle speeds to match the road's approved speed limit.
- Reduce noise (pollution) from revving of vehicles and motorcycles.
- Install a speed hump at the Sendall Garden crosswalk.
- Install a pedestrian traffic calming light at Sendall Garden crosswalk similar to that on 204<sup>th</sup> Street.

## **5. Development Time Lines**

What is the expected construction time of development for this property ? This would include upgrading of water mains, sanitary sewer, storm sewer, road alignments and road – traffic signal intersections on Grade Crescent and 50<sup>th</sup> Ave. I would anticipate that this development will take 16 to 24 months to complete.

## **6. Schools**

The OCP for this development does not discuss the impact on the school populations which will impact HD Stafford and Simonds Schools. I am assuming that this development will include families with children. I would strongly suggest that this topic be included in further discussions.

## **7. City Taxes**

As this is an apparent non profit church affiliated organization, I would assume that this organization will NOT be paying any City taxes. This needs to be clarified.

## **8. Development Height**

What is the rationale for designating this development (and area) for six (6) stories ?? There is NO apparent rationale or explanation contained in the Explanatory Memo.

## **9. Multi-use Pathway**

There is no timeline for the creation of a new multi-use pathway that will act as the trailhead for a future greenway connection between the intersection of the project's access driveway at Grade Crescent and 200 Street and Conder Park. What is the cost of this pathway, who will be paying for the costs and who will be building it ??

## **10. Communication**

Property owners on 49<sup>th</sup>, 199A, 50 Ave and Grade Crescent must be aware of all road and development work.

### **SOLUTIONS**

- The city must have an open house with all property owners within the vicinity of this development regarding the final design and input.
- City staff and all construction companies involved with any road work must communicate with property owners.

## SUMMARY

This development is certainly needed in today's environment and growth of Langley City. Again, I would suggest that this Bylaw 3305 be curtailed until all questions and responses have been communicated. This requires immediate action as developers need certainty for their investments and to move forward on a timely basis.

I look forward to your reply.

Yours truly,

*"B W Downing"*

Bruce Downing, MSc, PGeo, FGC, FEC(hon)

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cc city councilors  
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